



EFRA ANNUAL GENERAL MEETING
HOTEL Aristos, Zagreb.
Croatia
2nd and 3th of November 2013

Agenda 1:10 IC Track

SATURDAY 2nd OF NOVEMBER 2013.

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

1. CHAIRMAN'S WELCOME Mr Josef Dragani

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World 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								
TURKEY								
TOTAL								

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

Correspondences from the 2013 season.....

5. CHAIRMAN'S REPORT

See separate report, to be handed over at AGM

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

The section has received the following applications to host coming EFRA events. 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
2/4 05-2014	06/08- 05	GP	Switzerland	Lostallo
04/10-08-2015	25/31-08-2015	EC-A	Slovakia	Trencin (Hudy Arena)
07/12-09-2015	21/26-09-2015	EC	Turkey	Izmir
09-2015		EC-40+	Switzerland	Lostallo
2015		EC A	Switzerland	Lostallo
2015		EC A	Spain	Madrid
2016		WC	Switzerland	Lostallo
2016		WC	Italy	Gubbio
2016		WC	Spain	Autet

Final Race calendar 2014

Year/Date	Alt. Date	Status	Country	Venue
2014		EC B	Spain	Madrid
2014		EC-40+	Netherlands	Rucphen
2014		EC-A	Spain	Autet

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 7 1/10TH 200 MM SCALE IGNITION TRACK CARS

THE RULE SHOULD BE AMENDED TO READ:

2.1.

Existing Rule:

European Championships are held in the following class:

- a) The European Championship Touring Car Sedan bodies will be held on the 3rd weekend of August. In the year there is an IFMAR world championship. Than dates must be separated with at least 4 free weekends between the finals. It will be open to EFRA licensed drivers. One special EFRA medal will be awarded to the fastest driver under 17 years of age, so that everybody of 16 years during the race dates, or younger, can compete for this medal. One trophee must be awarded by the Organizer.
- b) The allocated dates of the EC may be exchanged by simple majority vote at the AGM in the years that a world championship is being held. Allocations and re-allocations procedure will be fixed at the AGM's section meeting. The format of EFRA GP's could be the same as for the EC, but may be shortened up depending on the number of entrants.
- c) If there is a world championship 1/10th 200mm IC Track in Europe then there is not a European Championship A organised during that year.
- d) A European Championship for 1/10th IC 200mm B drivers may be organised each year.

To be run if possible the first weekend of May.

Entries will not be allowed for 1/8 scale A licensed drivers, 1/10th 200mm scale A licensed drivers, for the finalists from the EC of the following classes 1/8 Scale IC Track, Electric 200mm touring cars, large scale, Electric Buggy, 1/8 Buggy A of the preceding year. Winner B-EC will retain A-license for 3 years . Other finalists from B-EC are excluded for 1 year to run the next B-EC.

- e) European Championship 1/10th track 200mm 40+ EC 40+ 1/10th 200mm open to all drivers of 40 years, including those who become 40 that year and older. Race is organised together with the 1/8 track 40+
- f) A & B LICENCE

To qualify for an "A" licence, a driver must be placed 1-30 in the EFRA ranking system. All other applicants will be classified EFRA "B" licensed. These drivers must be approved by their own National Association as having sufficient experience and skill to take part in an International competition.

World Champion will retain "A" licence for the next 5 years.

European Champion will retain "A" licence for the next 4 years.

The EFRA ranking list for 1/10th IC 200mm is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the A EC from August. The total result of this list will decide upon A (start in 2006) and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see General rules points table section 3.3.6) . and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During qualification A and B licensed drivers must be separated in different heats.

Proposal:

European Championships are held in the following class:

- a) The European Championship Touring Car Sedan bodies will be held on the 3rd weekend of August. In the year there is an IFMAR world championship. Than dates must be separated with at least 4 free weekends between the finals. It will be open to EFRA licensed drivers. One special EFRA medal will be awarded to the fastest driver under 17 years of age, so that everybody of 16 years during the race dates, or younger, can compete for this medal. One trophee must be awarded by the Organizer.
- b) The allocated dates of the EC may be exchanged by simple majority vote at the AGM in the years that a world championship is being held. Allocations and re-allocations procedure will be fixed at the AGM's section meeting. The format of EFRA GP's could be the same as for the EC, but may be shortened up depending on the number of entrants.
- c) If there is a world championship 1/10th 200mm IC Track in Europe then there is not a European Championship A organised during that year.
- d) A European Championship for 1/10th IC 200mm B drivers may be organised each year.

The Euro B will be held together with the Euro A at the same event. Competitors can only enter one class. Drivers with the B-License have to choose if they want to

participate in the A- or in the B- class.

Entries will not be allowed for 1/8 scale A licensed drivers, 1/10th 200mm scale A licensed drivers, for the finalists from the EC of the following classes 1/8 Scale IC Track, Electric 200mm touring cars, large scale, Electric Buggy, 1/8 Buggy A of the preceding year. Winner B-EC will retain A-license for 3 years .

e) European Championship 1/10th track 200mm 40+ EC 40+ 1/10th 200mm open to all drivers of 40 years, including those who become 40 that year and older. Race is organised together with the 1/8 track 40+

f) A & B LICENCE

To qualify for an "A" licence, a driver must be placed 1-30 in the EFRA ranking system. All other applicants will be classified EFRA "B" licensed. These drivers must be approved by their own National Association as having sufficient experience and skill to take part in an International competition.

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The EFRA ranking list for 1/10th IC 200mm is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the A EC from August. The total result of this list will decide upon A (start in 2006) and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see General rules points table section 3.3.6) . and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During qualification A and B licensed drivers must be separated in different heats.

Remarks: the numbers of drivers in the last years do not justify to have 2 EC's in that class. It's better to have one full event an run both class at the same venue. Each class will be held and awarded completely separated.

This rule will be effective from 01.06.2014.

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**

THE RULE SHOULD BE AMENDED TO READ:

2.4.

Existing Rule: General qualifying format for EC and GP's minimum 5 and maximum 6 series of 5 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 to the main final, depending on time available at Saturday all finals higher than 1/64 will be shorter than 20 minutes (for instances 10 minutes). Duration of finals higher than 1/64 to be set at team managers meeting.

Proposal: General qualifying format for EC and GP's minimum 5 and maximum 6 series of 5 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 1-4 drivers qualifying directly to the main final, depending on time available at Saturday all finals higher than 1/64 will be shorter than 20 minutes (for instances 10 minutes). Duration of finals higher than 1/64 to be set at team managers meeting.

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: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

2.5.

Existing Rule:

Time schedule.

Monday-Wednesday	Free or controlled practice. All cars must past technical inspection before controlled timed practice.
Thursday	1 controlled practice and 2 rounds of qualifying in the afternoon.
Friday	Round 3 till 5, lower finals till 1/64.
Saturday	1/32 finals upwards, 1/8 and ¼ final; ½ finals, final.

The race director should configure the Controlled practice heats, controlled timed practice heats based on the EC form last year. The heats shall contain a maximum of 10 drivers. These Controlled practice heats will be of 10 minutes duration. The Controlled timed practice heat will be of 5 minutes duration. The ranking from controlled timed practice will be use to make the heats for the qualification heats one exception A and B drivers stay in separate heats.

Proposal:

Time **Example:Time** schedule.

Monday-Wednesday Free or controlled practice.

All cars must past technical inspection before controlled timed practice. Thursday 1 controlled practice and 2 rounds of qualifying in the afternoon. Friday Round 3 till 5, lower finals till 1/64. Saturday 1/32 finals upwards, 1/8 and ¼ final; ½ finals, final.

The **time schedule can be adjusted flexible by the race director in accordance with the EFRA representative due to weather and unforeseen conditions and the number of total drivers at the event.** The race director should configure the Controlled practice heats, controlled timed practice heats based on the EC form last year. The heats shall contain a maximum of 10 drivers. These Controlled practice heats will be of 10 minutes duration. The Controlled timed practice heat will be of 5 minutes duration. The ranking from controlled timed practice will be use to make the heats for the qualification heats one exception A and B drivers stay in separate heats.

Remarks:

Give more flexibility to the race director to act.

Proposed by
EFRA

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

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 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.

Remarks:

see remarks 2.4

Proposed by AMSCI Auto Model Sport Club Italiano

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

3.3.

Existing Rule:

Minimum width of the track will be 4 meter between marking lines. The maximum width is 6,5 meter. The marking lines must be 8-10 cm wide and either white or yellow. They must be approximately 20 cm away from the edge of the racing surface.

Proposal:

Minimum width of the track will be 4 meter between marking lines. The maximum width is 6,5 meter. The marking lines must be 8-10 cm wide and either white or yellow. They must be approximately 20 cm away from the edge of the racing surface. **Track with dimension not complying with above can be accepted by the section meeting.**

Remarks:

We still have a lot of tracks in Europe, who do not fully comply with the above mentioned dimensions. But it's still possible to held an event there.

Proposed by EFRA

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

5.4.

Existing Rule:

The fuel tank including filter and fuel pipes up to the carburettor, may hold a maximum of 75,00 ml. No loose inserts allowed.

Any tank found illegal (>75.00ml) after a heat or final shall be removed from the car and inspected for a second time after an initial "cool down period" of 15 minutes. This period of 15 minutes is only necessary in case the temperatures are above 20° C.

Proposal: The fuel tank including filter and fuel pipes up to the carburettor, may hold a maximum of 75,00 ml. No loose inserts allowed.

Any tank found illegal (>75.00ml) after a heat or final **will not** be removed from the car and inspected for a second time after an initial "cool down period" of 15 minutes. This period of 15 minutes is only necessary in case the temperatures are above 20° C.

Remarks: The size of the tank has to be always the same. Less chance to manipulate during disassembling.

Proposed by
EFRA

Seconded by: **Not**
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

5.6.

Existing Rule:

5.6. Tyres/Rims.

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 1/10th:- "37 front and 40 rear" (final number of shore after consultation with the organiser). If the Hand-Out tyres have any visible defects (bad glueing, visible damages 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 1/10th. :

Maximum width of front & rear tyre (across side-walls): 31.0 mm.

Diameters: 62.0 mm front, 64.0 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.

Wheels must be fixed by a screw or nut. The screw or nut installed in the wheel rims may not extend beyond the exterior of the wheel rim. Quick change wheel systems are not allowed. No automatic system to change the wheels allowed (only manpower).

Proposal:

5.6. Tyres/Rims.

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 the number of drivers and rounds). Only organizer supplied controlled tyres can be used (Hand-Outs). (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 1/10th:- "37 front and 40 rear" (final number of shore after consultation with the organizer). If the Hand-Out tyres have any visible defects (bad glueing, visible damages 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 1/10th. :

Maximum width of front & rear tyre (across side-walls): 31.0 mm.

Diameters: 62.0 mm front, 64.0 mm rear.

Information about the tyre brand and shore should 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.

Additional tyres for free practise and 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.

Wheels must be fixed by a screw or nut. The screw or nut installed in the wheel rims may not extend beyond the exterior of the wheel rim. Quick change wheel systems are not allowed. No automatic system to change the wheels allowed (only manpower).

Remarks: The tire handling should be done by the local organizer.

Proposed by
EFRA

**Secoded by: o Not
Secoded**

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

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

9. ELECTION OF Vice SECTION CHAIRMAN.

Sander de Graaf is willing to restand

10. ANY OTHER BUSINESS,

11. ITEMS FOR GENERAL DISCUSSION.