



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

Minutes 1:8 IC TRACK

SATURDAY 1ST OF NOVEMBER 2003

The meeting opened at: In the evening after all the 1:10th discussions at 22.20 Hours.

1. CHAIRMAN'S WELCOME Mr Sander de Graaf

2. APOLOGIES FOR ABSENCE
 Apologies have been received from: Russia, Luxembourg

COUNTRY	PRESENT	SECTION SUBSCR	B-EC Italy	EC-A Lux	ALLOC 2	RE- ALLOC.
AUSTRIA	Thomas Sutrich		5	3		
BELGIUM	Franky Noens		10	12		
CROATIA						
CZECH REP.						
DENMARK	John Nielsen			2		
ESTONIA						
FINLAND						
FRANCE	Philippe Bertrand		12	10		
GEORGIA						
GERMANY	Peter Reichelsdorfer		15	15		
GREAT BRITAIN	John Russell		2	13		
GREECE	Fotis Agelacopoulos		2	4		
HOLLAND	Wim van Koningsveld		5	9		
HUNGARY						
IRELAND						
ITALY	Pieraldo Giumelli		20	11		
LUXEMBOURG				10		
NORWAY	Bengt Magnussen		1	5		
POLAND						
PORTUGAL	Jose Sousa		3	5		
ROMANIA						
RUSSIA			5	-		
SLOVAK REP.						
SLOVENIA	Zarko Vuga		2	1		
SPAIN	Jose Alfonso Pineda		2	4		
SWEDEN	Robert Johansson		1	9		
SWITZERLAND	Ernesto Camponova		12	4		
TOTAL						

Other Present: Peter Bervoets

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

a) Matters arising: No
 The minutes were: accepted

Proposed by: Belgium.
Seconded by: Austria, passed unanimously.

4 CORRESPONDENCE RECEIVED

No specific items for section proposals. All the correspondence received are related to pictures and information regarding 2004 and 2005 applications for races like GP's and EC's.

I had some correspondence regarding the EC 40+. As you all know we have a rule regarding the location of this event. This rule was put into the rules about 7 or 8 years ago, however I think it is necessary to review this rule since for some countries it is almost impossible to organise this race with the current rule. I think we are now in a stage that more countries must be able to organise this event, certainly when we make the change to cover 235mm together with 1:8 track 40+.

We will put a proposal forward at the 2004 AGM to change the current rule for organising the 40+ to a normal voting procedure at the AGM

5 CHAIRMAN'S REPORT

The report was handed out by the section chairman and every one got a few minutes to read the report and to ask questions.

Pieter Bervoets asked to have a more regular published ranking file to encourage drivers to compete for the ranking

6 PRESENTATIONS FOR APPLICATIONS EC 2004 AND GP'S 2003 2004

Date	Alt. Date	Status	Country	Venue
March 5-7		GP	Greece	Fanatix
March 26-28		GP	France	Bourg en Bresse
April 23-25		GP	Italy	Melzo
June 25-27		GP	Lostallo	Switzerland
August 27-29		GP	Orebro	Sweden
Sep/Oct		GP	Alicante	Spain
May 28-30		EC-B	Fiorano	Italy
July 23-25		EC-A	Luxembourg	Luxembourg
August 20-22		EC 40+/235mm	Lostallo	Switzerland

2005 - 2007

Date	Alt. Date	Status	Country	Venue
2005		EC-b	Germany	Bamberg
2005		WC	Austria	Vienna
2005*		Ec40+/235mm	Great Britain	Halifax
2005		EC-a	Greece	Fanatix

* Decision made on Sunday November 2nd during ratification of the section minutes.

7 RACE CALENDAR 2004

See point 6

8 ALLOCATIONS

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

9 RULE PROPOSALS

THE RULE SHOULD BE AMENDED TO READ

2. RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

2.1. European Championships are held in following classes:

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

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.

b) The B-European Championship will be held on the last weekend of May and will be open to EFRA "B" licensed drivers only. Participation in this event will not effect the ranking list. The

winner of this championship will be EFRA "A" licensed immediately after this race. At this event 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

Proposed by EFRA Executive
Seconded by: Belgium, passed unanimously

Not Seconded

DELETE

- 2 RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX**
2.1. European Championships are held in following classes:
c) **The European Championship 2 WD / Flat Chassis will be held at dates on organisers discretion and will be open to EFRA "B" licensed drivers only.**
Participation in this event will not effect the ranking list.
At the same date and venue a European Championship for drivers of 21 years and younger can be organised in 4 WD. Drivers who become 22 years in the year the race is organised are not entitled to race in this event.

Proposed by EFRA Executive
Seconded by: Danmark, passed unanimously

Not Seconded

THE RULE SHOULD BE AMENDED TO READ

- 2 RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX**
2.1. European Championships are held in following classes:
e) EC 40+: Open to all drivers of 40 years, including those who become 40 that year and older.
EC40+ for 1:8 scale will be combined with open EC 1:10th 235mm (this last class will be open to drivers between 10 and 70 years)

Remark: 1:8 scale 40+ is a good class with an average of 45-60 drivers.
1:10th IC 40+ track with now two classes, 200mm and 235mm is still a class with a small number of drivers.
It is better to choose for 1:8 scale and an open class 235mm, because there is still a need for this last class.
1:10th IC track can than concentrate on their 200mm class and avoid a race with more than 150 drivers and 2 classes

Proposed by EFRA Executive
Seconded by: Austria, passed unanimously

Not Seconded

THE RULE SHOULD BE AMENDED TO READ

- 2 RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX**
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.
With everybody qualifying for Christmas tree sub finals and **pole-position** qualifying directly for the final. 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.

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

Proposed by FEPR, Portugal
Seconded by: Withdrawn

Not Seconded

THE RULE SHOULD BE AMENDED TO READ

- 2 RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX**

- 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 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 **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 the 2 semi-finals, the best **5 semi-final A drivers** and the best **4 semi-final B drivers** move up to the final.

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 FEPPA, Portugal
Seconded by: Withdrawn

Not Seconded

THE RULE SHOULD BE AMENDED TO READ

2 RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

- 2.8 During qualifying heats only 1 mechanic **should be** allowed in the pit lane. During subfinals and finals 2 mechanics **should be** allowed.

Remark: *This question is already ruled in general rules (page 64) and it is based there on a decision of the RD & Referees, the mandatory wording already existing in this Section only leads to confusion taking some power out of the referee & R.D. criteria.*

Proposed by AECAR, Spain
Seconded by: Withdrawn

Not Seconded

DELETE AND AMEND

3 TRACK SPECIFICATION

- 3.17 Race Director must use the staggered starting system (see general rules 9).
3.18 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.

Remark: *Delete the mandatory 2 Team Managers meetings per day and number the last part of the rule as a different rule.*

Proposed by AECAR, Spain
Seconded by: Holland, passed unanimously

Not Seconded

DELETE

4. RACE PROCEDURES 1:8

- 8 Early starts, (i.e. any part of the car touching the starting line) will be penalised with a "STOP and GO" penalty. The time for this "STOP and GO" has to be set at the team managers meeting before the actual race starts and will have a maximum of 10 seconds.
This penalty is issued by the Starting Official or the Time-keeping official and must be announced immediately after the start. **The penalty will be marked on the result-sheet.**

Remark: *It has no sense, a Stop & go penalty is immediate and there is no need to mark it on the result sheet.*

Proposed by AECAR, Spain
Seconded by: Danmark, passed with 3 against, 1 abstention, rest in favour. Not Seconded

THE RULE SHOULD BE AMENDED TO READ

4. RACE PROCEDURES 1:8

- 11 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 granted only once for each semi final and final.

- the track is closed, if the delay is requested as a result of frequency or radio problems
 - the track is open, if the delay is requested for mechanical repairs or problems.
- Any driver asking for a delay will start from the end of the grid (11th position to be painted on the track) or from the pitlane in case he is not in time at the grid.

Remark: Normal starting procedure is 3 minutes, 2 minutes, 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: Portugal, passed unanimously

Not Seconded

THE RULE SHOULD BE AMENDED TO READ

5. TECHNICAL SPECIFICATIONS

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: Danmark , passed unanimously

Not Seconded

THE PROPOSED RULE IS NEW

To define the weight of the machine with the personal trasponder.

During this year in several occasion we used 2510 as minimum weightlimit.
IFMAR is using 2525 at the moment. The actual weight of a personal trasponder is about 7 grams.

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

Not Seconded

Amended; 2500 grams including a "trasponder"(personal or normal).
Seconded by Austria, passed unanimously

APPENDIX 8 PROCEDURE FOR BODY APPROVAL

THE PROPOSED RULE IS NEW

11) Special Homologation rules for 1:8 scale.

The body must be a replica from an original race car.

Cars must have raced in either Sports Can Am classes, Proto-type, Group-C, Lemans, American Lemans or GT1/GT2 classes.

Once homologated by the homologation officer the name of the body can be changed to a name or production reference from the manufacturer. This name or reference will be used at the EFRA body list.

The rear of the body after the rear axle is free and does not have to be within the measurements of the original.

The following differences from the original are allowed;

Side dams on the model after the rear axle may not be higher than 40 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 8 mm and not more than 20 mm 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.

All new bodies for homologation must be submitted to the EFRA body homologation officer between December and 1st of February. Only those bodies that are than homologated will be add to the list for the coming season. This list will be available for publication on March 1st.

All bodies will have the EFRA number engraved into the body at such a place that it is visible all the time.

For minor changes the body will get an extension on the number, for instance, EFRA2004001 will be EFRA2004001A after the changes. After a second change it will be EFRA2004001B.

All changes must be submitted to the homologation officer and need to be accepted by EFRA and will be charged with 40% of the original homologation fee.

Different bodies with the same number are not possible.

After 5 years a body will disappear from the list unless the manufacturer asks for a license for another period of 5 years. The fee for an extra period is 40% of the normal homologation fee.

The following bodies can apply for a 5 years extension and they will receive a new number to be "engraved" in the shell;

Can-Am	Paris	VDS Can Am	RPVDS1
Can-Am	Parma	Audi R8	1221
Can-Am	HPI	Lola VDS	7580
Can-Am	Serpent	Lola VDS	1750
GT1	Frewer	Lola VDS	FR80
GT1	Serpent	McLaren GTR/GT1	1751
GT1	Serpent	Porsche 911 GT1	1753
GTP	Racers Choice	Lola VDS	09217
GTP	Serpent	Porsche 962 GTP	1745
LMP	Protoform	PF – 1LMP	1453
Can-Am	TRT/Serpent	Lola VDS	EFRA251
Can-Am	Mugen	Lola VDS	EFRA252
Group-C	Serpent/TRT	Porsche 962	EFRA311
Group-C	Azeta	Porsche 962	EFRA306
Group-C	RAME srl	Porsche 962	EFRA307
Group-C	Lack	Porsche 962c	EFRA308
Group-C	Enneti	Porsche 962c	EFRA309
Group-C	Azeta	Porsche 962c	EFRA310
Can-Am	Kyosho	VDS lola	
Can-Am	CMC	Elfin	
Can-Am	Frewer	VDS lola	
Can-Am	Frewer	Elfin	

All others and new bodies will have to go to the normal homologation procedure

Remark: *New body homologation rules for 1:8 to avoid license fees to original manufacturers. New rules to allow changes and side-dams to make the cars suitable for 1:8 scale racing. New body homologation rules to make sure there is a list at the beginning of each season and to avoid problems during the season with changes etc.*

We have seen the problems with GT1/GT2 and separate spoilers which is not working or also a lot of changes and adaptations to the car.

Proposed by EFRA Executive

Seconded by: Belgium, amended with the dates from 1:10th proposal **Not Seconded**

Bodies must be presented to the homologation officer latest end of February and will be published on a list on March 31st the latest.

Seconded by Austria, passed unanimously.

10 ITEMS FOR GENERAL DISCUSSION

Franky Noens advised all tracks to do a safety check, especially when it comes to curbs and the possibility of "flying cars" into the public. Some tracks probably need to be adapted with extra fences (nylon net).

11 ANY OTHER BUSINESS, no !

Meeting closed at: 00.35 hours.