

3 MINUTES OF 2003 SECTION MEETING

6th-7th of November 2004— Rome, Italy

a) Matters arising:

Proposed by: Belgium

Seconded by: Germany

All in favour

4 CORRESPONDENCE RECEIVED

No specific correspondence except allocations from Greece and Ireland were received.

5 CHAIRMAN'S REPORT

The Chairman's report was discussed. Attendance at the GP's was very low this year. The WC in Messina was part of the low attendance in certain races like the EC in Greece.

6 PRESENTATIONS FOR APPLICATIONS EC 2006 AND GP'S 2006.

After some discussions and negotiations the following calendar was produced.

Date	Alt. Date	Status	Country	Venue
March 25-26		GP	France	BEAUMONT MONTEUX
April 15-16		GP	Slovenia	Tolmin
May 6-7		GP	Swiss	Lostallo
May 26-28		EC-B	France	Tremblay
June 10-11		GP	Sweden	Staffanstorp
July 28-30		EC-A	Sweden	Staffanstorp
August 5-6		EC 40+/235mm	France	Bourg en Bresse
August 26-27		GP	Germany	Hildesheim
September 16-17		GP	Italy	Bologna
October 7-8		GP	Spain	Elche

2007 – EC's.

Swiss and Slovenia were the only candidates for the EC's in 2007, so they were chosen without a voting procedure. Hildesheim was chosen at the 200mm meeting for the organisation of the 235 and 40+ EC

Date	Alt. Date	Status	Country	Venue
2007		EC-A	Swiss	Lostallo
2007		EC-B	Slovenia	Tolmin
2007		EC 40+/235mm	Germany	Hildesheim

7 ALLOCATIONS. See attendance list.

8 RULE PROPOSALS.

CLEANING UP THE HANDBOOK APPENDIX 1

Proposed by EFRA executive, rule 2.1.b, amendment, B-EC

Seconded by: Germany

Amended with an extra sentence: Add also the finalists of the EOR section 1:10th.
Seconded by Denmark.

Not Seconded

All in favour

b) The B-European Championship will be held on the last weekend of May and will be open to:

EFRA "B" licensed drivers 1:8 scale IC track.

EFRA "B" licensed drivers 1:10 / 200 mm IC track (If accepted from 2007 on)

Not allowed to drive are furthermore;

Top 10 from previous years EC 200mm Electric, IC track 200 mm, Large scale, Off-Road 1:8 scale and EC-B.

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 the same body as the EC-A will be used.

One special EFRA medal will be awarded to the fastest driver under 17 year. So everybody of 16 years during the race dates, or younger can compete for this medal.

Explanation

With only 30 A-drivers according to rule 6.1 a lot of drivers take advantage of this rule. You see them back in the finals of the B-EC every year. We also see manufacturers that send drivers from one class to another class for only one race to get their product in the final.

By excluding some more drivers, also from other classes the EC-B is getting more interesting for the private driver.

At the moment only 1:8 scale has a grading system with A/B drivers (except 1:8 off-road)

Proposed by Holland, rule 2.1.b, amendment, B-EC

Seconded by:

Not Seconded

ADD:

The ten finalist from the European championships B and A are not allowed to participate in the European championship B for the next 2 years.

Explanation

This year in the EC-B, the finalists were much faster than the non-finalists. We feel that the finalists were in fact A-graded drivers who, by carefully selecting their events, were not formally upgraded to A-status. They should run in the EC-A

Proposed by EFRA executive, rule 2.1.a, amendment, WC's

Seconded by: Holland

Not Seconded

All in favour, passed

a) The European Championship Sportscars/GT-P/Group-C will be held on the 4th weekend of July. In the year there is an IFMAR World Championship *outside the EFRA bloc* than dates between EC and WC must separated with at least 4 free weekends between the finals.

In the years there is an IFMAR WC in the EFRA bloc there will be no EC-A (see schedule IFMAR, next WC 1:8 IC track will be 2009 and 2017)

It will be open to EFRA "A" and "B" licensed drivers. EFRA "A" licensed drivers should have preference.

One special EFRA medal will be awarded to the fastest driver under 17 year. So everybody of 16 years during the race dates, or younger can compete for this medal.

Explanation

This year we have seen that the EC Greece was not well attended due to the WC in Messina.

This is not good for the sport and the organiser as well.

To avoid people making choices this rule will help.

With the schedule IFMAR now has released this means once in every 6-8 years there is no EC-A, unless a bloc denies the organisation.

Proposed by EFRA executive, rule 2.6, amendment, parc fermé series

Seconded by: Denmark

Not Seconded
All in favour, passed

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.

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 semifinal move up to the final.

After the first semi final the first 5 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 main final equal time for preparation.

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

Explanation

Just to give all the 6 drivers the same changes and time for preparation.

Proposed by Norway, rule 3.15, amendment Le Mans start

Seconded by: Germany

Not Seconded
2 Against / 15 in favour, passed

For Le Mans type of starts, 10 numbered boxes will be located on the edge of the track, at an angle of 20-45 degrees to the track, minimum **3 mtr. apart**. The boxes must be 70-100 cm long and 30-40 cm wide.

Explanation

The cars will be spread out more along the track. The result will be that the qualifying is more important as to results in the finals. And we should see less crashes and reckless driving during the first lap. This will be fairer for all drivers.

Proposed by Norway, rule 3.16, delete Grid start

Seconded by:

Not Seconded

Formula 1 Grid Start.

The grid will be painted on the track.

The invitations should specify that the Formula 1 start will be used.

Etc....

Explanation

Grid start is a bad idea and should be deleted as an option. If a mechanic does not step away, this will cause problems for other drivers. If a car stalls or does not get away, spins etc. it will also cause problems for other drivers.

Proposed by Norway, appendix 1, General race procedures, delete and amend

Seconded by: WITHDRAWN

Not Seconded

Appendix 1 § 1.1 (Amend)

The allocations for the EFRA EC 1:8 and **1:10** scale...

Appendix 1 § 2.1 (Delete and amend)

- a. The **1:8** EC Sportcars/GT-P/Group C....
- b. The **1:8** B-EC.... At this event the same body as the **1:8** EC-A will be used.
- c. (Delete the bold/cursive text): EC 1:10th **235mm (this last Class will be open to drivers between "10 and 70"...** (Amend the following bold/cursive text): **(those classes will be open to drivers holding an EFRA-license, from the year they are being 11 years.**

Appendix 1 § 2.6 (Amend)

All qualifying runs and finals are ran by "time plus next-lap" system. Qualifying heats are 5 minutes duration.

Appendix 1 § 3.2 (Amend)

Minimum length must be 200 meters (for 1:8 its advised 240-300 metre).

Appendix 1 § 4 (Amend)

RACE PROCEDURES 1:8 **AND 1:10**

Appendix 1 § 4.4.-1 (Delete)

All qualifying runs and finals are ran by "time plus next-lap" system. **Qualifying heats are 5 minutes duration, lower finals and semi-finals 20 minutes and final 45 minutes.**

Appendix 1 § 6 A & B LICENCE and § 7 PENALTIES: Move it all to General Rules.

Appendix 6 § 1.7 Delete (The same penalty-rules as Appendix 1 § 7)

Appendix 7 § 6 Delete (The same penalty-rules as Appendix 1 § 7)

Explanation

The proposal will make one General Race Procedure, for all three TRACK IC-classes (1:8 TR, 1:10 TR 200 and 235)

We recommend to use the General Race Procedures in Appendix 1, § 1-4, for all classes with the proposals we have. The three classes are very similar, but have some small differences, and those differences is not necessary we think, and it will make it easier for hosts of events for those classes, to only have one set of General Race Procedures for the classes.

Maybe the proposal should be proposed at the General Meeting, because then all countries represented at the AGM can take part, because if the proposal stand, it maybe will make it necessary for the countries to send one more delegate at the AGM from 2006. We hope we have found all the changes that must be done if the proposal stands.

Proposed by EFRA executive, appendix 8, delete all 2-chamber mufflers, rule 8,

Seconded by: Must go to the General meeting

Not Seconded

Delete all 2- chamber mufflers.

From 2006 only 3-chamber mufflers are allowed as agreed at the AGM 2005.

9 ANY OTHER BUSINESS.

Election of Vice-Section Chairman. It was explained that the Chairman's of both 1:8 and 1:10th already for years were also the vice chairman of the other section. So this was only a formality to rectify. Franky Noens was elected unanimously as Vice-Chairman for 1:8.
Section meeting closed at 17.20 hours.

After a small break the meeting went on with the discussion items at 17.40 hours.

10 ITEMS FOR GENERAL DISCUSSION 1:10th and 1:8th.

- How to attract the GP's for the future. Travelling is the major obstacle at the moment. Prices for hotels and meals are very high since the introduction of the Euro. Dividing into regions can cause a problem with the number of races in total. Distance is already a problem in Italy due to the races in the North and South. GP organisers must make more advertising and promoting the race. Limiting the number of GP's in a year could also be a solution. Fixed weekends for international races must be set, so that nationals can be planned on other weekends. This must be clarified with the other sections.
- Motor specifications. It was felt that the motor specs must remain the same. Tank capacity must be 125cc maximum. This is now the only way to control more or less the power. Since the motors are already to difficult for the beginner perhaps in the future we must make races for a group with motors with certain specs and a group with motors where everything is possible (like F1). Bigger tanks is only a solution for 1 year. Perhaps qualifying in a 5 lap system, than fuel is not the issue anymore, however in such a system a referee cannot do his work properly.
- Body homologation. We are trying to get the same rules for electric and IC track. We need to set minimum and maximum measurements to avoid constantly changing bodies by manufacturers.
- Lap counting systems, universal programs, standardisation. The idea is not to have every-one running the same program, but to get a standard in printouts, delivering of results to each section chairman. Possibility to use a scoreboard on different systems etc.
- Budgets from organisers EC's. Some organisers are complaining about the costs of organising. Organising always brings extra costs with its, however those costs must be fair. New tracks cannot write off investments in one year. If organisers can give EFRA an indication about the loss and profit than EFRA can investigate the possibility of common sponsorship etc.
- IFMAR proposals will be put on the website as soon as they are received to inform everybody.

Meeting closed at 18.40 hours.