



EFRA ANNUAL GENERAL MEETING
HOTEL ARGOSY, DUBROVNIK.
CROATIA
1ST to 2ND of November 2003

MINUTES 1:10 IC TRACK

SATURDAY 1ST OF NOVEMBER 2003

The meeting opened at: 14h 07m

1. CHAIRMAN'S WELCOME

Mr Eduardo Picolo

Eduardo Picolo welcomed the delegates of all countries to the meeting.

2. APOLOGIES FOR ABSENCE

Apologies have been received from: - Estonia
 - Georgia
 - Czech Republic
 - Luxembourg
 - Poland

COUNTRY	PRESENT	SECTION SUBSCR	EC ALLOC 200mm	EC ALLOC 235mm	WC ALLOC 200mm	WC ALLOC 235mm	RE- ALLOC.
AUSTRIA	Dieter Funke	X	24		3	0	
BELGIUM	Franky Noens	X	3		0	0	
CROATIA	Absent	X	-	-	-	-	
CZECH REP.	Absent	X	-	-	-	-	
DENMARK	John Nielsen	X	4		0	0	
ESTONIA	Absent	X	-	-	-	-	
FINLAND	Ilka Mannio	X	6		3	0	
FRANCE	Philippe Bertrand	X	7		7	1	
GEORGIA	Absent	X	-	-	-	-	
GERMANY	Peter Reichelsdorfer	X	15		3	0	
GREAT BRITAIN	Bob Harley	X	12		3	0	
GREECE	Fotis Agelaropoulos	X	0		0	0	
HOLLAND	Sander de Graaf	X	6		0	0	
HUNGARY	Absent	X	-	-	-	-	
IRELAND	Absent	X	-	-	-	-	
ITALY	Pieraldo Giumelli	X	10		6	0	
LUXEMBOURG	Absent	X	-	-	-	-	
NORWAY	Bent Magnussen	X	6		0	0	
POLAND	Absent	X	-	-	-	-	
PORTUGAL	Jose Sousa	X	5		4	0	
ROMANIA	Absent	X	-	-	-	-	
RUSSIA	Absent	X	-	-	-	-	
SLOVAK REP.	Absent	X	-	-	-	-	
SLOVENIA	Zarco Vuga	X	2		0	0	
SPAIN	Carlos Gomez	X	8		2	0	
SWEDEN	Robert Johansson	X	7		1	0	
SWITZERLAND	Ernesto Camponovo	X	10		0	0	
TOTAL			125	See note	32	1	

NOTE:

There is no allocation list for the EC 235mm, because it will be an open-entry EC.

Other Present:

EFRA President	Mr. Gary Culver
EFRA Secretary	Mr. E. Dallas Mathiesen
EFRA 1/8 IC Track Chairman	Mr. Sander B. De Graaf
EFRA PR Officer	Mr. Carlos Gomez
EFRA Homologation Officer	Mr. Gerhard Binder
EFRA Honorary Life Vice President and Advisory Associate Member- Serpent	Mr. Peter Bervoets

3 MINUTES OF 2002 SECTION MEETING

2nd to 3rd of November 2002— Clarion Oslo Airport Hotel, Gardemoen, Norway

a) Matters arising:

a. No matters arising.

The minutes were:

Proposed by: Belgium

Seconded by: Austria

Unanimous approval was given to the minutes of the 2002 Annual General Meeting.
No comments received.

4 CORRESPONDENCE RECEIVED

No correspondence received regarding this AGM.

5 CHAIRMAN'S REPORT

The Chairman's Report was presented to the countries.

This year we had two GP's, one cancelled in Austria due to the lack of interest from the drivers, and one in Lostallo, Switzerland, with only 15 drivers. It seems that our drivers do not enjoy racing GP's.

The EC took place in Vila Real, Portugal, with a total of 135 drivers, (1/10 IC Track- 45, and 200mm class-90), representing 15 countries.

To many problems on this event, only 135 drivers present out of 196 allocations, difficulties with the rules for the 200mm class, rules difficult to implement, 2 decimal digit measurements, referred to the ISO norm, very hot weather, bad behaviour from a minority of drivers and mechanics, protest after protest, to many discussions and international jury meetings, invasion of the track with a formal protest from the marshals that were subjected to abuse by a minority of persons, a sub-final was even interrupted deliberately by a mechanic, and all these situations almost jeopardized the event. Racing was fantastic, qualifying and the finals were very competitive, with Joao Sousa from Portugal on the Pole Position and Alain Levy from France becoming the new European Champion in 1/10IC Track, and in the 200mm Class, Michael Salven from Germany with a very fast and consistent driving took the Pole Position and won the final to become the first European Champion in the 200mm Class.

The EC 40+ took place in Melzo, Italy and unfortunately only 14 drivers for the 1/10TH EC, mixed cars, 200mm and 235mm, have been racing all together, no need to change to different classes or heats. The winner was Ivano Censi from Italy, driving a Mugen, and he took also the Pole position and won the race from the start, and he only got into trouble at the last 5 minutes when number 2 caught him, passed him, and immediately made a mistake leaving Censi the victory.

All the information regarding these events can be found on the Chairman's Report attached.

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

2004

Date	Alt. Date	Status	Country	Venue
May		24h Int Race 200mm	Germany	Roetz (withdrawn)
June 26 -27	Oct 09 – 10	GP 1:8 + 1:10	Switzerland	Lostallo
August 11 – 15		EC 200mm + 235mm	Austria	Amstetten
August 20 - 22		EC 40 + (+) 1:10 235mm	Switzerland	Lostallo
August 27 - 29		GP 1:8 + 1:10 200mm	Sweden	Orebro

2005

Date	Alt. Date	Status	Country	Venue
August 2005		EC 200mm + 235mm	England	Mendip
August 2005		EC 200mm + 235mm	Luxembourg	MCKK

All Countries had the chance to present their applications and the race calendar stayed as follows:

7 RACE CALENDAR

Some other races were requested, a unanimous decision was taken to split the Ecs for the 2 classes, combining the 235mmEC with the 40+ 1/8 IC Track EC, (information to be given at the General Meeting), and the decision for the host of the 2005 EC was taken by vote.

The Race Calendar stayed as follows:

2004

Month	Date	Status	Country	Venue	Add Info
February	26 - 29	Pre – WC	Brasil	S. Paulo	
June	26 – 27	GP 1/8+1/10	Switzerland	Lostallo	
August	11 - 15	EC 200mm	Austria	Amstetten	
August	20 - 22	EC 40 + (+) 1:10 235mm	Switzerland	Lostallo	
August 2	27 - 29	GP 1:8 + 1:10 200mm	Sweden	Orebro	
October	7 - 17	WC	Brasil	S. Paulo	
October	9 - 10	GP 200mm	Germany	Leipzig	(indoor race)

2005

Month	Date	Status	Country	Venue	Add Info
August	17 - 21	EC 200mm	England	Mendip	

8 ALLOCATIONS

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

9 RULE PROPOSALS

AMEND THE CURRENT RULE...

1 GENERAL

- 1.1 GENERAL FORMAT FOR EUROPEAN CHAMPIONSHIPS 1:10 IC TRACK
Extension of the general format of 235 mm to 200mm so 200 mm. is not open everybody

Proposed by A.M.S.C.I.

Seconded by:

Not Seconded

The proposal was withdrawn

THE RULE SHOULD BE AMENDED TO READ

1 GENERAL

One tenth scale IC racing is a lower cost alternative to 1/8th scale and in order that this principle is maintained, there are more limitations in both engine and chassis than in the 1/8th class.

An EFRA approved fuel tester NITROMAX 16 is available to race organisers for checking fuel for conformity to the rules at race meetings.

All measurements referred in this appendix are minimum or maximum values. All measurements for the motor dimensions to be considered with 2 digits behind the

comma, all other measurements 1 digit behind the comma. Measurements must within their maximum or minimum values under all circumstances.

Remark: Respecting the ISO norm is difficult at a track where you sometimes have temperatures of over 40 degrees. Measuring tyres with a 2 digits behind the comma is ridiculous. To avoid temperature influence by certain measurements drivers must be sure their equipment is according to the rules, irrespective the ambient temperature etc.
So all measurements at ambient temperature with ambient measuring equipment and no climate control laboratory necessity.

Proposed by EFRA Executive

Seconded by: Austria

Not Seconded

Unanimous approval

THE PROPOSED RULE IS NEW

It is proposed that 235mm 4wd class be adopted to EFRA as an European racing class to bring us in line with the rest of the world.

Proposed by BRCA, Great Britain

Seconded by: Norway

Not Seconded

THE PROPOSAL WAS AMENDED TO READ

It is proposed that 235mm 2wd or 4wd class be adopted to EFRA as an European racing class to bring us in line with the rest of the world.

Proposed by Norway

Seconded by: Great Britain

Not Seconded

Unanimous approval, and to be effective from January 2004

DELETE

1.2 RACE PROCEDURE

-3 Starting for sub Finals and Final will be on a " Le Mans " type grid or a Formula 1 grid depending on the tack layout, with the faster Qualifier starting in front of the slower. **During sub final and final, a trial lap is driven to avoid frequency problems and to check the transponders.** Cars will be released one by one by the starter.

Proposed by A.M.S.C.I. Italy

Seconded by:

Not Seconded

THE RULE SHOULD BE AMENDED TO READ

1.2 RACE PROCEDURE

-12 Delayed start.

As long as the starter has not called 30 seconds, (the trial lap, see 4.3 is part of the procedure after 30 seconds), any participant of the semi – finals and final may request a delay of 10 minutes to carry out repairs on his car. This delay can be.....

Remark: Normal starting procedure is 3 minutes, 2minutes, 1 minute, 30 seconds, all cars to the start or all cars to the pitlane.

With the extra sentence for 30 seconds it is clear till when you can ask for the delay.

Proposed by EFRA Executive

Seconded by: Luxembourg

Not Seconded

Unanimous approval

THE RULE SHOULD BE AMENDED TO READ

1.2 RACE PROCEDURE

- 18 Qualification Order and Finals.
- 1 After all series have been completed the Qualification order is established, by taking the best result of each driver. **The pole-position progress directly to the final.**
- 19 The best 3 of each sub-final move up to the next final.
Following the semi-finals the best **3 drivers** of each semi-final move up to the final, plus the best **3 (three)** remaining drivers from the 2 semi-finals combined.
When racing conditions are wet in any of the 2 semi-finals, the best **5 semi-final A drivers** and the best **4 semi-final B drivers** move up to the final.
Starting order for the drivers who moved up on to the final is based on the number of laps and time.
In different circumstances it will be number 1 from the A-final who gets the number **2 (two)** and the number 1 from the B-final who gets the number **3 (three)** etc.
Sub-final B "even" is the first final to start on the Saturday afternoon.

Remark: *The idea is to have only one driver (top qualifier) to reach the final from the qualify. All other drivers should progress normally. There is only one pole-position.*

Proposed by FEPPRA, Portugal
Seconded by:

Not Seconded

THE RULE SHOULD BE AMENDED TO READ

2 **1:10 IC TRACK**
2.11 GENERAL

The car can be two or four wheel driven. Mechanically operated brakes must be fitted acting on the rear wheels only. Maximum two speed transmission to be used.

Remark: *Norway proposed this amendment at the EFRA AGM meeting 2002. We still think this will make the car easier to handle, and this will make more drivers to choose the class. IFMAR also allows four wheel drive in the class.*

Proposed by NRCBF, Norway
Seconded by:

Not Seconded

The proposal was withdrawn.

THE RULE SHOULD BE AMENDED TO READ

3. **1/10TH I.C. 200MM CLASS**
3.1. TECHNICAL SPECIFICATIONS

3.1.7 **An EFRA homologated muffler and manifold of approved double chamber design, including silencer chamber must be fitted having the following dimensions:**
Tail pipe maximum internal diameter 05,20 mm (This dimension includes a tolerance to account for manufacturing variations in commercially available tubing).
Tail pipe minimum length 10.00 mm. (measured from the outside of the pipe.)
The tail pipe must be oriented on or below the horizontal.
The EFRA homologation number must be engraved into the muffler
Maximum noise level of 82dB(A).

Remark: *After one season of racing with 2.11 cc engines and the use of normal mufflers with standard manifolds it is clear that the noise level is well under 82 db's, even without INS box. By using homologated mufflers with homologated manifolds (so the combination will be tested and homologated) EFRA can control the level and an INS box under the roof of a touring car is not necessary anymore.*

Proposed by EFRA Executive
Seconded by: Denmark

Not Seconded

THE PROPOSAL WAS AMENDED TO READ

3. **1/10TH I.C. 200MM CLASS**
3.1. TECHNICAL SPECIFICATIONS

3.1.7 **An EFRA homologated muffler of approved double chamber design, including silencer chamber must be fitted having the following dimensions:**

Tail pipe maximum internal diameter 05,20 mm (This dimension includes a tolerance to account for manufacturing variations in commercially available tubing).
Tail pipe minimum length 10.00 mm. (measured from the outside of the pipe.)
The tail pipe must be oriented on or below the horizontal.
The EFRA homologation number must be engraved into the muffler
Maximum noise level of 82dB(A).
EFRA definition of noise is always final.

Proposed by Belgium
Seconded by: Norway

Not Seconded

Passed with 1 vote against. To be effective from January 2004.

DELETE

- 3. 1/10TH I.C. 200MM CLASS**
3.1. TECHNICAL SPECIFICATIONS
3.1.7 A muffler of
..... below the horizontal.
The use of the INS box is mandatory.
Maximum noise level of 82dB(A).

Remark: Norway; *Its not necessary to have text who says INS box is mandatory, when the rule have a maximum noise level of 82dB(A). We think INS box only must be used if necessary and not have to be mandatory in the class.*

Sweden: *The sound level is very low without the INS box. And the box did not fit under all bodies.*

Proposed by NRCBF, Norway and SBF, Sweden
Seconded by:

Not Seconded

The proposal was withdrawn.

THE RULE SHOULD BE AMENDED TO READ

- 3.1.7 A muffler of approved double chamber design, including silencer chamber must be fitted having the following dimensions:
- **Tail pipe maximum internal diameter * 05,20 mm.**
 - **Tail pipe minimum length 10.00 mm. (measured from the outside of the pipe, drawing to be fitted)**
 - **The tail pipe must be oriented on or below the horizontal.**
 - **This dimension includes a tolerance to account for manufacturing variations in commercially available tubing.**
 - **The use of the INS box is mandatory.**
 - **Maximum noise level of 82dB(A).**

Proposal: **delete: the use of the INS-box is mandatory**

Remark: *As the maximum noise level is 82 dB and this can easily be achieved without using any induction noise silencing device, the use of an induction noise silencing device should not be made mandatory. INS-box needs to be better defined, and the original INS-box designed by Serpent should be the benchmark to measure and approve other such devices. No device should be approved that does not produce the same noise reduction as the original INS-box.*

Proposed by Ass. Adv. Member SERPENT
Seconded by:

Not Seconded

The proposal was withdrawn.

THE RULE SHOULD BE AMENDED TO READ

- 3.1.9 **Fuel tank capacity to be 75cc including all fuel tubing, filters, etc. No loose inserts allowed inside. For all finals the volume of the fuel tank must be measured before the final under conditions of approximately 20 degrees Celsius.**

Remark: It has been found that fuel tanks seem to expand during a race, and may end up being oversized at the end of a race. This depends very much on ambient temperatures. This presents a problem for scruteneers to check fuel tank capacity after a race. Doing random checks before a final will eliminate the long checks after the race, and the expansion of the fuel tank due to the heating up of the tank and its environment. This is a phenomena that is very hard to control by the racer.

Proposed by Ass. Adv. Member SERPENT
Seconded by:

Not Seconded

The proposal was withdrawn.

THE RULE SHOULD BE AMENDED TO READ

3.1.10 **Touring car (Sedan) style bodies, 2- and 4-door versions allowed as raced in International Touring car series. No GT or Sports car bodies allowed.**

Remark: There is too much arguing about which bodies are allowed to race, especially because of the 2.0 litre rule. Taking out the 2.0 litre restriction eliminates the discussion whether the car has actually raced or not in international series.

Proposed by Ass. Adv. Member SERPENT
Seconded by: Germany

Not Seconded

Unanimous approval

THE PROPOSAL WAS AMENDED TO READ

3.1.10 **Touring car (Sedan) style bodies, 2- and 4-door versions allowed as raced in International Touring car series. No DTM, GT or Sports car bodies allowed.**

Proposed by Belgium
Seconded by:

Not Seconded

THE PROPOSAL WAS AMENDED TO READ

3.1.10 **Commercial available Touring car (Sedan) style bodies, 2- and 4-door versions allowed as raced in International Touring car series. No GT or Sports car bodies allowed.**

Proposed by Great Britain
Seconded by:

Not Seconded

THE RULE SHOULD BE AMENDED TO READ

3. 1/10TH I.C. 200MM CLASS

3.1. TECHNICAL SPECIFICATIONS

3.1.13 Bodies are not to be cut above the lower bumper line at the front or the back or above the lower bottom line of the doors, Details of all front and rear lights, grills, air intakes and windows must be clearly contrasted from the surrounding paintwork.
Rear of the body may not be cut away higher than **55,00mm**, measured with a 10,00mm spacer under the chassis plate.

Remark: Bodies used in the class, make the drivers to cut 3-4 mm under the marking-line the most producers of bodies makes on their products. We therefore recommend changes in this rule.

Proposed by NRCBF, Norway
Seconded by:

Not Seconded

The proposal was withdrawn.

THE RULE SHOULD BE AMENDED TO READ

- 3.1.13 **Details of all front and rear lights, grills, air intakes and windows must be clearly contrasted from the surrounding paintwork.
Rear of the body may not be cut away higher than 50mm, measured with a 10.00mm spacer under the chassis plate.**

Remark: *The lower bumper and door line is not very well defined on most bodies. Manufacturers will simply make new lines to be able to cut out the body higher. The 45mm height rule may be a little too low, as it influences rear grip and tire wear quite dramatically. Eliminating the door and bumper lines simplifies the rule. Allowing slightly higher cut-out rear side of the car improves driveability and reduces tire wear.*

Proposed by Ass. Adv. Member SERPENT
Seconded by: Austria

Not Seconded

THE PROPOSAL WAS AMENDED TO READ

- 3.1.13 **Details of all front and rear lights, grills, air intakes and windows must be clearly contrasted from the surrounding paintwork.
Rear of the body may not be cut away higher than 50mm, measured with a 10.00mm spacer under the chassis plate on level.**

Proposed by Belgium
Seconded by: Germany

Not Seconded

Passed with 2 abstentions.

DELETE THE RULE

- 3.1.17 **Under body/chassis aerodynamic aids of any nature are not allowed,**

Remark: *It is very hard to define when a certain part becomes an aero dynamical aid. In principal, each front bumper is already an aero dynamical aid as it influences the performance. Even the chassis shape has aerodynamical effects. Simpler rules enhance the growth of the class*

Proposed by Ass. Adv. Member SERPENT
Seconded by: Belgium

Not Seconded

Unanimous approval

THE RULE SHOULD BE AMENDED TO READ

3. 1/10TH I.C. 200MM CLASS

3.1. TECHNICAL SPECIFICATIONS

3.1.18 GENERAL DIMENSIONS

	MINIMUM (mm)	MAXIMUM (mm)
Wheelbase	230.00	270.00
Width without body	170.00	200.00
Width with body	175.00	205.00
Length inc Body & wing	360.00	460.00
Height to the top of the roof (measured with a 10mm spacer under the chassis plate on level	120.00	175.00
Wing width inclusive	125.00	200.00
Wing chord	-	50.00
Side Dams		35.00 x 50.00
Wing overhang (at rear)		10.00
Wheel dia. (excluding tyre bead)	46.00	50.00
Wheel width (including tyre bead) and Tyre width (across side walls):		
Front:		26.00
Rear:		30.00

Remark: *The rule we decided at the EFRA AGM in Oslo, 2002, was wrong when we look at the wings used on the bodies in the class. Almost none of the most used bodies can be used without cutting inside the line marked from the producers. Norway therefore recommends to follow the same measures as IFMAR.*

Proposed by NRCBF, Norway
Seconded by:

Not Seconded

The proposal was withdrawn.

THE RULE SHOULD BE AMENDED TO READ

3. 1/10TH I.C. 200MM CLASS

3.1. TECHNICAL SPECIFICATIONS

3.1.18 GENERAL DIMENSIONS

	MINIMUM (mm)	MAXIMUM (mm)
Wheelbase	230.00	270.00
Width without body	170.00	200.00
Width with body	175.00	205.00
Length inc Body & wing	360.00	460.00
Height to the top of the roof (measured with a 10mm spacer under the chassis plate on level	120.00	175.00
Wing width inclusive	125.00	200.00
Wing chord	30.00	45.00
Side Dams		25.00 x 45.00
Wing overhang (at rear)		10.00
Wheel dia. (excluding tyre bead)	46.00	50.00
Wheel width (including tyre bead) and Tyre width (across side walls):		
Front:		26.00
Rear:		30.00

Remark: You have to cut the wing to much to be in the specification.

Proposed by SBF, Sweden
Seconded by:

Not Seconded

The proposal was withdrawn.

3. 1/10TH I.C. 200MM CLASS

3.1. TECHNICAL SPECIFICATIONS

3.1.18 GENERAL DIMENSIONS

	MINIMUM (mm)	MAXIMUM (mm)
Wheelbase	230.00	270.00
Width without body	170.00	200.00
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Wing chord	30.00	40.00
Side Dams		25.00 x 40.00
Wing overhang (at rear)		10.00
Wheel dia. (excluding tyre bead)	46.00	50.00
Wheel width (including tyre bead) and Tyre width (across side walls):		
Front:		26.00
Rear:		30.00

Proposal 1: Change all sizes to have resolution of 1mm (230.00mm -> 230mm)

Proposal 2: Change max. wing/spoiler cord including Gurney strip to 50mm.
Change max. side dam size to 25 x 50mm

Remark : The resolution of 0.01mm is much too high to measure body parts made of flexible material.
There is too much discussion about the dimension of the rear wing or spoiler. This is a very essential aerodynamic part to balance the car. The current rule is very unclear and makes it difficult for scrutineers to check this.

Tire wear on the rear tires is a big problem, and the smaller wing size make the cars difficult to drive. We feel that increasing these sizes will reduce cost and make the class more attractive.

Proposal 1:

Proposed by Ass. Adv. Member SERPENT
Seconded by:

Not Seconded

Proposal 2:

Proposed by Ass. Adv. Member SERPENT
Seconded by: Austria

Not Seconded

THE PROPOSAL WAS AMENDED TO READ

3. 1/10TH I.C. 200MM CLASS

3.1. TECHNICAL SPECIFICATIONS

3.1.18 GENERAL DIMENSIONS

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Wheelbase	230.00	270.00
Width without body	170.00	200.00
Width with body	175.00	205.00
Length inc Body & wing	360.00	460.00
Height to the top of the roof (measured with a 10mm spacer under the chassis plate on level	120.00	175.00
Wing width inclusive	125.00	200.00
Wing + gurney strip		55.00
Side Dams		35.00 x 50.00
Wing overhang (at rear)		10.00
Wheel dia. (excluding tyre bead)	46.00	50.00
Wheel width (including tyre bead) and Tyre width (across side walls):		
Front:		26.00
Rear:		30.00

Proposed by Germany
Seconded by: Denmark

Not Seconded

Passed with 1 vote against.

THE PROPOSAL WAS AMENDED TO READ

3. 1/10TH I.C. 200MM CLASS

3.1. TECHNICAL SPECIFICATIONS

3.1.18 GENERAL DIMENSIONS

	MINIMUM (mm)	MAXIMUM (mm)
Wheelbase	230.00	270.00
Width without body	170.00	200.00
Width with body	175.00	205.00
Length inc Body & wing	360.00	460.00
Height to the top of the roof (measured with a 10mm spacer under the chassis plate on level	115.00	175.00
Wing width inclusive	125.00	200.00
Wing + gurney strip		55.00
Side Dams		35.00 x 50.00
Wing overhang (at rear)		10.00
Wheel dia. (excluding tyre bead)	46.00	50.00
Wheel width (including tyre bead) and Tyre width (across side walls):		
Front:		26.00
Rear:		30.00

Proposed by Belgium
Seconded by:

Not Seconded

THE RULE SHOULD BE AMENDED TO READ

- 3.1.19 One wing and one spoiler may be mounted to any car (if the original full-size car had more, it is allowed to do the same). Wing and spoiler must be made from a flexible material and be painted.
Wing and spoiler may not be fixed to body with piano wire. Basically they must be mounted to the body directly. Wing and spoiler must not protrude outside the maximum height and width of the body (including the side dams). Rear wings must be mounted in the same place as was intended by the body manufacturer. **The overhang must not exceed 10mm at the furthest point, to be measured from the most rear point of the body.**
Side dams may be fitted but must be a reasonable representation of those fitted to the original car, fit in a rectangle with the measurements defined, and must not project above the height of the roofline.
The height of the wing may be adjusted but the wing, including side dams must not extend higher than the roofline. Wings (excluding side dams) are to be of single moulded construction (no flat-packs/ bend your own). Gurney strip must not exceed the width of the wing and have an edge not more than 5mm high.
Total cord of wing, plus the strip is 50mm.

Remark: *The boot-lid is a very undefined part of the body and therefore leads to discussions. Simplification of the rule reduces the discussions.*

Proposed by Ass. Adv. Member SERPENT

Seconded by: Germany

Not Seconded

THE PROPOSAL WAS AMENDED TO READ

- 3.1.19 One wing and one spoiler may be mounted to any car (if the original full-size car had more, it is allowed to do the same). Wing and spoiler must be made from a flexible material and be painted.
Wing and spoiler may not be fixed to body with piano wire. Basically they must be mounted to the body directly. Wing and spoiler must not protrude outside the maximum height and width of the body (including the side dams). Rear wings must be mounted in the same place as was intended by the body manufacturer. **The overhang must not exceed 10mm at the furthest point, to be measured from the most rear point of the body.**
Side dams may be fitted but must be a reasonable representation of those fitted to the original car, fit in a rectangle with the measurements defined, and must not project above the height of the roofline.
The height of the wing may be adjusted but the wing, including side dams must not extend higher than the roofline. Wings (excluding side dams) are to be of single moulded construction (no flat-packs/ bend your own). Gurney strip must not exceed the width of the wing and have an edge not more than 5mm high.

Proposed by Ass. Adv. Member SERPENT

Seconded by: Germany

Not Seconded

Unanimous approval

THE RULE SHOULD BE AMENDED TO READ

3. 1/10TH I.C. 200MM CLASS

3.1. TECHNICAL SPECIFICATIONS

- 3.1.19 One wing and one spoiler may be mounted to any car (if the original full-size car had more, it is allowed to do the same). Wing and spoiler must be made from a flexible material and be painted.
Wing and spoiler may not be fixed to body with piano wire. Basically they must be mounted to the body directly. Wing and spoiler must not protrude outside the maximum height and width of the body (including the side dams). Rear wings must be mounted in the same place as was intended by the body manufacturer. **The overhang must not exceed 10.00mm at the furthest point, to be measured from the furthest point of the bumper.**
Side dams may...

Remark: 10,00mm from the boot lid, makes it difficult to put on the wings from many of the most used bodies. Norway therefore recommends to change this to be measured from the furthest point of the rear bumper.

Proposed by NRCBF, Norway
Seconded by:

Not Seconded

The proposal was withdrawn.

DELETE

3. 1/10TH I.C. 200MM CLASS

3.1. TECHNICAL SPECIFICATIONS

3.1.14 Only the following AIR HOLES and sizes are permitted in the body shells: One (1) cooling hole may be cut *in the front windscreen* with a maximum dimension in any direction of 50.00 mm. 20.00 mm maximum diameter hole

Proposed by A.M.S.C.I. Italy

Seconded by: Austria

Not Seconded

THE PROPOSAL WAS AMENDED TO READ

3. 1/10TH I.C. 200MM CLASS

3.1. TECHNICAL SPECIFICATIONS

3.1.14 Cut Outs

Only the following holes and sizes are permitted in the body shells. One 1 cooling hole may be cut in the front windscreen with a maximum dimension in any direction of 50.00mm. Re-fueling hole maximum 50.00mm, the center of this hole must be the center of the fuel filler cap viewed from above. Note cooling hole front windscreen and Re-fueling hole may not be combined Minimum distance between the holes 5.00mm

a hole with maximum diameter of 35.00mm is allowed just above the engine cooling head for easy glow plug access, and can not be combined with any other hole, minimum distance 5mm Both front side windows and the rear window can be removed for ventilation, except for the side rear windows, witch must remain intact.

Small holes can be made for the body posts, transponder, carburetor adjustment and radio antenna (Maximum 10.00mm)

The hole for the exhaust pipe must be of reasonable size.

No other holes are permitted.

Proposed by Belgium

Seconded by: Germany

Not Seconded

THE PROPOSAL WAS AMENDED TO READ

3. 1/10TH I.C. 200MM CLASS

3.1. TECHNICAL SPECIFICATIONS

3.1.14 Cut Outs

Only the following holes and sizes are permitted in the body shells. One 1 cooling hole may be cut in the front windscreen with a maximum dimension in any direction of 50.00mm. Re-fueling hole maximum 50.00mm, the center of this hole must be the center of the fuel filler cap viewed from above. Note cooling hole front windscreen and Re-fueling hole may not be combined Minimum distance between the holes 5.00mm

a hole with maximum diameter of 35.00mm is allowed just above the engine cooling head for easy glow plug access, and can not be combined with any other hole, minimum distance 5mm Both front side windows and the rear window can be removed for ventilation, except for the side rear windows, witch must remain intact.

Small holes can be made for the body posts, transponder, carburetor adjustment and radio antenna (Maximum 10.00mm)

The hole for the exhaust pipe must be of reasonable size.

No other holes are permitted.

If the refueling hole is part of the front windscreen then that hole is to be considered also as the cooling hole with a maximum diameter of 50mm.

Proposed by Holland

Seconded by: Belgium

Not Seconded

Unanimous approval

THE PROPOSED RULE IS NEW

For 1/10 200 mm there will be body and muffler homologation by EFRA

Proposed by A.M.S.C.I. Italy
Seconded by:

Not Seconded

The proposal was withdrawn.

THE PROPOSED RULE IS NEW

Bodies will be checked by the Homologation Officer.

The scrutiny should be done after the following procedure:

The manufacturer of a body has to send the body to the Homologation Officer within the period from December until the end of February.

Payment procedure for EFRA Homologation remains the unchanged.

After being checked the body will get an EFRA Number.

This EFRA Number in combination with the logo of the manufacturer has to be embossed in the body at the right upper edge of the windscreen.

At the end of March a list of all homologated bodies will be made available.

Only these bodies can be used at EFRA sanctioned events throughout the year.

A body which is sent to the Homologation Officer after the end of February can only be used in the following year.

Proposed by EFRA Executive
Seconded by: Belgium

Not Seconded

Passed with 7 in favour, and 4 against.

Proposed by FBA, Belgium

1/10TH 200MM SCALE IGNITION TRACK CARS

1. ALLOCATIONS FOR THE EUROPEAN CHAMPIONSHIPS

1.1 The allocation for the European Championship 1/10th 200mm I.C. scale will be established by the section meeting and published in the minutes.

1.2 For allocations and re-allocations procedures (see general 6.2)

Allocations will only be offered for EC and WC events to those countries that have written to request places.

1.3 All countries receive re-allocated place in the order of the allocation-list, unless stated otherwise in this list

1.4 The number of entries for EFRA EUROPEAN CHAMPIONSHIPS is 120 with a maximum of 150. Accommodations for at least 120 drivers must be sufficient for all participants.

2 RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

2.1 *European Championship are held in the following class*

a) *The European Championship Touring Car Sedan bodies will be held on the 3th weekend of August. In the year there is an IFMAR world championship than dates must separates with at least 4 free weekends between the finals. It will be open to EFRA licensed drivers.*

b) *The allocated dates of the E.C. 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 fixed at the AGM's section meeting.

The format of EFRA GP's could be the same as for the E.C. but may be shortened up depending on the number of entrants

2.2 Free practice for E.C. is only allowed from Monday preceding the race. However pit lane refueling may be forbidden during free practice at E.C.

2.3 Free practice for Grand Prix events must be allowed at least from Friday preceding the event (see general 8.2)

2.4 *General qualifying format for E.C. 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.

With everybody qualifying for Christmas tree sub finals and 1-4 qualifying directly to final Depending on time available at Saturday all finals higher than 1/64 will be shorter than 20 minutes (for instances 10 minutes). Duration of finals higher than 1/64 to be set at team managers meeting.

2.5 Time Schedule

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

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 10minutes maximum 20 minutes between 1/8 and ¼ final,1/2 finals Final

The race director should configure the heats based on the E.C. from least year.

The heats shall contain a maximum of 10 drivers. These practice heats will be of 10 minutes 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.

2.6 **General sub-finals and final formats for EC and GP: The sub-finals are 20 minutes up till 1/64th finals. Time for all finals higher than 1/64th 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 the drivers who moved up to the final is based on number laps and time.

In different circumstances it will be number 1 from the A-final who gets the number 5 and the number 1 from the B-final who gets the number 6 etc..

Sub-Final B even is the first final to start on the Saturday afternoon.

2.7 Frequencies for semi-finals and finals are not published and must remain secret.

The race director will allocate frequencies to the drivers personally after they have proposed to him 2 or 3 different frequencies. A radio check must be made before the start of the final.

2.8 During qualifying heats only 1 mechanic is allowed in the pit lane. During sub-finals and finals 2 mechanics are allowed.

2.9 **Marshall's for EC and GP's are compulsory for the sub-finals and final and will be provided by the organizing club. Drivers must be marshalling on the qualifying heats if not provided by the organizing club.**

- **Only drivers may and must marshal the heat following their own. The first heat will be marshaled by the drivers of the last heat.**
- **Failure to marshal or provide a competent substitute will result in the loss of the driver's best qualifying time. A substitute marshal is only allowed if the driver is physically disabled and must be notified to the race director.**
- **The organizer must provide a marshal for any unfilled position when previous heat had less drivers or marshal missing.**

Marshall's should be posted every 30meters and supplied with gloves and/or other protection. Other than running marshals all other marshals will remain at their posts at all times during racing. No other persons, except officials are allowed on the track whilst the racing is in progress.

3. TRACK SPECIFICATIONS

3.1 **Track surface should be unsealed or coarse finish with any joints smoothed.**

3.2 Minimum length must be 200meters (advised 240-300m)

3.3 Minimum width of the track will be 4 meter between marking lines. The maximum width is 6.5 meters. The marking lines must be 8-10 m wide and either white or yellow They must be approximately 20cm away from the edge of the racing surface.

3.4 Maximum distance from the middle of the drivers rostrum to the furthestmost point of the track must be 60 meters.

3.5 Vision, no obstacles may interrupt the vision from the drivers rostrum to any part of the track.

3.6 A broken line may be drawn in the middle of the straight to aid vision. No lines may be drawn in corners other than the marking line.

3.7 The refueling and pit area should be clearly distinguishable from the main track and close as possible to the drivers rostrum. Exit from and entrance to the main track is advised to be on a slow part of the track.

3.8 Track design must include both right and left hand turns and must have a straight of minimum length 45 meters.

3.9 Outside barriers must provide a positive means of stopping a car which misses a corner or runs out of control. The primary consideration for selection of the outside barriers shall be the protection of the spectators and not the cars.

3.10 Inside barriers must deter corner cutting and prevent cars reaching other parts of the track. Inside barriers must be positioned and dimensioned to prevent cars from flying over the outside

- barrier into the public enclosures. The barriers must be smooth. When cones or dots are used, they should not to be higher than 5 cm.
- 3.11 Barriers must be a minimum of 20cm away from the marking lines on the track.
- 3.12 The inner and outer surrounds to the track must be of grass or other suitable materials such as concrete. The object of these surrounds is to slow down any car that leaves the racing surface. The car must be able to leave the infield or outfield on their own to minimize the need for marshals assistance.
- 3.13 Marshall post must be positioned every 30 mtr. intervals around the track. They may not obstruct the vision of the drivers.
The post must be numbered. When a post is located at a dangerous part of the track (i.e. the straight or a fast corner) this post must than provide protection for the marshal (a wall, tires, a gate etc..)
- 3.14 A start/finish line must be painted across the track, preferably in front of the time keeping position.
The first start line box must be painted more than 10 mtr away from the following corner.
- 3.15 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 2 mtr. And max. 4 mtr apart. The boxes must be 70-100cm long and 30-40cm wide (see 3.14)
- 3.16 Formula 1 Grid Start
The grid will be painted on the track, preferable on the straight.
The invitations should specify that the formula 1 start will be used.
Two rows of numbered boxes will be located on the track with approx. 1.5 – 2 mtr space between each row. On side number 1,3,5 etc on the other side 2,4,6, etc.
No. 1 stands 2mts in front of number 2,number 2 stands 2mtr of number 3 etc.
- 3.17 Race Directors must use the staggered starting system (see general rules 9.)
Every race director must hold a Team Managers Meeting. Race directors involved in EFRA sanctioned events may be invited to a briefing meeting, covering interpretation of the rules and management of international races, so that they feel confident to manage a good race.
- 4. RACE PROCEDURES 1/10 200MM**
(See also General Race Procedures chapter 8) The arrangements of the heats and the numbering is left to the discretion of the organizer.
The drivers must stand adjacent to their numbers on the rostrum; the mechanics must remain in their boxes along the pit lane.
For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.
See page 83 EFRA handbook 2003 (Item 1 till 11)
- 4.2 STARTING PROCEDURE OF HEATS**
see page 83 EFRA handbook 2003
- 4.3 see page 83 EFRA handbook 2003
- 4.4 see page 83-84 EFRA handbook 2003
- 4.5 see page 84 EFRA handbook 2003
- 4.6 see page 84 EFRA handbook 2003
- 4.7 see page 84 – 85 EFRA handbook 2003
- 4.8 see page 85 EFRA handbook 2003
- 5. TECHNICAL SPECIFICATIONS**
All measurements referred in this appendix are minimum or maximum values.
Illegal measurements will be referred to the ISO norm.
All measurements will be referred with 2 digits behind the comma.
- 5.1. The engine may have a total capacity of not more than 2.11 cc. They shall be air-cooled, with front rotary valve, two-stroke induction. They engines may have e maximum of four (4) ports, including the exhaust port. No form of forced induction is allowed. No holes in the piston and no form of variable port timing. Only glow plug ignition is allowed. No holes in the piston and no addition holes in the liner.
Standard and conical glow plugs allowed. The crankshaft hole shall have a maximum diameter of 7.00mm at its end. The hole can be finished with a continues unbroken chamfer with a maximum width of 0.50mm if this is required for manufacturing purpose at the crank web end.
- 5.2 Engine internal modifications are allowed as long they are within the parameters of rule 5.1
- 5.3 A maximum carburetor diameter of 5.50mm.
- 5.4 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 ml) after a heat or final shall be removed from the car and inspected for a second time after an initial “cool down period “ of app. 15 minutes. This period of 15 minutes is only necessary in case the temperatures are above 20°C.
- 5.5 Overall dimensions:
Wheelbase: 230.00 – 270.00 mm
Width car (without body) 170.00 – 200.00 mm
- 5.6 TYRES - RIMS**

Maximum width rear (across side walls)	30.00mm	
Maximum width front	26.00mm	
Tyres must be black except for writing on the sidewalls		
Wheel diameter (excluding tyre bead)	Minimum 46.00mm	Maximum 50.00mm
Rims width front	26.00mm	
Rims width rear	30.00mm	

Foam and/or rubber tyres can be used.

Treatment of the tyres with additives is prohibited.

Wheels must be fixed by a screw or nut. The screw or nut installed in the wheel rims may not extend beyond the exterior of the wheel rim.

Quick – change wheel systems are not allowed.

No automatic system to change the wheels allowed (just manpower)

- 5.7 All vehicles must be equipped with brakes and a clutch in such a manner, that the vehicle may be held stationary with the engine running.

5.8 MUFFLER

Each motor must be equipped with an exhaust system, to reduce the amount of noise generated by the car. Each individual car must not produce more than 82 dB, measured at 10 meters distance and 1 meter high.

EFRA's definition of a noise is always final.

Only EFRA homologated 2 – chamber mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.

Tail pipe maximum internal diameter 05.20mm (This dimensions includes a tolerance to account for manufacturing variations in commercially available tubing)

Tail pipe minimum length 10.00mm (measured from the outside of the pie.)

The tail pipe must be oriented on or below the horizontal.

- 5.9 The front bumper must follow the body contour and must be constructed so as to minimize injury that may result from being hit by a car. The bumper must be made from foam rubber or a flexible plastic material.

- 5.10 The aerial must be flexible. Carbon, metal, etc. is not allowed.

5.11 BODIES

Bodies must be a 1:10 scale in character reproduction of vehicles that exist ore have existed.

- 5.12 All EFRA sanctioned events will be raced with EFRA approved Touring car (Sedan) style bodies, 2- and 4-doors versions allowed, as raced in International Touring Car series. No, GT or Sports car bodies allowed.

From April 2004 only those bodies and spoilers, wings can be used witch are currently in the approved list from EFRA.

- 5.13 The body and spoiler must be made from a flexible material and be painted properly. All windows must remain clear ore be semi-transparent

The EFRA number in combination with the logo of the manufacturer must be embossed in the body at the right upper edge of the windscreen, end also in the spoiler, wing

- 5.14 The rear of the body may not be cut higher than 50.00mm measured with 10.00mm spacers under the chassis at the front and rear axle position.

- 5.15 Details of all front and rear lights, must be clearly contrasted from the surrounding paintwork.

No parts of the car except the muffler outlet may protrude outside of the body shell, when viewed from above.

No parts of the car except the antenna, body posts, transponder may protrude outside of the body shell, when viewed from the side wall

5.16 Cut Outs

Only the following holes and sizes are permitted in the body shells. One 1 cooling hole may be cut in the front windscreen with a maximum dimension in any direction of 50.00mm. Re-fueling hole maximum 40.00mm, the center of this hole must be the center of the fuel filler cap viewed from above. Note cooling hole front windscreen and Re-fueling hole may not be combined Minimum distance between the holes 5.00mm

a hole with maximum diameter of 35.00mm is allowed just above the engine cooling head for easy glow plug access, and can not be combined with any other hole, minimum distance 5mm Both front side windows and the rear window can be removed for ventilation, except for the side rear windows, witch must remain intact.

Small holes can be made for the body posts, transponder, carburetor adjustment and radio antenna (Maximum 10.00mm)

The hole for the exhaust pipe must be of reasonable size.

No other holes are permitted.

5.17 Wings and spoilers

One wing and one spoiler may be mounted to any car (if the original full-size car had more, it is allowed to do the same) Wing and spoiler must be made from a flexible material and EFRA approved (see 5.12 and 5.13) Wing and spoiler must not be fixed to body with piano wire. Basically, they must be mounted to body directly.

The wing including side dams may not be higher than the roof of the body measured with a water level with the cars chassis on a level surface. The rear overhang must not exceed

10.00mm at the furthest point, to be measured from the most rear point of the body. The wing including side dams may not be wider than the body (200.00mm).

The cord of the wing (measured from the forward edge to the aft most edge diagonally if needed) may not more than 50.00mm.

Side dams, if fitted must remain within a 50.00x35.00mm rectangle.

Wings (excluding side dams) are to be of single molded construction (no flat-packs/bend your own)

No gurney strips allowed. No modifications one wings, spoilers allowed.

5.18 Checks at technical inspection

a) Before the race all cars will be checked and during the heats the following random checks will be made:

- b) Weight limit
- c) Muffler
- d) Motor
- e) Body and wing, spoiler
- f) Overall dimensions

The chassis is to be indelibly marked before the race and if a driver wants to change it, he must present the new and old to the technical inspection officer.

g) **During sub finals all cars moving up to the next final plus the next one are to be checked. In addition to the above mentioned checks the following are to be done during sub-finals.**

- **Weight limit**

- h) Muffler
- i) Body and wing, spoiler
- j) Overall dimensions
- k) Marking of the chassis
- l) Fuel tank capacity

m) **The same checks must be done after the final at least for the top 4 places.**

5.19 Fuel may only contain methanol (methyl alcohol) lubricating oil 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 16 will be available to verify fuel's conformity to the rules at technical inspection. **If the fuel is not within the specification of this rule the driver loses the result and during the finals, he will be disqualified for the rest of the event.**

5.20 4WD and 2WD cars can be used without any technical restriction except those listed in section 5. **The use of separate front wheel brakes, except through transmission is also not allowed (locking of one-way bearing is allowed).**

5.21 The minimum weight without fuel and transponder: 1700.00grams. 1715.00 grams when built-in personal transponder is used. The weight limit will be checked with the cars ready to race but with empty fuel tanks. The weight will be checked on a digital scale balance and can be done before the start of the heat, sub-final, final or after the end of either. If the weight is found to be under the minimum weight the driver should be disqualified from the heat, sub-final or final.

5.22 **The cars shall be measured for width by placing it on a baseboard equipped with two side rails of 20mm height spaced 200mm apart, constructed in such a way, that the car can roll freely between them.**

Base-board and rails must be constructed of high quality board suitably stiffened to prevent distortion. The car must roll freely between the side rails with any steer able wheel set in straight ahead position without any part of the wheels, bumper, body shell or any other part of the car touching the side rails irrespective of the compression or extension of the suspension.

The car shall be measured for length and height in a similar constructed box of internal dimensions 460.00 x 175.00(incl. 10mm spacer)

Measurement of the wheel base may be made by simple measurement of axle center distance, but Race Directors should be prepared to make more exact checks in case of doubt or protests. It is suggested that the wheels are removed and the wheel spindles firmly placed on V-blocks whilst accurate measurements are made.

It is the responsibility of the driver to ensure that his car complies with the regulations at all times, that it is on the track and the organizer may check any car for compliance with the regulations at any time during the race meeting.

If a car is found to exceed the limits of dimensions on checking immediately after a race, positive proof of race damage may prevent disqualification.

5.23 Roll-bars (roll-over bars) must be kept under the body.

5.24 Only two 2 servos are allowed.

5.25 Its not allowed to use any electronic parts for traction control and braking control ABS which can control the power by means of a feedback system.

It is not allowed to use any form of telemetry with active transmission.

5.26 All measurements referred to these rules are maximum or minimum values.

6 PENALTIES

6.1 **Referees must issue a verbal blue flag warning to slower drivers or to make drivers that are not within the same lap as the car that is about to pass him, to make way**

- and not to obstruct the passing car. This warning must be announced "ATTENTION DRIVER (name)"*
- 6.2 *Failure to respond to the verbal blue flag will result in an official warning and the driver must make a mandatory pit stop for 10 seconds. During this mandatory stop the referee will administer the official warning directly to the driver. In the case that there is no possibility to call a driver for a stop and go penalty, the referee and or race director will announce a time penalty of 10 seconds.*
- 6.3 *Any driver who is given 2 (two) official warnings will be immediately disqualified from the race in progress. After 3 (three) warnings the driver will be disqualified from the entire race.*
- 6.4 *Deliberate waiting for other cars will be treated as a verbal blue flag offence a stop-go penalty issued. The referee will advise the driver that this behavior has been noted and that he should race normally. Failure to follow the referees instructions will result in immediate disqualification. In the case that there is no possibility to call a driver for a stop and go penalty, the referee and or race director will announce a time penalty of 10 seconds.*
- 6.5 *Deliberate obstruction of other cars in an attempt to influence the results of a race will lead to immediate disqualification and loss of his/her International license until after the next event of the same kind. (e.g. GP/EC/WC)*

All highlighted italic rules or part of rules were discussed, a few amended and voted. The remaining items are existing rules or rules that were discussed at this AGM and therefore will be changed accordingly.

Proposed by FBA Belgium
Seconded by: Holland

Not Seconded

Passed with 1 abstention.

10 ELECTION OF CHAIRMAN

Mr Roberto Cairo	Italy
Mr Franky Noens	Belgium
Mr Jose Sousa	Portugal

Mr. Franky Noens from Belgium was elected as the new Section Chairman.

11 ITEMS FOR GENERAL DISCUSSION

Proposed by Ass. Adv. Member SERPENT

The penalty is either disqualification or loss of result.

Only if the found breach has a serious effect on the performance of the car and on the result it should lead to such penalties. If the breach has no performance effect a warning should be issued and the racer must present the car and/or the body for inspection before the next run. Only if a racer is found to have breached the same rule for a second time a disqualification or loss of result penalty should be issued. A good example is for instance that the rules say that a rear wing must be painted. If one is found in breach of this rule, he should be issued a warning and offer the car for inspection before his next run. Neither are certain hole sizes, or the width of a rim (most times a manufacturing tolerance) performance related breaches of the rules.

This issue was discussed and the member Countries should prepare proposals to be discussed at the next AGM.

12 ANY OTHER BUSINESS

Because it was taken the decision to change the 235mm class to 2 or 4 wd, it was decided that the existing 2 wd rules should be adapted according to the 235mm IFMAR rules regarding mufflers, bodies and engines, and that all drivers limitations to participate should be removed.

One Special EFRA medal will be awarded to the fastest driver under 17 years of age, as already decided, so that everybody of 16 years during the race dates, or younger can compete for this medal. This decision has been already taken, medals were already given at the last EC, but it is not written on the rules.

The EC 40+ for 1/8th Scale will be combined with the open EC for 1/10th IC Track (235mm), (open to drivers of all ages).

It was also decided that the existing weight limit for both classes should be considered including the personal transponder.

Meeting closed at: 19h 55m.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Attached 1/10 IC Track Report



**EUROPEAN FEDERATION OF
RADIO OPERATED
MODEL AUTOMOBILES**

**1/10 IC TRACK REPORT
2003**

-GP, 26TH – 28TH JUNE 2003, AUSTRIA – KIRCHBERG

-EUROPEAN CHAMPIONSHIP, 8TH – 10TH AUGUST 2003, PORTUGAL - VILA REAL

-EUROPEAN CHAMPIONSHIP 40+, 16TH – 18TH AUGUST 2003, ITALY - MELZO

-GP, 11TH – 12TH OCTOBER 2003, SWITZERLAND - LOSTALLO

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

GP, 26TH – 28TH JUNE 2003, AUSTRIA – KIRCHBERG

This race was cancelled!!! The organizer received only a few entries, and for that reason they had to cancel the race. Unfortunately there seems to be no large interest from the drivers to participate in GP's in our class. I wish to thank the organizing club for all the effort and support.

EUROPEAN CHAMPIONSHIP, 8TH – 10TH AUGUST 2003, PORTUGAL - VILA REAL

The ninth European Championship took place again in Portugal, this time in the north, in Vila Real, on a new Track, a World class level Track, where in the future some international races in any class can take place.

This was a combined event with the 1/10 IC Track EC, and the first 200mm class EC.

Unfortunately on this event we had it all!!!

Due to the outstanding conditions on this track, and the information received from the Portuguese Federation we have decided to accept a maximum of 200 drivers in both classes, 60 on 1/10 IC Track, and 140 for the 200mm class. The intention was to try to accommodate as many drivers as possible, especially on the new class.

At the end we only had a total of 135 drivers present, out of 196 allocations + re-allocations; simply unbelievable!!!!!!

The final figures regarding allocated places and drivers that were present in both classes were as follows:

COUNTRY	1/10 IC TRACK	200mm CLASS
	ALLOC + RE-ALLOC	DRIVERS PRESENT
AUSTRIA	2	3
BELGIUM	2	0
FINLAND	0	5
FRANCE	7	6
GERMANY	4	15
GREAT BRITAIN	6	24
HOLLAND	3	4
IRELAND	0	6
ITALY	0	8
NORWAY	4	0
PORTUGAL	14	25
ROMANIA	1	1
SPAIN	10	30
SWEDEN	0	3
SWITZERLAND	3	10
TOTAL	56	140

We have only received a letter of apologies from Spain explaining that some of their drivers that did not show up were afraid of the high level of the top drivers allocated in the 200mm class.

Countries that ask for so many places and that their drivers don't show up, should be penalized in future allocation procedures, if needed; this situation represents a lack of respect towards other drivers and the organizer.

The organization was very good, one of the most experienced race director, time keeper was the AMB representative in Spain, technical inspection took place in an open area behind the rostrum and the pit lane, under the pressure of a lot of people, drivers, mechanics, team managers, press, and so on, (situation to be avoided in the future), they experienced a lot of problems especially in the 200mm class with a set of new rules difficult to implement regarding body shells, complexity of rules, two decimal digits measurements referred to the ISO norm, (impossible to follow during a race), insufficient set of tools/equipment to enforce rules, and in this case under very hot weather, (temperatures of 40+ Celsius), there were even in some particular situations parts with dimensions that were not in accordance with the rules, (tyre width for example), and not all drivers were aware of these situations.

For the first time in our class, we had the pressure of the commercial involvement of different manufacturers, and we could see a lot of containers / motor homes behind the track.

The attitude of a minority of drivers and mechanics, some with important responsibilities, led to a lot of problems, protest after protest, to many discussions and international jury meetings, invasion of the track with a formal protest from the marshals that were subjected to abuse by a minority of persons, a sub-final was even interrupted deliberately by a mechanic, and all these situations almost jeopardized the event. The important role of the Team Manager, must be enforced, not only as representing the single interest of the drivers, (no matter what!??), but also as representatives with authority of the Federations to promote a sportive attitude during the event.

Racing was fantastic, qualifying and the finals were very competitive, with Joao Sousa from Portugal on the Pole Position and Alain Levy from France becoming the new European Champion in 1/10IC Track, and in the 200mm Class, Michael Salven from Germany with a very fast and consistent driving took the Pole Position and won the final to become the first European Champion in the 200mm Class.

Let us expect that the discussion and decisions taken at the coming AGM, will clarify the existing rules to avoid this kind of situations in the future. We must run separate events for the 1/10 IC Track and the 200mm Class, maybe it is possible to combine the 1/10 IC Track EC with the 40+ EC to save one weekend for international racing during the summer.

1/10 IC TRACK

RESULTS OF THE FINAL:

1 - Alain Levy	France	107 Laps
2 - Basile Concialdi	France	104 Laps
3 - Cristian Ausweger	Austria	102 Laps
4 - Mickael Derderian	France	102 Laps
5 - Gabriel Silva	Portugal	100 Laps
6 - Tiago Monteiro	Portugal	98 Laps
7 - Joao Sousa	Portugal	95 Laps
8 - David Menedez Tej	Spain	95 Laps
9 - Francois Sanchez	France	53 Laps

10- Esteban Aranda Tomasff Spain 14 Laps

POLE POSITION – Joao Sousa

JUNIOR CHAMPION- Emmanuel Bayonex from Belgium, 13 years old

CONCOURS D'ELEGANCE- Raul Van Cauteren from Spain

200mm CLASS

RESULTS OF THE FINAL:

1 - Michael Salven	Germany	109 Laps
2 - Craig Drescher	Great Britain	106 Laps
3 - Sebastian Wartelle	France	105 Laps
4 - Julius Kolff	Netherlands	105 Laps
5 - Carlos Peracho	Spain	104 Laps
6 - Teemu Saarinen	Finland	104 Laps
7 - Per-Ola Hard	Sweden	104 Laps
8 - Olivier Bretin	France	99 Laps
9 - Steve Olanier	France	76 Laps
10- Stefan Habbecke	Germany	50 Laps

POLE POSITION – Michael Salven

JUNIOR CHAMPION- Bruno Coelho from Portugal, 9 years old

CONCOURS D'ELEGANCE- Hugo Miguel from Portugal

EUROPEAN CHAMPIONSHIP 40+, 16TH – 18TH AUGUST 2003, ITALY - MELZO

As usual this combined EC for 1/8 (45 drivers), and 1/10 (14 drivers), is always a very nice and good race to attend. Well organized race by Maco Model Racing in Lago di Codana, Italy. There was nice and hot weather during the whole week.

Unfortunately only 14 drivers for the 1/10TH EC, mixed cars, 200mm and 235mm, have been racing all together, no need to change to different classes or heats. The winner was Ivano Censi from Italy, driving a Mugen, and he took also the Pole position and won the race from the start, and he only got into trouble at the last 5 minutes when number 2 caught him, passed him, and immediately made a mistake leaving Censi the victory.

For 2004 and the future we must make a decision on whether to run only 200mm cars at the 40+ EC, or to combine the 1/8th 40+ EC with an open entry 1/10th IC Track EC, (235mm), since running 200 and 235mm as a combined event, (like in Portugal), has to many drivers.

RESULTS OF THE 1/10TH FINAL:

1 - Ivano Censi	Italy	147 Laps
2 - Thierry Rosado	France	146 Laps
3 - Pieraldo Giumelli	Italy	141 Laps
4 - Daniel Teufer	Switzerland	128 Laps
5 - Gunter Reitbauer	Austria	119 Laps
6 - Emilio Baseggio	Italy	115 Laps
7 - Edmondo Sgarbi	Italy	103 Laps
8 - Philippe Pauvert	France	81 Laps
9 - Helmut Holler	Austria	61 Laps
10- Christer Jansson	Norway	21 Laps

POLE POSITION – Ivano Censi

GP, 11TH – 12TH OCTOBER 2003, SWITZERLAND - LOSTALLO

In Lostallo we had a Gp for the 200mm class with the presence of 15 drivers. Samuele Lenzi from Italy took the Pole Position, and Alain Levy from France won the GP, a very close race, finishing a memorable international racing season with another victory, after becoming European Champion for the 1/10th IC Track early in Portugal.

RESULTS OF THE FINAL:

1 - Alain Levy	France	78 Laps
2 - Samuele Lenzi	Italy	78 Laps
3 - Reto Martignoli	Switzerland	75 Laps
4 - Angelo Sicorello	Italy	73 Laps
5 - Marco Mirra	Italy	70 Laps
6 - Donato Larocca	Switzerland	70 Laps
7 - Giulio Baronti	Italy	66 Laps
8 - Nicola Pallone	Switzerland	66 Laps
9 - Simon Kappeli	Switzerland	62 Laps
10- Andrea Marzini	Switzerland	49 Laps

POLE POSITION – Samuele Lenzi

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Last Year I had the opportunity to inform that I would not be standing again for Section Chairman, and I would like to tank everybody for the support I have enjoyed for so many years.

It was an enormous fulfilling experience, I had the chance to participate in the discussions to create this amazing and new class of racing, I took over the position of Section Chairman after Steve White that did not complete his first year as Section Chairman, and I was never challenged on any election ever since.

After so many years, and now with the creation of a new class, the 200mm class, it is the right time for someone else with new ideas to run this Section.

I wish the best to the next Section Chairman, and I will always be available to support him if he finds it necessary.

I am very proud to have been a member of this prestigious organization.