



**EFRA ANNUAL GENERAL MEETING
CLARION OSLO AIRPORT HOTEL
SØR GARDEMOEN, N-2060 GARDEMOEN
NORWAY
2nd to 3rd of November 2002**

Minutes 1:8 IC TRACK

SATURDAY 2nd NOVEMBER 2002

The meeting opened at: 18.25

1. CHAIRMAN'S WELCOME

Mr Sander de Graaf

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Czech, Estonia, Luxembourg, Romania, Russia, Slovenia.

| COUNTRY | PRESENT | SECTION SUBSCR | EC-B CH | EC-A Oslo | WC USA | RE- ALLOC. |
|---------------|-----------------------|-------------------|------------|--------------|-----------|---------------|
| AUSTRIA | Dieter Funke | | 5 | - | - | |
| BELGIUM | Franky Noens | | 4 | - | - | |
| CROATIA | | | | | | |
| CZECH REP. | | | | | | |
| DENMARK | Jan Juul | | - | 8 | - | |
| ESTONIA | | | | | | |
| FINLAND | Tony Raikas | | | 2 | | |
| FRANCE | Philippe Bertrand | | 10 | 7 | 9 | |
| GERMANY | Peter Reichelsdorfer | | 15 | 10 | 6 | |
| GREAT BRITAIN | Dennis Paul | | 5 | 5 | 4 | |
| GREECE | | | | | | |
| HOLLAND | Wim van Koningsveld | | 4 | 1 | 1 | |
| HUNGARY | | | | | | |
| IRELAND | | | | | | |
| ITALY | Roberto Cairo | | 15 | 14 | 11 | |
| LUXEMBOURG | | | | | | |
| MONACO | | | | | | |
| NORWAY | Svein Harald Itternes | | 1 | 14 | - | |
| POLAND | | | | | | |
| PORTUGAL | Paulo Sousa | | - | - | 3 | |
| ROMANIA | | | | | | |
| RUSSIA | | | 5 | - | - | |
| SLOVAK REP. | | | | | | |
| SLOVENIA | | | 2 | 1 | - | |
| SPAIN | Jose Alfonso Pinada | | 2 | 3 | 2 | |
| SWEDEN | Sune Wall | | - | 13 | 2 | |
| SWITZERLAND | Ernesto Camponovo | | 30 | 7 | 1 | |
| TOTAL | | | 98 | 85 | 38 | |

Final numbers must be given at december 15th the latest by email to the section chairman.

Other Present: Peter Bervoets (Ass. Manufacturer)

3 MINUTES OF 2001 ANNUAL GENERAL MEETING

3rd to 4th November 2001— Hotel Tryp Barajas, Madrid, Spain

a) Matters arising:

The minutes were:

Proposed by: Portugal
Seconded by: Denmark
All in favor

4 CORRESPONDENCE RECEIVED

Allocations from Russia and Slovenia for places for Lostallo and Oslo.

5 CHAIRMAN'S REPORT

The chairman handed over the report at the start of the meeting. Number of drivers at GP's has going down.

This has partly to do with the change tot the Euro, everything has been more expensive. Partly the risk of going to the A-drivers list is also a reason.

6 PRESENTATIONS FOR APPLICATIONS EC 2003 AND GP'S 2002

2003 Events

| Date | Alt. Date | Status | Country | Venue |
|----------------|-----------|----------|-------------|------------|
| March 29-30 | | GP | Italy | Fiorano |
| April 26-27 | | GP | Holland | Heemstede |
| May 24-25 | | GP | Bamberg | Germany |
| June 28-29 | | GP | France | Tremblay |
| August 30-31 | | GP | Luxembourg | Leudelange |
| October 04 -05 | | Int Race | Germany | Leipcik |
| October 11-12 | | GP | Switzerland | Lostallo |

2004

| Date | Alt. Date | Status | Country | Venue |
|------|-----------|--------|------------|------------------|
| 2004 | | EC-B | Italy | Fiorano Modenese |
| 2004 | | EC-A | Luxembourg | Leudelange |
| | | | | |
| | | | | |

Voting for 2004 EC was between Luxembourg and Lostallo. Vote was 7 to 6 in favor of Luxembourg.

7 RACE CALENDAR

2003

| Month | Date | Status | Country | Venue | Add Info |
|------------|------|--------|-------------|----------|--------------|
| May 31-1 | 2003 | EC-B | Switzerland | Lostallo | Decided 2001 |
| July 26-27 | 2003 | EC | Norway | Oslo | Decided 2001 |
| Aug. 16-17 | 2003 | EC 40+ | Italy | Melzo | Decided 2002 |
| | | | | | |

8 ALLOCATIONS

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

9 RULE PROPOSALS

DELETE THE RULE:

2. RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

2.1. European Championships are held in following classes:

- a) *The Pro Open European Championship series will take place in the year when there is a IFMAR IC Track Championship will consist of 5 races the best of 3 to count. The series to be called European Championship Series, Round 1/2/3/4/5.*

Remark: *European Champion is back again, no 2 years event, so defining a champion on the GP's is not necessary anymore.*

Proposed by EFRA Executive & FBA, Belgium

Seconded by:

Not Seconded

The rule was amended by Holland and seconded by England.

Delete 2.1 and make new rule 2.10 with the following text;

A ranking system will be made based on the GP results, 2 worst results can be taken out, to define a Pro-Open ranking. This is no official EC series, but will be called, Pro-Open "year"

13 in favor, 1 abstention

2. RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

- b) The European Championship Group C will be held on the 4th weekend of July in the years when there are no IFMAR IC Track Championships. It will be open to EFRA "A" and "B" licensed drivers. EFRA "A" licensed drivers should have preference.

AMEND THE RULE TO READ:

2. RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

- b) The European Championship Group C will be held on the 4th weekend of July. ***In the year there is an IFMAR World Championship than dates between EC and WC must separated with at least 4 free weekends between the finals.*** It will be open to EFRA "A" and "B" licensed drivers. EFRA "A" licensed drivers should have preference.

Remark: *Due to the fact that the EC will be organised every year it is only necessary to define a certain time between the 2 events.*

Proposed by EFRA Executive

Seconded by: Portugal

Not Seconded

All in Favor

DELETE:

2. RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

- b) The European Championship Group C will be held on the 4th weekend of July ***in the years when there are no IFMAR IC Track Championships.*** It will be open to EFRA "A" and "B" licensed drivers. EFRA "A" licensed drivers should have preference.

Remark: *ECs are now held every year regardless of Worlds being held or not.*

Proposed by NrcBF, Norway

Seconded by: WITHDRAWN

Not Seconded

AMEND THE RULE TO READ:

2. RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

- c) The B-European Championship will be held on the last weekend of May and will be open to EFRA "B" licensed drivers only. Participation in this event will not effect the ranking list. The winner of this championship will be EFRA "A" licensed immediately after this race. At this event **Group C** will be used.

Remark: *Everybody is used to driving Group C. And they are faster and more solid than the GT-1 bodies which have separate wings. There is also an increase in costs as the participants have to purchase more bodies for this event only.*

We feel that saloon car bodies is a ghost from the past, which nobody really want today. And it is better to standardize the rules and make it as simple as possible.

The drivers want to take part in the B Euros in order to have a realistic chance to make good results as opposed to the A Euros which are too influenced by full time and fully sponsored racers. The GT-1 bodies however does not increase the interest for this championship. It has the opposite effect.

This would also mean altering rule 3.2.1: EFRA's annual European Championships are: -Sportscars 1:8 I.C. B Drivers

Proposed by NrcBF, Norway

Seconded by:

Not Seconded

Amended by Belgium, Seconded by Denmark.

Text: At this event the same body as the EC-A will be used

DELETE:

2. RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

- e) The EFRA ranking list 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 Group- C EC from July **or the total result of the Pro-Open in case there is no Group- C EC**. The total result of this list will decide upon A 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 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.

Proposed by FBA, Belgium

Seconded by: Denmark

All in favor

Not Seconded

DELETE:

2. RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

- f) EC 40+: Open to all drivers of 40 years, including those who become 40 that year and older.

The allocated dates of the Group C EC and that of the GT Championship may be exchanged by simple majority vote at the AGM in the **odd** years that a World Championship is being held.

Allocations and reallocations procedure will be fixed at the AGM's section meeting.

AMEND THE RULE TO READ:

2. RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

- f) EC 40+: Open to all drivers of 40 years, including those who become 40 that year and older.

The allocated dates of the Group **C/GT-P** EC and that of the **GT1/GT2** Championship may be exchanged by simple majority vote at the AGM in the years that a World Championship is being held.

Allocations and reallocations procedure will be fixed at the AGM's section meeting.

Proposed by EFRA Executive

Seconded by:

Amended by Belgium and seconded by Denmark.

The allocated dates of the **A-drivers** EC and that of the **B-drivers** Championship may be exchanged by simple majority vote at the AGM in the years that a World Championship is being held.

Allocations and reallocations procedure will be fixed at the AGM's section meeting.

All in favor

2. RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

2.5. Time Schedule

The time schedule should not be rigid but adapted to the number of entrants. As a guideline at EC's with 120 or more entrants the schedule should be as follows;

| | |
|---------------------|--|
| Monday - Thursday | free practice. |
| Thursday and Friday | Technical inspection. |
| Friday | controlled practice and 1st series of qualifying in the afternoon. |
| Saturday | round 2 till 4. Lower finals till 1/64. |
| Sunday | 1/32 finals upwards, practice main final direct qualifiers, minimum 10 minutes, maximum 20 minutes between 1/8 and 1/4 final. Final. |

The regulation of free practice should be done as follows: A clipboard may be placed under the stairs of the drivers rostrum that every practising driver must write his name and frequency on after checking the free use of his frequency by himself. Leaving the rostrum must be followed by deleting his name and frequency.

AMEND THE RULE TO READ:

2. RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

2.5. Time Schedule

The time schedule should not be rigid but adapted to the number of entrants. As a guideline at EC's with 120 or more entrants the schedule should be as follows;

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|---------------------|--|
| Monday - Thursday | free practice. |
| Thursday and Friday | Technical inspection. |
| Friday | controlled practice and 1st series of qualifying in the afternoon. |
| Saturday | round 2 till 4. Lower finals till 1/64. |
| Sunday | 1/32 finals upwards, practice main final direct qualifiers, minimum 10 minutes, maximum 20 minutes between 1/8 and 1/4 final. Final. |

The race director should configure the heats based on the EFRA ranking of the previous year. The heats shall contain a maximum of 10 drivers. These practice heats will be of 10 minutes of duration. The schedule of all practice heats including each practice heat starting time will be carried out by the organization of the event and it should be given to the Team Managers & published for general knowledge.

Remark: *Avoids problems, allow the drivers to know a training timetable, allows them to prepare and equalizes chances*

Proposed by AECAR, Spain

Seconded by:

Not Seconded

Amended by Belgium and seconded by Germany.

| | |
|---------------------|--|
| Monday - Thursday | free or controlled practice. |
| Thursday and Friday | Technical inspection. |
| Friday | controlled practice and 1st series of qualifying in the afternoon. |
| Saturday | round 2 till 4. Lower finals till 1/64. |
| Sunday | 1/32 finals upwards, practice main final direct qualifiers, minimum 10 minutes, maximum 20 minutes between 1/8 and 1/4 final. Final. |

All in favor

DELETE:

5. TECHNICAL SPECIFICATIONS

5.12. Unless mentioned otherwise in this appendix all EFRA sanctioned events will be raced with **Group-C bodies** and GT-P bodies.

Only bodies that are approved by EFRA will be allowed to race in EFRA GP and EC events. The body must have the EFRA Registration Number moulded in.

The 1:8 scale body list Group-C from app. 9 rule 4.2 will be valid till the end of 2002, starting with number 263.

From January 1st 2001, the GT-P (open cock-pit body, similar with the old prototype's) will be allowed to substitute the Group-C body.

AMEND THE RULE TO READ:

5. TECHNICAL SPECIFICATIONS

5.12. Unless mentioned otherwise in this appendix all EFRA sanctioned events will be raced with **Lola VDS Bodies** and GT-P bodies.

Only bodies that are approved by EFRA will be allowed to race in EFRA GP and EC events. The body must have the EFRA Registration Number moulded in.

Proposed by FBA, Belgium

Seconded by:

Not Seconded

Amended by Belgium and seconded by Finland, the rule was voted in two parts.

First part;

All EFRA sanctioned events will be raced with open/closed cockpit prototypes/sportscars/ can-am type/GT-P's/Group-C or similar cars. This change will be effected as from July 15th 2003.

7 in Favor, 5 abstentions, 1 against.

Second part;

From July 15th 2003 only those bodies can be used which are currently in the approved lists from Roar/Femca and EFRA. In all cases the height of the body cannot be more than 165mm, measured with a 10 mm spacer underneath the chassisplate.

A Final procedure for "approval" will be made for/at the next AGM.

Amended by Norway, seconded by Sweden.

7 in favor, 6 abstentions

AMEND THE RULE TO READ:

5.16. CUT OUTS

- the windscreen must not be cut out. One hole of max. 6.00 sq. cm for cooling is permitted
 - side windows and rear windscreen may be removed
- It is not allowed to bend windows to the outside

- all parts of the vehicle must be covered, except:

- a) cooling head of engine
- b) air filter
- c) aerial (max. 10.00 mm)
- d) outlet pipe of muffler
- e) fuel filler cap
- f) roll-over bar

Only if these parts are extending the body. Cut outs for above mentioned parts are to have no more than 10.00 mm clearance. In addition to this, the following holes are allowed:

- g) for muffler outlet
- h) for fuel filler cap (**50.00 mm maximum, round, viewed from above and not combined with the hole from the roll-over bar, or oval 40 mm x 60 mm maximum and not combined with the hole for the roll-over bar**) **Note: Hole for roll-over bar and fuel filler gap may not be combined.**
- i) for radio switch (max. 10.00 mm)
- j) for glow plug (max. 20.00 mm)
- k) fuel mixture valve (max 15.00 mm)

Remark: *Some tanks have a bigger slot on the tank that causes a problem with the body when opening. Combining the hole from roll-over bar and fuel filler is working confused. This option is clear and simply for everybody.*

Proposed by EFRA Executive

Seconded by: Belgium

10 in favor, 1 against, 1 abstention

Not Seconded

THE PROPOSED RULE IS NEW

5.17. Specific body attributes

- d) **All IFMAR approved Lola bodies are allowed**

Remark: *There is no good reason for having bodies allowed in Asia and in the States that are different from those allowed in Europe (EFRA). This makes the competition unfair in the World Championships. Also the drivers seem to favour this body as it is faster and provides more steering.*

Proposed by NrcBF, Norway

Seconded by:

Withdrawn

Not Seconded

6. A & B LICENCE

6.1. To qualify for an "A" licence, a driver must be placed 1-60 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.

European Champion B-drivers will retain "A" licence for the next 3 years.

AMEND THE RULE TO READ:

6. A & B LICENCE

6.1. To qualify for an "A" licence, a driver must be placed 1 - **50** 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.
European Champion B-drivers will retain "A" licence for the next 3 years.

Remark: *Several years ago when this rule was passed there were a lot of more drivers running at international meetings. Since two years we have seen that some races are not completely full with entrees.*

Some GP's even get only 40 till 50 drivers from which a lot ate locals.

60 "A" drivers is not realistic anymore. If you look at the results of EC's than the top 20 are the main sponsored drivers, the next 20 also get some support. The rest is paying more or less everything out of his own pocket, so 60 "A" drivers is not fair anymore. Also don't forget that 1:8 track is the only section which separates drivers into different classes. With 60 A-drivers you get drivers in the top 60 who were lucky one race and also visited 1 or two GP's with no high scores.

Proposed by EFRA Executive

Seconded by:

Not Seconded

Amended, see next rule

AMEND THE RULE TO READ:

- 6.1. To qualify for an "A" licence, a driver must be placed 1 - **40** in the EFRA ranking system. All other applicants will be classified EFRA "B" licensed. These drivers

Proposed by DMC, Germany

Seconded by:

Not Seconded

Amended to read;

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

**Amended by Belgium, seconded by Portugal
12 in favor, 2 abstentions.**

AMEND THE RULE TO READ:

6. A & B LICENCE

- 6.1. To qualify for an "A" licence, a driver must be placed 1-60 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.

Finalists of European Champion B-drivers will retain "A" licence for the next 3 years.

Proposed by FBA, Belgium

Seconded by:

Not Seconded

Withdrawn

10 ELECTION OF SECTION CHAIRMAN

Mr Sander De Graaf Holland

The current section chairman was elected for another period of 2 years.

11 ITEMS FOR GENERAL DISCUSSION

Gerard Binder explained his plans for organising a World Championship in the centre of Vienna. Since this will take and cost a lot of Time, Gerhard asked the section for a letter of commitment. It does not mean that Gerhard automatically will be granted with the organisation if the World is coming to Europe. It will be a letter of support that stating EFRA supports the idea, but a final round of voting will be necessary if the WC comes to Europe, where all candidates have the same chance.

11 ANY OTHER BUSINESS

Meeting closed at: 11.20 (dinerbreak from 20.00-21.40)