



# EFRA ANNUAL GENERAL MEETING

HOTEL Aristos, Zagreb.

Croatia

2nd and 3th of November 2013

## Agenda 1:8 IC Track

### SATURDAY 2nd OF NOVEMBER 2013.

The meeting will start in the afternoon, see general agenda.

#### 1. CHAIRMAN'S WELCOME

Mr. Sander de Graaf

Incoming letters in relation to this AGM section meeting.

#### 2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB Bologna	ECB Re	ECA Kirch berg	ECA Re		
AUSTRIA								
BELGIUM								
CROATIA								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND								
FRANCE								
GEORGIA								
GERMANY								
GREAT BRITAIN								
GREECE								
HOLLAND								
HUNGARY								
IRELAND								
ITALY								
LUXEMBOURG								
MONACO								
NORWAY								
POLAND								
PORTUGAL								
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN								
SWEDEN								
SWITZERLAND								
<b>TOTAL</b>								

Other persons present:

### 3. MINUTES OF 2012 SECTION MEETING

November 2012— Brussels, Belgium

Matters arising from the minutes:

The following person was elected to check the minutes of this year:

### 4. CORRESPONDENCE RECEIVED

Any correspondences from the 2013 season..... 😊

### 5. CHAIRMAN'S REPORT

See separate report, to be handed over at AGM, or already send out before AGM. 😊

### 6. PRESENTATIONS FOR APPLICATIONS EC AND GP'S 2014/15

😞 The section has received the following applications to host coming EFRA events in. These proposals have reached us in time, not other proposal will be accepted after distribution of the agenda.

Year/Date	Alt. Date	Status	Country	Venue
3-4-05-2014	06/08-06	GP 1/8-1/10	Switzerland	Lostallo
06-2014		GP	Germany	Leipzig
08-2014		EC Flat chassis	Italy	Gubbio
05-2015	06-2015	EC-A	Netherlands	Utrecht
05-2015	06-2015	EC-B	Netherlands	Utrecht
22/27-06-2015	20/25-07	EC-A	Turkey	Izmir
03/09-08-2015	17/23-08	EC A	Germany	Ettlingen
09-2015		EC-40+ 1/8 1/0	Switzerland	Lostallo
07-2015		EC-A	Italy	Cassino
2017		WC	Spain	Autet

#### Final Race calendar 2014

Year/Date	Alt. Date	Status	Country	Venue
04-2014		EC-B	Italy	Bologna
08-2014		EC-40+ 1/8 1/0	Netherlands	Rucphen
08-2014		EC-A	Austria	Kirchberg

#### Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue

### 7. ALLOCATIONS

Allocations were made to each country as printed in the table form under item 2 on the agenda.

## 8. RULE PROPOSALS

**Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.**

### APPENDIX 1 1/8th SCALE IGNITION TRACK CARS

#### THE RULE SHOULD BE AMENDED TO READ:

2.4.

- Existing Rule:** General Qualifying format for EC's and GP's: Minimum 4 and Maximum 6 series of 7 minutes heats depending on the number of drivers.  
If there are 60 drivers or less, 6 rounds.  
If there are >60- <80 drivers, 5 rounds.  
If there are more than 80 drivers, 4 rounds  
With everybody qualifying for Christmas tree sub finals and NO drivers qualifying directly for the final. Depending on time available at Saturday all finals higher than 1/64th will be shorter than 20 minutes (for instance 10 minutes). See also 2.6
- Proposal:** General Qualifying format for EC's and GP's: Minimum 4 and Maximum 6 series of 7 minutes heats depending on the number of drivers.  
If there are 60 drivers or less, 6 rounds.  
If there are >60-
- Remarks:** the show is dead. we have seen in many races efra, the best drivers that after 2 heats already try the car for the semi-finals, this means that you lose sight of importance of concentration and spectacular result.

**Proposed by AMSCI Auto Model Sport Club  
Italiano**

**Seconded by: ..... o Not  
Seconded**

**The proposal: o Passed Unanimously o Passed with .... for, .... against and ....  
abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o  
Amended**

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#### THE RULE SHOULD BE AMENDED TO READ:

2.6.

- Existing Rule:** General sub-finals and final formats for EC and GP: the sub-finals are 20 minutes up till 1/64 finals. Time for all finals higher than 1/64th to be set at team managers meeting.  
The duration of the final is 45 minutes.  
Sub-finals: The best 3 of each sub-final move up to the next final.  
Semi-finals, the best 4 of each semi-final move up to the main final, plus the best 2 remaining drivers from the 2 semi-finals combined.  
When racing conditions are wet in the 2 semi-finals, the best 5 of each semi-final move up to the final. Starting order for the drivers who moved up to the final is based on number of laps and time. In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc.  
Sub-final B even is the first final to start on the Saturday afternoon.  
After the first semi final all cars will be put in Parc Fermé in technical inspection and the will be released after completion of the technical inspection of the 2nd semi final. This will give all drivers that proceed to the final equal time for preparation.
- Proposal:** General sub-finals and final formats for EC and GP: the sub-finals are 20 minutes up till 1/64 finals. Time for all finals higher than 1/64th to be set at team managers meeting.  
The duration of the final is 45 minutes.  
Sub-finals: The best 3 of each sub-final move up to the next final.  
Semi-finals, the best 2 of each semi-final move up to the main final, plus the best 2 remaining drivers from the 2 semi-finals combined.  
When racing conditions are wet in the 2 semi-finals, the best 3 of each semi-final move up to the final. Starting order for the drivers who moved up to the final is based on

number of laps and time. In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc. Sub-final B even is the first final to start on the Saturday afternoon. After the first semi final all cars will be put in Parc Fermé in technical inspection and they will be released after completion of the technical inspection of the 2nd semi final. This will give all drivers that proceed to the final equal time for preparation.

**Remarks:** see remarks 2.4

**Proposed by AMSCI Auto Model Sport Club Italiano**

**Seconded by: ..... o Not Seconded**

**The proposal: o Passed Unanimously o Passed with .... for, .... against and .... abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o Amended**

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#### **THE RULE SHOULD BE AMENDED TO READ:**

5.4.

**Existing Rule:**

**TYRES:**

Tyres must be black, except for writing on the side wall (exceptions only after EFRA agreement). Foam and/or rubber tyres can be used. Treatment of tyres with any type of additive is strictly not allowed.

A controlled tyre is mandatory for:- controlled practices (which are used for seeding), qualifying, and sub/finals (7 sets). Only organiser supplied controlled tyres can be used (Hand-Outs).

Definition of a controlled tyre: 1 brand, 1 diameter front, 1 diameter rear, 1 shore for front and 1 shore for rear. Shore hardness for 1/8th: "32 front and 35 rear" (final number of shore after consultation with the organiser). If the Hand-Out tyres have any visible defects (bad glueing, visible damage to tyre or rim) the effected tyre(s) can be exchanged before the race start by race control.

Production tolerances (including shore hardness) will not be considered as a defect. Tyres must be used as they are supplied (no modification to the rims, except the axle hole and no shore meters can be used to select tyres) and will be given out and fitted in the controlled area. Drivers must use new tyres every controlled practice, qualifying heat and sub/final.

Tyre dimensions for 1/8th. :

Maximum width of rear tyre: 64.0 mm.

Diameters -- 69.0 mm front, 76.0 mm rear.

Information about the tyre brand and shore must be available 8 weeks before the event.

The drivers must pay a deposit for the mandatory 7 sets of the controlled tyre in advance to EFRA, at the latest 10 weeks before the event.

Additional tyres for drivers that 'move-up' (in sub-finals) and for the Final, must be purchased with cash at the trackside. Tyres for free practice can be purchased on site from Monday onwards.

For free practice, drivers have free choice of tyres used, but no treatment is allowed.

From the start of controlled practice (used for seeding), drivers have to use the Hand-Out tyres.

Rain:- In case of rain (decided by the Race director after consultation with the Section Chairman), any alternative tyre can be used which has not been treated in any way, with the aim to get more or less traction.

EFRA will provide information about track preparation which will be mandatory for the event.

**Proposal:**

**TYRES:**

Tyres must be black, except for writing on the side wall (exceptions only after EFRA agreement). Foam and/or rubber tyres can be used. Treatment of tyres with any type of additive is strictly not allowed.

A controlled tyre is mandatory for:- controlled practices (which are used for seeding), qualifying, and sub/finals (7-9 sets depending on number of drivers). Only organizer supplied controlled tyres can be used (Hand-Outs). The choice of the tire brand is made by EFRA in communication with the organizer. The organizer can put a maximum profit of 15% on the price of the tire for the work and administration involved.

**Definition** of a controlled tyre: 1 brand, 1 diameter front, 1 diameter rear, 1 shore for front and 1 shore for rear. Shore hardness for 1/8th: "32 front and 35 rear" (final number of shore after consultation with the **organizer**). If the Hand-Out tyres have any visible defects (bad glueing, visible damage to tyre or rim) the effected tyre(s) can be exchanged before the race start by race control.

Production tolerances (including shore hardness) will not be considered as a defect. Tyres must be used as they are supplied (no modification to the rims, except the axle hole and no shore meters can be used to select tyres) and will be given out and fitted in the controlled area. Drivers must use new tyres every controlled practice, qualifying heat and sub/final.

Tyre dimensions for 1/8th. :

Maximum width of rear tyre: 64.0 mm.

Diameters -- 69.0 mm front, 76.0 mm rear.

Information about the tyre brand and shore must be available 8 weeks before the event.

The drivers must pay a deposit for the mandatory **7-9** sets of the controlled tyre in advance to **the organizer**, at the latest 10 weeks before the **event and also acknowledge the number of tires they want for the free practice.**

**Free practice tires and additional** tyres for drivers that 'move-up' (in sub-finals) and for the Final, must be purchased with cash at the trackside. Tyres for free practice can be purchased on site from Monday onwards.

For free practice, drivers have free choice of tyres used, but no treatment is allowed.

From the start of controlled practice (used for seeding), drivers have to use the Hand-Out tyres.

Rain:- In case of rain (decided by the Race director after consultation with the Section Chairman), any alternative tyre can be used which has not been treated in any way, with the aim to get more or less traction.

EFRA will provide information about track preparation which will be mandatory for the event.

**Remarks:** The administration of tires at trackside cost time, the deposit to be paid in advance cost time which EFRA cannot give. So handling and administration is done by the organizer which can make a small profit on the tire price.

**Proposed by**  
**EFRA**

**Seconded by: ..... o Not  
Seconded**

**The proposal: o Passed Unanimously o Passed with .... for, .... against and ....  
abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o  
Amended**

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#### **THE RULE SHOULD BE AMENDED TO READ:**

5.19.

**Existing Rule:** Fuel may only contain methanol (methyl alcohol) CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 25% of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.91 grams/cc at 20°C and standard atmospheric pressure. For quick testing a Nitromax 25 can be used , but in case of failure with the nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (gr/cc) based on the temperature (from 0 to 50°C) The tolerance on the measurement will be +/- 0,5% based on the data reported in density table. From 1st of January 2013 this specific gravity should not be more than 0.87 grams/cc with a maximum of 16% of nitro methane in volume. Any violation with fuel which means any proof of the use of other additives as mentioned will means 5 years of disqualification from any EFRA and IFMAR event.

**Proposal:** Fuel may only contain methanol (methyl alcohol) CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum **16%** of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than **0.87** grams/cc at 20°C and standard atmospheric pressure. For quick testing a Nitromax **16** can be used , but in case of failure with the nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (gr/cc) based on the

temperature (from 0 to 50°C) The tolerance on the measurement will be +/- 0,5% based on the data reported in density table. **Any** violation with fuel which means any proof of the use of other additives as mentioned will mean 5 years of disqualification from any EFRA and IFMAR event.

**Remarks:** Cleaning up the rule with 16% only

**Proposed by**  
**EFRA**

**Seconded by: ..... o Not  
Seconded**

**The proposal: o Passed Unanimously o Passed with .... for, .... against and ....  
abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o  
Amended**

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## **9. ELECTION OF SECTION CHAIRMAN.**

Sander de Graaf is willing to re-stand. This will be my last turn, in 2015 you may look for another section chairman, due to retirement in 2016/17. 🤔

## **10. ANY OTHER BUSINESS,**

## **11. ITEMS FOR GENERAL DISCUSSION.**

🤔 For the future think about a point system, instead of the fastest qualifying run. This could be 2 out of 4 under dry conditions. Now sometimes the TQ is decided based on the temperature of the day and the grip on the track. By going to a point system you need to be more reliable with your driving in all your qualifying runs