



EFRA ANNUAL GENERAL MEETING
HOTEL Sofitel, Brussel.
Belgium
3rd to 4th of November 2007

Minutes 1:8 IC Track

SATURDAY 3rd OF NOVEMBER 2007.

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

1. CHAIRMAN'S WELCOME

Mr. Sander de Graaf

Meeting started at 17.15 hours

Incoming letters in relation to this AGM section meeting. No,

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Russia, Hungary

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB AT	ECB Re	ECA B	ECA Re	World	World Re
AUSTRIA	THOMAS Sutrich		25		4			
BELGIUM	WILLY Wuyts		2		13			
CROATIA								
CYPRUS								
CZECH REP.								
DENMARK			1					
ESTONIA								
FINLAND	TONY Raikas							
FRANCE	PHILIPPE Bertrand		10		10			
GEORGIA								
GERMANY	DIETER Weck		10		15			
GREAT BRITAIN	SCOTT Nettleton		4		17			
GREECE					2			
HOLLAND	ALEX Everling		7		11			
HUNGARY			6		1			
IRELAND			2		2			
ITALY	GUERINO Stanzani		6		15			
LUXEMBOURG					7			
NORWAY	VIVIAN KELLER							
POLAND	TRELLA Andrzej		6		3			
PORTUGAL	LUIS Cesar				5			
ROMANIA								
RUSSIA			5		3			
SLOVAK REP.								
SLOVENIA	ZARKO Vuga		2		1			
SPAIN	JAVIER Garcia		3		15			
SWEDEN	BENGT Andersson				4			
SWITZERLAND	ERNESTO Camponovo		22		5			
TOTAL		15	111		133			

Allocation can be changed up till 15 of December.

Other persons present: Organizer Italy, Organizer Holland

3. MINUTES OF 2006 SECTION MEETING

November 2006— Brussels, Belgium

Matters arising from the minutes: NO

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2007 season..... NO

5. CHAIRMAN'S REPORT

See separate report, to be handed over at AGM, or already send out before AGM. The A-list needs to be reviewed. Missing are some finalists from EC-electric/Finland, Honigl and Pinisch

6. PRESENTATIONS FOR APPLICATIONS EC 2009 AND GP'S 2008

The section has received the following applications to host coming EFRA events in. These proposals have reached us in time, not other proposal will be accepted after distribution of the agenda.

After the necessary voting rounds the following GP's and EC's for 2008 and 2009 were accepted.

Final Race calendar 2008 1/8th

Year/Date	Alt. Date	Status	Country	Venue
19/20 april 2008		GP 1:8	Belgium	Roeselaere, Belgium
24-25 may 2008		EC-B	Austria	Kirchberg
5-6 jul 2008		EC40+ and 235mm	Holland	Mach Heemstede
19-20 july 2008		GP 1:8	Austria	Sollenau
26/27 july 2008		EC-A	Belgium	Roeselaere, Belgium
20-21 sep2008		GP 1:8	Italy	Pista RME, Cassino

Future Race calendar 2009 Championships

Year/Date	Alt. Date	Status	Country	Venue
2009	To be confirmed	WC	Swiss	Lostallo
2009	To be confirmed	EC40+ and 235mm	Spain	Club ARCA, Alcobendas (Madrid)
2009	30-31 May	EC-B	Italy	Pista RME, Cassino

7. ALLOCATIONS

Allocations were made to each country as printed in the table form under item 2 on the agenda. Also this year we have seen to many "No Showes". Somehow this number "No Showes" will be taken into account for the next EC's and WC's. The Section Chairman will work out a proposal for next year.

8. RULE PROPOSALS

SECTION: 1:8 Track Appendix 1

RULE No: 5.3 Overall dimensions, amended

PROPOSED BY: Sweden

5.3 Overall dimensions

The maximum width of the body shell is 267mm **measured** on top of the wing ~~and stiffeners in the side of the body is not allowed~~. Body stiffeners are allowed

Seconded by: **withdrawn**

Not Seconded

SECTION: 1/8th IC track

RULE No: Appendix 1, rule 5.3, amended

PROPOSED BY: EFRA Section Chairman

Overall dimensions:

Wheel base: 270.00-330.00 mm

Overall width max.: 267.00 mm, measured on top of the wing and on top of the sides.

The lower sides will not be taken into account for technical inspection as long as they are not wider as 277mm. If the body is wider as 277 mm on the lower sides the technical inspection has the right to take action with a first warning and when in second case with disqualification from the result. For all finals bodies must first pass technical inspection for verification and first warning is not applicable.

Seconded by: Sweden

Passed Unanimously.

SECTION: 1:8 Track Appendix 1

RULE No: 5.4, amended

PROPOSED BY: Sweden

5.18 Tyres

Max width: 64.00mm

Tyres must be black except writing on sidewalls.

Treatment of the tyres with additives is prohibited

Seconded by: Holland

Passed with ...14.... for, against and ...1... abstentions.

SECTION: 1:8 Track Appendix 1

RULE No: 5.18 Wings and spoilers, amended

PROPOSED BY: Sweden

5.18 Wings and Spoilers

1) Group "C", GT-P cars

Max height: ~~460~~ **170** mm (incl. added parts)

2) GT-1/GT-2 cars

Max height: ~~450~~ **170**mm

Set the max height to 170mm for all body types

Seconded by: Belgium

The proposal: is amended, 170 mm with 10mm spacer under the chassis.

Seconded by: Slovenia

Passed Unanimously

SECTION: 1:8th track

RULE No: 5.18, amended

PROPOSED BY: EFRA Section Chairman

New wording 5.18.3

Overall width of body and spoiler max 267mm (measured on top).

Wings/spoiler, whether build into the body or separate, they must have an angle of minimum 30 degrees measured on the vertical line inclusive of any added aerodynamic aids. If separate, they must have a chord of no more than 77 mm. Any added aerodynamic aids must have a chord of no more than 77 mm. All measurements for the wing height will be taken with the chassis grounded with a 10 mm spacer.

Overall height including gurney strip max 180mm, measured with 10mm spacer.

The following differences from the original are allowed;

Side dams on the model after the rear axle may not be higher than 50 mm. Side dams from the front axle till the rear axle may have the following dimensions;

From front axle over the first 150mm, not higher than 10mm and not more than 25mm over the next 100mm.

Behind the driver the body may be adapted to suit fuel tank. Driver may be moved slightly to the front or to the left or right to avoid conflicts with tank. Driver may not be cut because of fuel tank opening.

No cut-outs in rear spoiler to get less down-force.

Seconded by: **WITHDRAWN**

SECTION: **1:8 IC track**

RULE No: **5.20, amended**

PROPOSED BY: **EFRA Section Chairman**

Rewording after amendment:

Fuel may only contain methanol (methyl alcohol) lubricating oil, **a small content of anti corrosion chemicals** and a maximum of 16% nitro methane in volume. The specific gravity of the mixture may not be heavier than 0.87. An EFRA approved fuel tester, e.g. Nitromax 25 will be available to verify fuel's conformity to the rules at technical inspection.

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.

Seconded by: **Austria**

The proposal: **Holland wants to amend with the same wording for punishments as 1/10th.**

Seconded by: **Spain**

Passed Unanimously

SECTION: **General Section/ Appendix 1**

RULE No: **2.1.d, amended**

PROPOSED BY: **EFRA Section Chairman**

EC40+(1:8th) and 235mm in 1/10th remain open EC classes.

Past in General Rules

SECTION: **1/8 IC Track**

RULE No: **2.9, amended**

PROPOSED BY: **ZAMS, SLOVENIA (ref. 2700)**

2.9 Marshalls for EC's and GP's are not compulsory. During the Qualifying the drivers **or their mechanics** must marshal the heat following their own. The first heat will be marshalled by the drivers **or their mechanics** of the last heat. ...

Failure to marshal (**delete: or provide a competent substitute**) will result in the loss of the driver's best qualifying time if qualifying by fastest time is in operation. The loss of the points score will be the result if qualifying is by the round by round system. (**delete: A substitute marshal is only allowed if the driver is physically disabled and must be notified by the Race Director.**)

The organiser must provide a marshal for any unfilled position i.e. previous heat, **or experienced volunteers (drivers, mechanics) can take the unfilled positions.**

Seconded by: **Withdrawn** and to be discussed for final proposal in the General Meeting.

Take into account Christmas tree finals and the long duration of the finals.

SECTION: 1:8 Track

RULE No: Appendix 1, §3.15, amended

PROPOSED BY: Norwegian Motorsport Federation

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 5 mtr. Apart. The boxes must be 70-100 cm long and 30-40 cm wide.

Seconded by: Sweden

Passed with ...6... for, ...3... against and ...3... abstentions.

SECTION: 1:8 Track

RULE No: Appendix 1, §3.16, amended

PROPOSED BY: Norwegian Motorsport Federation

There must be a gap of minimum 5 mtr apart the boxes.

Seconded by: Sweden Not Seconded

Rejected with ...2... for, ...10... against and abstentions.

SECTION: 1:8 IC track / 1:10th track
1:8th Off-Road

RULE No: Appendix 1, rule 5.7 and appendix 8, rule 1.1 and Appendix 2, rule 5.3 and Appendix 7 rule 5.8, amended

PROPOSED BY: EFRA committee

New wording:

Each motor must be equipped with an exhaust system and an inlet silencer (no INS for Off-Road), to reduce the amount of noise generated by the car.

The muffler must be of a 3-chamber type. No holes are allowed in the first chamber. All gasses must pass all 3 chambers. See enclosed design in appendix 8

The shape of the exhaust pipe has to be of a straight revolved (rotated) type. Any other shape like oval, or bend, or in any other form that is not reproducible by a lathe, is not allowed (this is to avoid manifolds welded to the muffler). The design of the separator between the 2nd and 3rd chamber is a simple disc with only one flat part. The gap of this flat part is for 1/8th mufflers max. 5mm, and should be positioned opposite the tailpipe. (Other dimensions see drawing)

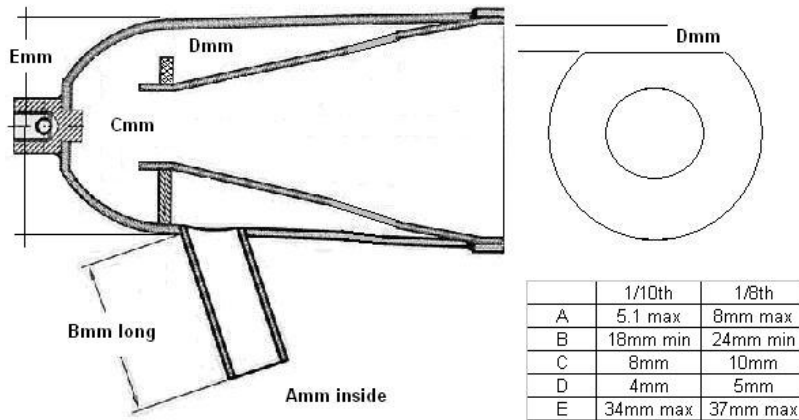
No conical manifolds are allowed, inlet and outlet of the manifold max 13mm, measured on the inside (12mm for 1/10th). The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre high for a single car.

EFRA's definition of a noise level is always final.

Only EFRA homologated 3-chamber mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler. This proposal, if accepted at the EFRA AGM will be effective for 1:8 IC track as from April 1st 2008, 1:8 Off-Road as from April 1st 2008 and for 1:10th IC track as from December 31st 2008.

Seconded by: Holland

Passed Unanimously Passed with for, against and abstentions.



No holes permitted in the first cone. All gasses must pass the 3 chambers.

SECTION:

RULE No:

PROPOSED BY:

Delete the muffler with EFRA number 2013 in the EFRA Approved muffler list and drawings

Seconded by: **withdrawn** by Belgium

SECTION:

RULE No:

PROPOSED BY:

1) For IC: Fix 2 types of rain tire (one slick rubber type, and one full wet tire, but both types need to be rtr). An off set which works for all cars needs to be chosen.

Remark *In order to get the sense of the proposal please add a small remark*

- Fix rain tires for any EC IC on road

Reasons:

- 1) In regards to IC: Anything is allowed, which makes race to lottery and give advantages to the one who has most rain tires or home track knowledge. And only adds cost for racers from sunny countries, or countries where is not raced in case of rain.
- 2) Decrease cost for racers
- 3) Adds competition in regards to setup
- 4) Equalizes driver performance

Not Seconded

9. ELECTION OF SECTION CHAIRMAN.

Mr. Franky Noens as Vice Section Chairman, was already elected for 1/10th.

It is common that 1/10th and 1/8th chair the vice section positions.

10. ANY OTHER BUSINESS,

No.

11. ITEMS FOR GENERAL DISCUSSION.

Decrease the nitro percentage for the future in steps, i.e. 16% in 2010, 10% in 2012.

Lowering the body height for the future to avoid those high side dams, 160 mm for 2010 and 150mm for 2012?

Meeting closed at 19.45 hours