



## EFRA ANNUAL GENERAL MEETING

HOTEL Aristos, Zagreb.

Croatia

2nd and 3th of November 2013

### Combined Minutes 1:8 IC and 1/10<sup>th</sup> IC Track

#### SATURDAY 2nd OF NOVEMBER 2013.

The meeting started at 14.07. Agenda is changed little bit due to some rule proposals that can make the selection of events to change. It will be a combined meeting for both classes with 1 set of minutes. For next year 1/8<sup>th</sup> and 1/10<sup>th</sup> will prepare a combined agenda.

#### 1. CHAIRMAN'S WELCOME

Mr. Sander de Graaf / Mr. Josef Dragani

Incoming letters in relation to this AGM section meeting. No letters received except allocation numbers

#### 2. APOLOGIES FOR ABSENCE

Members present

COUNTRY	PRESENT	SECTION SUBSCR	ECB Bologna	ECA Kirchb.	Wc 1/10th	ECB Madrid	ECA Valencia
AUSTRIA				10			2
BELGIUM			2	5			
CROATIA	Sanjin		2	2			
CZECH REP.							
DENMARK	Soren						5
ESTONIA							
FINLAND					2		4
FRANCE	Patrick Thioux		5	5	3	3	4
GEORGIA							
GERMANY	Josef Dragani		15	10	7	10	10
GREAT BRITAIN	John Russel		1	3	4	6	6
GREECE						1	
HOLLAND	Sander de Graaf		2	4	1		1
HUNGARY							
IRELAND							
ITALY	Alessandro Pafundi		20	10	5	4	10
LUXEMBOURG							
MONACO	Nathalie Perillo		8	4		1	1
NORWAY	Marianne			1			
POLAND			1	2			
PORTUGAL	Cesar Coelho					1	4
ROMANIA							
RUSSIA							
SLOVAK REP.				4	2		2
SLOVENIA	Zarko /vuga			3			
SPAIN	Javier Garcia		2	5		25	25
SWEDEN			1	3	1		1
SWITZERLAND	Ernesto Camponova		14	3		3	3
Bulgaria				1			
Turkey	Fatih Bodur/Mehmet Pekel						

<b>TOTAL</b>			<b>73</b>	<b>75</b>	<b>25</b>	<b>54</b>	<b>78</b>
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Allocations can be changed up till December 15<sup>th</sup> 2013.

### 3. MINUTES OF 2012 SECTION MEETING

November 2012— Brussels, Belgium

Matters arising from the minutes: Nothing

Proposed to accept by Slovenia and accepted unanimously

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

### 4. CORRESPONDENCE RECEIVED

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

Some email from countries after Kirchberg and a letter from Jilles Groskamp regarding the various EC's Slovenia would like to see WC results on a website

### 5. CHAIRMAN'S REPORT

See separate report send out earlier this week by both the section chairman's. The reports are showed on the beamer and shortly commented.

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

The section has reviewed all the event applications and voted on the races for 2015.

Candidates for EC 1/10<sup>th</sup> A 2015 were Turkey, Hudy Arena, Switzerland and Spain. After first voting the 2 remaining were Turkey and Switzerland. After the final vote it was Turkey with 7 against 6 votes.

EC 40 + only one candidate, Lostallo, Switzerland for 2015

EC flat, only one candidate, Gubbio, Italy for 2014.

EC 1/8<sup>th</sup> 2015, 3 candidates: Turkey, Germany and Italy. After first round Germany and Italy remain for second vote. After second vote Germany got the EC with 7 till 6 votes

ECB will go to number 2 of the voting, Cassino/Italy in 2015

#### Final Race calendar for 1/8<sup>th</sup> IC track 2014

Year/Date	Alt. Date	Status	Country	Venue
2014	28-30 March	GP 8 and 10	Monaco	La Turbie
2014	2-4 May	GP 8 and 10	Switzerland	Lostallo
2014		GP 8 and 10	Germany	Leipzig
2014	26-31 May	EC-B	Italy	Bologna
2014	18-23 Aug	EC-40+ 1/8 1/0	Netherlands	Rucphen
2014	1-2 Aug	Flat chassis and Rally	Italy	Gubbio
2014	21-26 July	EC-A	Austria	Kirchberg

#### Final Race calendar for 1/10<sup>th</sup> IC track 2014

Year/Date	Alt. Date	Status	Country	Venue
2014	5-10 May	EC B	Spain	Madrid
2014	18-23 Aug	EC-40+	Netherlands	Rucphen
2014	11-16 Aug	EC-A	Spain	Autet

**Future Race calendar for 1/8<sup>th</sup> IC track.**

Year/Date	Alt. Date	Status	Country	Venue
2015		EC A	Germany	Ettlingen
2015		EC B	Italy	Cassino
2015		EC 40+	Switzerland	Lostallo
2015		EC Flat	?	?

**Future Race calendar for 1/10<sup>th</sup> IC track**

Year/Date	Alt. Date	Status	Country	Venue
2015		EC A+B	Turkey	Izmir
2015		EC 40+	Switzerland	Lostallo
2016		WC	Italy	Gubbio

**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 1/8<sup>th</sup> and 1/10<sup>th</sup> both sections****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: Not Seconded**

**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**

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

**Both sections 1/8<sup>th</sup> and 1/10<sup>th</sup>**

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 organizer 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 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 10 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 8 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: GB**

**The proposal: Passed with 7 for, 3 against and 4 abstentions.**

**It was voted in 2 parts, but passed in total at the end**

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**THE RULE SHOULD BE AMENDED TO READ 1/8<sup>th</sup> only:**

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 mean 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: SLOVANIA**

**The proposal: Passed Unanimously .**

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## **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. Then 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 trophée 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 organized 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" license for the next 5 years.

European Champion will retain "A" license 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 license 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 tropee 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 organized 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 organized together with the 1/8 track 40+

f) A & B LICENCE

To qualify for an "A" license, 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" license for the next 5 years.

European Champion will retain "A" license 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 license 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: ITALY**

**The proposal: Passed with 9 for, 1 against and 4 abstentions.**

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**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: NL**

**The proposal: Passed Unanimously**

#### **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:** **The recommended width of the track is 4 meter between marking lines with a minimum of 3.50 meter.** 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..

**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: SPAIN**

**The proposal: Passed Unanimously with an amendment.**



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

5.4.

- Existing Rule:** The fuel tank including filter and fuel pipes up to the carburetor, may hold a maximum of 75,00 ml. No loose inserts allowed.  
Any tank found illegal (>75.00ml) after a heat ore 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 carburetor, may hold a maximum of 75,00 ml. No loose inserts allowed.  
Any tank found illegal (>75.00ml) after a heat ore 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: GB**

**The proposal: Passed  
Unanimously**

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Rule 8.7.3

Tanks for only 1/10<sup>th</sup> was discussed and rule change was accepted unanimously

Rule 8.15

Rule was discussed. Organizers for an EC do have to provide Marshalls for the final day.

Rule was amended:

For IC track 1/8<sup>th</sup> – 1/10<sup>th</sup> events the organizer has to provide competent Marshalls for the final day. For all other classes .....

Accepted unanimously

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

Sander de Graaf is willing to re-stand. He was voted in for a last period of 2 years. In 2015 a new section chairman will be needed for 1/8<sup>th</sup> and as vice for the 1/10<sup>th</sup> section.

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

Point system need to be put on paper for next AGM. Direct Qualifying has to be discussed but does not have to be incorporated with a point system when that is accepted (has to do with practice in the semi's that is not possible with direct qualifying for the final)

Ranking for B drivers incorporated in the Ranking list with a special point table for ECB.

IFMAR proposal for different qualifying and practice system told

Noise measuring on the track as from next year, see proposal for change of section 8 (mufflers). Any other system tried in the past did not work, so we must start measuring on the track. 2014 only measuring and from 2015 on bring level back and start giving penalties.

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

Meeting finished at 17.55