



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL PISANA PALACE, ROME.**  
**ITALY**  
**6<sup>ST</sup> to 7<sup>ND</sup> of November 2004**

**Minutes 1:10 IC TRACK**

**SATURDAY 6<sup>ST</sup> OF NOVEMBER 2004.**

The meeting will start with the 1:10<sup>th</sup> section part in the afternoon followed after a small break of 15 minutes with the 1:8 section meeting. See General Agenda.

**1. CHAIRMAN'S WELCOME** welcome to all for visiting this meeting.

**2. APOLOGIES FOR ABSENCE**

Luxembourg  
Ireland

COUNTRY	PRESENT	SECTION SUBSCR	EC 200mm England		
AUSTRIA	Thomas Sutrich	ok	7		
BELGIUM	Wim van Koningsveld	ok	4		
CROATIA		ok			
CZECH REP.		ok			
DENMARK	John Nielsen	ok	1		
ESTONIA		no			
FINLAND	Tony Raikas	ok	6		
FRANCE	Bertrand Philippe	ok	7		
GEORGIA		no			
GERMANY	Peter Reichelsdorfer	ok	15		
GREAT BRITAIN	Bob Harley	ok	30		
GREECE		ok			
HOLLAND	Wim van Koningsveld	ok	6		
HUNGARY		ok			
IRELAND		ok	6		
ITALY	Percoco	ok	7		
LUXEMBOURG		ok	1		
NORWAY	Espen Grimsgaard	ok	6		
POLAND		no			
PORTUGAL	Cesar Coelho	ok	2		
ROMANIA		no			
RUSSIA		no			
SLOVAK REP.		ok			
SLOVENIA	Vuga Zarko	no	2		
SPAIN	Javier Gaires	ok	5		
SWEDEN	Sune Wall	ok	6		
SWITZERLAND	Camponovo Ernesto	ok	12		
<b>TOTAL</b>			<b>123</b>		

G. Binder Body homologation officer  
P. Bervoets adv.Member

**3 MINUTES OF 2003 SECTION MEETING**  
1<sup>st</sup> to 2nd of November 2003— Dubrovnik, Croatia

a) Matters arising: non

**Proposed by: BRCA**  
**Seconded by: DENMARK**

**4 CORRESPONDENCE RECEIVED**

**5 CHAIRMAN'S REPORT**

No remarks

**6 PRESENTATIONS FOR APPLICATIONS EC 2005 AND GP'S 2005**

Date	Alt. Date	Status	Country	Venue
12_13 March		GP	Italy	Codana
April 16 -17		GP	France	Bourg en Bresse
May 20-22		GP	Sweden	Staffanstorp
June 17-19 <sup>th</sup>		GP	Slovenia	Tolmin
Sept 16-18		GP	Germany	Rosenheim
09-14 Aug		EC 40+/235mm	England	Halifax
16-21 Aug		EC 200mm	England	Halifax
Nov 19-20		Indoor GP	Slovakia	Trencin

**2006 – EC's**

Date	Alt. Date	Status	Country	Venue
14>20-08-2006		EC 200mm	Holland	Heemstede
2006		EC 40+/235mm	France	Bourg en Bresse

**7 ALLOCATIONS**

See list with countries and representatives.

**8 RULE PROPOSALS**

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**CLEANING UP THE HANDBOOK**

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**1.6 15**

Spelling error, Lemans should be **Le Mans**

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**1/10<sup>TH</sup> IC TRACK 235 MM**

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**THE RULE SHOULD BE AMENDED TO READ**

**1.1 Qualifying rounds**

**1/10<sup>th</sup> IC TRACK be based on five (5) minutes racing and counted on how many laps in five (5) minutes minimum of four (4) rounds and a maximum of six(6) rounds highest lap scores to count for qualification results**

Proposed by BRCA

Seconded by: Finland  
Passed

Not Seconded

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**THE RULE SHOULD BE AMENDED TO READ**

## 2.1 General Engine Rules

The Engine shall be air-cooled with front rotary shaft valve. Two stroke induction type and may have a maximum of **six(6)** gas ports including the exhaust port. The outer edge of the piston must be the highest point of the piston itself, no form of forced induction is allowed or any form variable port timing. Only glow plug ignition is permitted. No holes in the piston and no additional holes in the liner are allowed

Proposed by BRCA  
Seconded by: Norway  
Passed

Not Seconded

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**DELETE**

## 2-2 Engine Dimensions

Capacity	2,50 cc
Stroke minimum	14,00 mm
<b>Exhaust port height</b>	<b>4,50 mm</b>
Crankshaft maximum end	
Gas passage internal diameter	7,00 mm
Carburettor maximum throat diameter	6,00 mm

### Definitions

**The exhaust port height is considered to be the distance from the crown of the piston to the uppermost point of the exhaust port, measured with the piston at the bottom dead centre of its stroke.**

The crankshaft hole .....

**Remark:** *Its take a lot of time for technical inspection for measuring the exhaust port height.*

Proposed by EFRA Executive

Seconded by: BRCA  
Amended by Belgium

Not Seconded

## 2-2 Engine Dimensions

Capacity 2,50 cc

**Delete complete rule 2.2.1,**

**Seconded by Norway**

**Passed**

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**1/10<sup>th</sup> IC Track 200 mm**

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

**2.4** General Qualifying format for EC's and GP's: Minimum 4 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.

**The EFRA Christmas Tree will be used.** Depending on time available at Saturday all finals higher than 1/64th will be shorter than 20 minutes (for instance 10 minutes). Duration of finals higher than 1/64 to be set at team managers meeting.

**2.6** General sub-final and final formats for EC' and GP: The sub-finals are 20 minutes up till 1/64th finals. Time for all finals higher than 1/64 to be set at team managers meeting. The duration of the final is 45 minutes, the best 3 of each sub-final move up to the next final.

Starting order for drivers who moved up to the final is based in number of laps and time.

**Following the semi-finals the best 4 drivers of each semi-final move up to the final, plus the best 2 (two) remaining drivers from the 2 semi-finals combined.**

***When racing conditions are wet in the 2 semi-finals, the best 5 (five) of each semi-final move up to the final.***

In different circumstances it will be number 1 from the A-final who gets the number **1 (one)** and the number 1 from the B-final who gets the number **2 (two)**, etc.. The Sub-Final B even is the first final to start on the Saturday afternoon.

**Remark:** All drivers should progress normally to the final.  
With this rule all championships will be more competitive in the future.

**Proposed by Portugal**

**Not Seconded**

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

**2.6** General sub-finals... ..the next final. ***Following the semi-finals the best 2 of each semi-final move up to the 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.***

**Proposed by Sweden**

**Seconded by: Finland  
Passed**

**Not Seconded**

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

**5.12** List of Approved Equipment

All lists of approved equipment, (ie. Bodies, mufflers and batteries) must be available on EFRAs webpage from the 1<sup>st</sup> of February every year. This is the finale lists for this year and no changes will be made before the next year. Equipment homologized during the year will not be put on the list until 1<sup>st</sup> of February next year.

**Proposed by Norway**

**Seconded by: Germany  
Amended by Holland**

**Not Seconded**

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**Seconded by: Austria  
Passed**

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

**5.13** The body... .. semi-transparent

***Painting of a sunshield on top of the front and rear window is allowed.***

**Proposed by Sweden**

**Seconded by: Norway  
Not Passed**

**Not Seconded**

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***DELETE***

**5.16** Only the... ..holes are permitted.

*Delete*  
*If the refuelling... .. diameter of 50 mm.*

Proposed by Sweden

Not Seconded

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**9 ITEMS FOR GENERAL DISCUSSION**

**9 ANY OTHER BUSINESS,**

There being no further business the meeting was closed at: 17h00

Finish 17h00