



EFRA ANNUAL GENERAL MEETING
HOTEL Sercotel Sorolla Palace
Valencia, Spain
1st and 2nd of November 2014

Minutes Combined 1/8th IC and 1/10th IC Track

SATURDAY 1st OF NOVEMBER 2014.

1. CHAIRMAN'S WELCOME

Mr. Sander de Graaf / Mr. Josef Dragani

Incoming letters in relation to this AGM section meeting.

2. APOLOGIES FOR ABSENCE

Members present

COUNTRY	PRESENT	SECTION SUBSCR	ECB 1/8	ECA 1/8	WC 1/8	ECB 1/10	ECA 1/10
AUSTRIA	Josef Dragani			4	1		
BELGIUM	Leo Heremans		1	6			
BULGARIA				1	1		
CROATIA	Zvonomir Matosic			1			
CZECH REP.							
DENMARK							
ESTONIA							
FINLAND	Matti Korvenmaa				1		5
FRANCE	Phillipe Bertrand		6	5	3		6
GERMANY	J. Dragani		4	30	3		8
GREAT BRITAIN	John Russell		1	4	2	1	7
GREECE				1			
HUNGARY							
IRELAND							
ITALY	Alessandro Pafundi		15	10	7		5
LUXEMBOURG							
MONACO	Nathalie Perillo		5	1	2		1
NETHERLANDS	Sander De Graaf			1	1		1
NORWAY	Vegard Krokstand		2	2	1		1
POLAND				3			
PORTUGAL	Cesar Coelho			1	1		1
RUSSIA							
SLOVAK REP.				4	2		2
SLOVENIA							
SPAIN	Javier Garcia		2	2	1		3
SWEDEN	Kai Kovuranta			5	2		1
SWITZERLAND	Nathalie Perillo		16	3	2		
TURKEY	F. Bodur						
TOTAL	16		52	84	30	1	41

Allocations can be changed up till December 15th 2013.

3. MINUTES OF 2013 SECTION MEETING

November 2013— Zagreb, Croatia

Matters arising from the minutes:

Proposed to accept by NOMAC seconded by BRCA and accepted unanimously

The following person was elected to check the minutes of this year:

Javier Garcia

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2014 season.

Letters received from Mario Hudy and Alain Levy will be read at the end of the meeting and some correspondence from Norway.

5. CHAIRMAN'S REPORT

.Already published on the EFRA Web Page.

6. PRESENTATIONS FOR APPLICATIONS EC AND GP'S 2015/16

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

Applications for 1/8 IC Track

Year/Date	Alt. Date	Status	Country	Venue
2016		ECB	Germany	1 x Leipzig
2016		Flat chassis	France	Marmagne
2016		EC-A	Sweden	10 votes for Eskilstuna
2016		EC 40+	Austria	1 vote for Kirchberg
2016		EC 40+	Germany	14 votes for Hamm
2016		EC A or B	Portugal	6 votes (Euro A) / 14 votes (Euro B) x Vila Real
2017		IFMAR WC	Portugal	Vila Real
2017		IFMAR WC	Spain	7 votes x Autet
2017		IFMAR WC	France	9 votes x Monteux

2016 EC 40+ 1 round, final result 1 x Austria, 14 x Hamm.

2016 EC-A 1 round, final result 6 x Portugal, 10 Eskilstuna

2016 EC-B 1 round, final result 1 x Germany, 14 Portugal

2017 WC 3 rounds, final result 9 x France, 7 Spain

Final Race calendar for 1/8th IC track 2015

Year/Date	Alt. Date	Status	Country	Venue
2015	15-19 September	EC-40+ 1/8 1/0	Switzerland	Lostallo
2015	17-22 August	EC-A	Germany	Ettlingen
2015	25-30 May	EC-B	Italy	Cassino
2015	October/November	IFMAR WC	Brazil	
2015	???	GP	Bulgaria	Shumen
2015	11-12 April	GP	Italy	San Lazzaro (Bologna)

Future Race calendar for 1/8th IC track.

Year/Date	Alt. Date	Status	Country	Venue
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2016		EC-A	Sweden	Eskilstuna
2016		EC-B	Portugal	Vila Real
2016		EC 40+	Germany	Hamm

Final Race calendar for 1/10th IC track2015

Year/Date	Alt. Date	Status	Country	Venue
2015	31.08-5.09 September	EC A+B	Turkey	Izmir
2015	15-19 September	EC 40+	Switzerland	Lostallo
2015	11-12 April	GP	Italy	San Lazzaro (Bologna)
2015		GP	Bulgaria	Shumen

Future Race calendar for 1/10th IC track

Year/Date	Alt. Date	Status	Country	Venue
2016		WC	Italy	Gubbio

7. ALLOCATIONS

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

8. RULE PROPOSALS 1/8 IC TRACK

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.

APPENDIX 1 1/8th SCALE IGNITION TRACK CARS

THE RULE IS NEW:

2.

Existing Rule: RACING FORMAT EFRA EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

Proposal: 2.10 This rule is new:
When the Qualification has been finished, the TQ and the car number 1 of SEMI A, and car number 1 of SEMI B (top 3 in qualification) must do a press interview with the cars (not only with the body) in a place that the organizer must prepare on the track. This place must be equipped with a table with an EFRA MEMBERS banner and 3 chairs for the drivers. The EFRA official media partner will have preference for the first 5 questions. When the main final has been finished, we will have the same procedure for the 3 first drivers in the final, when the result has been declared official for the race director.

Remarks: Remarks:
EFRA has got a very good live coverage in the last 3 seasons. Now, we must make rules or procedures to improve this live streaming in the way of the big sports events. Actually, EFRA must think in make races more spectacular and more attractive for the drivers and general public.

Proposed by AECAR Asociacion Española de coches a radiocontrol,

Seconded by: Finland o Not Seconded

The proposal: x Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

2.1.

Existing Rule: European Championships are held in following classes:
a) The European Championship Sportscars/GT-P/Group-C will be held on the 4th weekend of July. In the year there is an IFMAR World Championship outside the EFRA

bloc than dates between EC and WC must separated with at least 4 free weekends between the finals.

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

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

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

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

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

EFRA "B" licensed drivers 1:10 / 200 mm IC track

Not allowed to drive are furthermore: Top 10 from previous years EC 200 mm Electric, IC track 200 mm, Large scale, Off-Road 1:8 scale, Electric Off Road and EC-B.

Participation in this event will not affect 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. One trophee must be awarded by the Organizer.

c) The EFRA ranking list is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the Sportscars/ GT-P/Group-C EC from July. The total result of this list will decide upon A and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see points table section 3.3.6) and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During qualification A and B licensed drivers must be separated in different heats.

d) European Championship 1:8 track 40+

EC 40+: Open to all drivers of 40 years, including those who become 40 that year and older.

e) European Championship 1:8 IC Flat Chassis. Open to all drivers with a valid EFRA Licence. Date to be proposed by 1:8 IC Track section.

The allocated dates of the A-drivers EC and that of the B-drivers Championship may be exchanged by simple majority vote at the AGM in the years that a World Championship is being held.

Allocations and reallocations procedure will be fixed at the AGM's section meeting.

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

Proposal:

European Championships are held in following classes:

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

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

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

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

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

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

EFRA "B" licensed drivers 1:10 / 200 mm IC track

Not allowed to drive are furthermore: Top 10 from previous years EC 200 mm Electric, IC track 200 mm, Large scale, Off-Road 1:8 scale, Electric Off Road and **EC-B any class.**

Top 10 from any WC final from the last 10 years

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. One trophy must be awarded by the Organizer.

c) The EFRA ranking list is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the Sportscars/ GT-P/Group-C EC from July. The total result of this list will decide upon A and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result

after the finals (see points table section 3.3.6) and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During qualification A and B licensed drivers must be separated in different heats.

d) European Championship 1:8 track 40+

EC 40+: Open to all drivers of 40 years, including those who become 40 that year and older.

e) European Championship 1:8 IC Flat Chassis. Open to all drivers with a valid EFRA Licence. Date to be proposed by 1:8 IC Track section.

The allocated dates of the A-drivers EC and that of the B-drivers' Championship may be exchanged by simple majority vote at the AGM in the years that a World Championship is being held.

Allocations and reallocations procedure will be fixed at the AGM's section meeting.

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

Remarks:

Exclude also top 10 from any World championship final from the last 6-10 years in any class. B-Championship was set-up to get new drivers into the international racing, not for former WC finalists who have stopped racing for a number of years and come back in a B-event.

Proposed by EFRA

Seconded by: Spain

The proposal: X Passed Unanimously

THE RULE IS NEW:

2.1.

Existing Rule:

European Championships are held in following classes:

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

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

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

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

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

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

EFRA "B" licensed drivers 1:10 / 200 mm IC track

Not allowed to drive are furthermore: Top 10 from previous years EC 200 mm Electric, IC track 200 mm, Large scale, Off-Road 1:8 scale, Electric Off Road and EC-B.

Participation in this event will not affect 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. One trophie must be awarded by the Organizer.

c) The EFRA ranking list is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the Sportscars/ GT-P/Group-C EC from July. The total result of this list will decide upon A and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see points table section 3.3.6) and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During qualification A and B licensed drivers must be separated in different heats.

d) European Championship 1:8 track 40+

EC 40+: Open to all drivers of 40 years, including those who become 40 that year and older.

e) European Championship 1:8 IC Flat Chassis. Open to all drivers with a valid EFRA Licence. Date to be proposed by 1:8 IC Track section.

The allocated dates of the A-drivers EC and that of the B-drivers Championship may be exchanged by simple majority vote at the AGM in the years that a World Championship is

being held.

Allocations and reallocations procedure will be fixed at the AGM's section meeting. The format of EFRA GP's could be the same as for EC's but may be shortened up depending on the number of entrants.

Proposal:

European Championships are held in following classes:

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

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

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

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

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

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

EFRA "B" licensed drivers 1:10 / 200 mm IC track

Not allowed to drive are furthermore: Top 10 from previous years EC 200 mm Electric, IC track 200 mm, Large scale, Off-Road 1:8 scale, Electric Off Road and EC-B.

Participation in this event will not effect the ranking list. The winner of this championship will be EFRA "A" licensed immediately after this race. At this event the same body as the EC-A will be used.

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

c) The EFRA ranking list is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the Sportscars/ GT-P/Group-C EC from July. The total result of this list will decide upon A and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see points table section 3.3.6) and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During **practice** A and B licensed drivers must be separated in different heats.

d) European Championship 1:8 track 40+

EC 40+: Open to all drivers of 40 years, including those who become 40 that year and older.

e) European Championship 1:8 IC Flat Chassis. Open to all drivers with a valid EFRA Licence. Date to be proposed by 1:8 IC Track section. **To call it an official European Championship there must be at least 25 drivers and a minimum of 4 countries**

The allocated dates of the A-drivers EC and that of the B-drivers Championship may be exchanged by simple majority vote at the AGM in the years that a World Championship is being held.

Allocations and reallocations procedure will be fixed at the AGM's section meeting. The format of EFRA GP's could be the same as for EC's but may be shortened up depending on the number of entrants.

Remarks:

We have to think about flat chassis. we did not get any entrees this year in Gubbio, so the class is not supported except by France. Can we still call this a EC when only one country is having drivers in this class. So perhaps we need to extend the rules and only talk about an EC when 4 or 5 countries as a minimum will compete.

Proposed by EFRA

Seconded by: .Portugal..

The proposal: Passed with 14 for, against and 1 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

2.4.

- Existing Rule:** General Qualifying format for EC's and GP's: Minimum 4 and Maximum 6 series of 7 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 NO drivers 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). See also 2.6
- Proposal:** See amendment attached
- Remarks:** Standardize the qualification system as already happens in scale 1/1/10 electric and 1/8TT nitro. Fairer qualification system.

Proposed by FEPRA Federação Portuguesa de Rádio Modelismo Automóvel, FRANCO LINO

Seconded by: Finland

The proposal: Passed with 7(11)(12) for, 6(1)(4) against and 1 (3)(2)abstentions.

Rule amendments see attachment 2.4.a ad 2.4.b accepted in 3 steps. Also valid for IC 1:10

2.4.a

General Qualifying format for EC's and GP's: **5 Rounds of Qualifying, irrespective the number of drivers.**

The number of Rounds to count are as follows:

- 1 round run, 1 by laps and total time
- 2 rounds run, 1 best by laps and total time
- 3 rounds run, 2 best point scores to count
- 4 rounds run, 2 best point scores to count
- 5 rounds run, 3 best point scores to count

Any Qualifying Round has to be completed for any Heats in that Round to be awarded points that count. Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points etc.

If two (or more) competitors achieve an equal time in any Round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round. (NOTE: drivers not recording a time or having a time disqualified in any Round score points for last place in that Round) Overall Qualifying positions are decided by each drivers 'best' (lowest) points being added together, based on the number of Rounds to count as shown in above table. In the event of a tied position the driver with the single highest finishing position in either of the best Rounds that counted will be awarded the tie (eg. 1+3 = 4 beats 2+2 = 4). In the event of a continuing tie then the laps and times from the best points Round will be compared. The driver with the fastest laps and time will be awarded the tie. In the case of a continuing tie, then the times from the second best scores will be compared. Only counting Rounds will be used to decide Qualifying positions (or ties), all other Qualifying Round scores and times will be discarded. If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format as the table above.

Rain procedure

Only rounds ran under the same conditions will count. Same conditions means , no differences in average laptime more than 20%. Race director together with the referee will decide finally.

2.4.b

With everybody qualifying for Christmas tree sub finals other than drivers qualifying directly for the final. The nr 1 ranked driver after ending the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd till 5 will compete in a super pole final. Each driver will drive, alone on the track, 6 consecutive laps including warm-up on controlled tires (from last round). The superpole starting order will be 5, 4, 3, 2. The driver that scores the fastest lap will also move up straight to the final and take the second position on the starting grid. The other drivers from the superpole will start in the semifinals as per qualifying ranking.

THE RULE SHOULD BE AMENDED TO READ:

2.4.

Existing Rule:

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 NO drivers 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). See also 2.6

Proposal:

General Qualifying format for EC's and GP's: **5 Rounds of Qualifying, irrespective the number of drivers. As an alternative the heats can be made 7, 8 or 9 minutes when there is a minimum number of drivers (to be decided by race director and section chairman).**

With everybody qualifying for Christmas tree sub finals and **NO** drivers qualifying directly for the final. **The nr 1 ranked driver after ending the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd till 5 will compete in a super pole final. Each driver will drive, alone on the track, 6 consecutive laps including warm-up on controlled tires (from last round). The driver that scores the fastest lap will also move up straight to the final and take the second position on the starting grid.**

If Qualifying Rounds are declared to be dry, then the Round by Round point system will be used. The number of Rounds to count are as follows:

1 round run, not valid

2 rounds run, 2 lap/time results added together to give the ranking list

3 rounds run, 2 best point scores to count

4 rounds run, 2 best point scores to count

5 rounds run, 3 best point scores to count

Any Qualifying Round has to be completed for any Heats in that Round to be awarded points that count. Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points etc.

If a driver has not completed a lap, no points will be awarded in that round. In every round in the event of a tie the points will be equally awarded to each driver and the first driver not tying will get one point less. In the case of two or more drivers having the same points score the next best score determines position. If still unable to resolve with the next best rounds then driver with fastest laps and times will determine position.

When weather is bad, the race director must decide to offer an extra heat to those drivers who did not have a chance to drive a dry heat to complete any wet round.. **(i.e. when most drivers had 2 resp. 3 dry runs, a 2nd resp. 3rd run may be offered to those who had only 1 resp. 2 dry runs)**

Depending on time available at Saturday all finals higher than 1/64th will be shorter than 20 minutes (for instance 10 minutes). See also 2.6

Remarks:

Fixed number of rounds due to the controlled tires.

Introduction of a point system similar to electric.

With fixed number of rounds in case of a low number of drivers the race director together with the section chairman may decide to run heats of 7, 8 or 9 minutes.

This will give some more excitement and drivers will race every round to get points instead of preparing their car for a semi when they know they are already qualified for that semie.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

**o Rejected with for, against and abstentions. o Amended
withdrawn by proposer**

THE RULE SHOULD BE AMENDED TO READ:

2.6.

Existing Rule:

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

Sub-finals: The best 3 of each sub-final move up to the next final.
Semi-finals, the best 4 of each semi-final move up to the main final, plus the best 2 remaining drivers from the 2 semi-finals combined.
When racing conditions are wet in the 2 semi-finals, the best 5 of each semi-final move up to the final. Starting order for the drivers who moved up to the final is based on number of laps and time. In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc. Sub-final B even is the first final to start on the Saturday afternoon.
After the first semi final all cars will be put in Parc Fermé in technical inspection and the will be released after completion of the technical inspection of the 2nd semi final. This will give all drivers that proceed to the final equal time for preparation.

Proposal: General sub-finals and final formats for EC and GP: the sub-finals are 20 minutes up till 1/64 finals. Time for all finals higher than 1/64th to be set at team managers meeting. The duration of the final is 45 minutes.

Sub-finals: The best 3 of each sub-final move up to the next final.
Semi-finals, the best 3 of each semi-final move up to the main final, plus the best 2 remaining drivers from the 2 semi-finals combined.
When racing conditions are wet in the 2 semi-finals, the best 4 of each semi-final move up to the final. Starting order for the drivers who moved up to the final is based on number of laps and time. In different circumstances it will be number 1 from the A-final who gets the number 3 and the number 1 from the B-final who gets the number 4 etc. Sub-final B even is the first final to start on the Saturday afternoon.
After the first semi final all cars will be put in Parc Fermé in technical inspection and the will be released after completion of the technical inspection of the 2nd semi final. This will give all drivers that proceed to the final equal time for preparation.

Remarks: subject to change due to pointsystem

Proposed by EFRA

Seconded by: Croatia.

The proposal: X Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 4. Race Procedures.
(see also General Race Procedures Chapter 8). The arrangements of the heats and the numbering will be defined with the best result of 3 consecutive laps of the Driver, made during 2 controlled practice runs with the A-drivers still running in the last 3 heats.
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.

Proposal: (see also General Race Procedures Chapter 8). The arrangements of the heats and the numbering will be defined with the best result of 3 consecutive laps of the Driver, made during 2 controlled practice runs with the fastest drivers running in the last 3 heats.
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.

Remarks: A/B only separated during practice and controlled practice. When B-drivers are faster in controlled practice they deserve to be in a higher heat.

Proposed by EFRA

Seconded by: UK .

The proposal: X Passed with 14 for, 0 against and 1 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

4.5.

Existing Rule:

Qualification Order and Finals.

-1 After all series have been completed the Qualification order is established, by taking the best result of each driver.

-2 In case of more than one driver recording identical best results of qualifications the next best result is taken

-3 In the case of more than one driver recording identical results in a final, the driver starting with the higher start number is classified as the faster, e.g. if number 5 and 2 have equal times, 5 is deemed to have higher final placing.

-4 The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by team managers majority vote.

-5 After all sub-finals and final are completed a final result list is prepared based on laps and time, bearing in mind the sub final order. In case of rain see 4.6.

Proposal:

Qualification Order and Finals.

-1 After all series have been completed the Qualification order is established, by taking the **total point** result of each driver.

-2 In case of more than one driver recording identical best results of qualifications the next best result is taken

-3 In the case of more than one driver recording identical results in a final, the driver starting with the higher start number is classified as the faster, e.g. if number 5 and 2 have equal times, 5 is deemed to have higher final placing.

-4 The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by team managers majority vote.

-5 After all sub-finals and final are completed a final result list is prepared based on laps and time, bearing in mind the sub final order. In case of rain see 4.6.

Remarks:

subject to change due to point system

Proposed by EFRA

Seconded by: Spain

The proposal: X Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.4.

Existing Rule:

TYRES:

Tyres must be black, except for writing on the side wall (exceptions only after EFRA agreement). Foam and/or rubber tyres can be used. Treatment of tyres with any type of additive is strictly not allowed.

A controlled tyre is mandatory for:- controlled practices (which are used for seeding), qualifying, and sub/finals (7-9 sets depending on number of drivers). Only organizer supplied controlled tyres can be used (Hand-Outs). The choice of the tire brand is made by EFRA in communication with the organizer. The organizer can put a maximum profit of 15% on the price of the tire for the work and administration involved.

Definition of a controlled tyre: 1 brand, 1 diameter front, 1 diameter rear, 1 shore for front and 1 shore for rear. Shore hardness for 1/8th: "32 front and 35 rear" (final number of shore after consultation with the organizer). If the Hand-Out tyres have any visible defects (bad glueing, visible damage to tyre or rim) the effected tyre(s) can be exchanged before the race start by race control. Production tolerances (including shore hardness) will not be considered as a defect.

Tyres must be used as they are supplied (no modification to the rims, except the axle hole and no shore meters can be used to select tyres) and will be given out and fitted in the controlled area. Drivers must use new tyres every controlled practice, qualifying heat and sub/final.

Tyre dimensions for 1/8th. :

Maximum width of rear tyre: 64.0 mm.

Diameters: 69.0 mm front, 76.0 mm rear.

Information about the tyre brand and shore must be available 8 weeks before the event. The drivers must pay a deposit for the mandatory 7-9 sets of the controlled tyre in advance to the organizer, at the latest 10 weeks before the event and also acknowledge the number of tires they want for the free practice.

Free practice tires and additional tyres for drivers that 'move-up' (in sub-finals) and for the Final, must be purchased with cash at the trackside. Tyres for free practice can be purchased on site from Monday onwards.

For free practice, drivers have free choice of tyres used, but no treatment is allowed. From the start of controlled practice (used for seeding), drivers have to use the Hand-Out tyres.

Rain:- In case of rain (decided by the Race director after consultation with the Section Chairman), any alternative tyre can be used which has not been treated in any way, with the aim to get more or less traction.

EFRA will provide information about track preparation which will be mandatory for the event.

Proposal:

TYRES:

Tyres must be black, except for writing on the side wall (exceptions only after EFRA agreement). Foam and/or rubber tyres can be used. Treatment of tyres with any type of additive is strictly not allowed.

A controlled tyre is mandatory for:- controlled practices (which are used for seeding), qualifying, and sub/finals (8 sets depending on 5 rounds). Only organizer supplied controlled tyres can be used (Hand-Outs). The choice of the tire brand is made by EFRA in communication with the organizer. The organizer can put a maximum expense coverage of 3 Euro on the price of the tire set for the work and administration involved.

Definition of a controlled tyre: 1 brand, 1 diameter front, 1 diameter rear, 1 shore for front and 1 shore for rear. Shore hardness for 1/8th: "32 front and 35 rear" (final number of shore after consultation with the organizer). If the Hand-Out tyres have any visible defects (bad glueing, visible damage to tyre or rim) the effected tyre(s) can be exchanged before the race start by race control. Production tolerances (including shore hardness) will not be considered as a defect.

Tyres must be used as they are supplied (no modification to the rims, except the axle hole and no shore meters can be used to select tyres) and will be given out and fitted in the controlled area. Drivers must use new tyres every controlled practice, qualifying heat and sub/final.

Tyre dimensions for 1/8th. :

Maximum width of rear tyre: 64.0 mm.

Diameters: 69.0 mm front, 76.0 mm rear.

Information about the tyre brand and shore must be available 8 weeks before the event.

The drivers must pay a deposit for the mandatory 8 sets of the controlled tyre in advance to the organizer, at the latest 10 weeks before the event and also acknowledge the number of tires they want for the free practice.

Free practice tires and additional tyres for drivers that 'move-up' (in sub-finals) and for the Final, must be purchased with cash at the trackside. Tyres for free practice can be purchased on site from Monday onwards.

For free practice, drivers have free choice of tyres used, but no treatment is allowed. From the start of controlled practice (used for seeding), drivers have to use the Hand-Out tyres.

Rain:- In case of rain (decided by the Race director after consultation with the Section Chairman), any alternative tyre can be used which has not been treated in any way, with the aim to get more or less traction.

EFRA will provide information about track preparation which will be mandatory for the event.

Remarks:

we need a separate appendix describing the rules for the controlled tire with regards to the manufacturer etc. This will it also make easier for the organizer to see what he must do and when. This all must be considered as fine tuning from a controlled tire rule from which we learn each event

The 15% must be a fixed amount, the same for 1./10th and 1/8th, because the workload is also the same. This year I had some small issues with tires (practice tires not cut), so we need to put the whole show on paper to avoid claims and difficulties at the event.

The extra harder or softer tire will give all drivers in the main final the possibility to make a tactical decision on what to run.

Proposed by EFRA

Seconded by: Portugal..

The proposal: X Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.26.

New Rule: Introduction of a new class Rally or GT, for cars with rubber tires.
Cars based on off-road cars or the cars now used in Italy for Rally class. First establish rules and start racing international when countries have confirmed rules and have the class running

Proposa GT Cars Italian Style:

I: There are a number of Italiand brands for this class available.
GT / Rally Game Class cars are powered by an internal combustion engine with piston and glow plug.
Transmission can be on 2 or 4 wheels. They are based on 1/8th Off-road cars, with some changes to adapt them to an on-road track.

The overall dimensions of the car are:
The maximum overall length 730mm
Minimum width between 290mm and maximum 310mm
Wheelbase between 270mm and maximum 330mm
Maximum height 340mm, including the wing when the suspension are fully compressed (the chassis leaning on the "floor")

See Figure 1

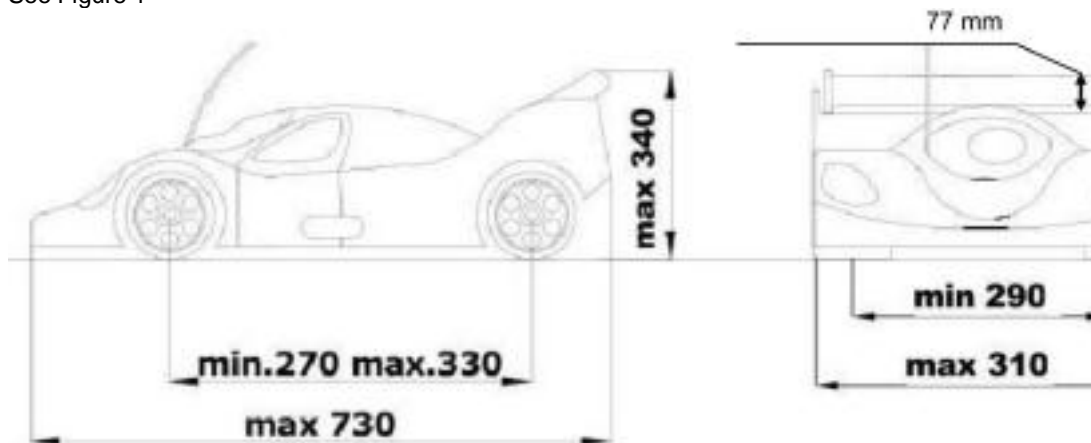


Figure 1

The minimum weight of the car "ready to race", no fuel with the transponder will be :
Cars 4WD: 3.400 kg
Cars 2WD: 3.300 Kg

Transmission:

The transmission can be 2 or 4 wheel drive and must be mechanical (universal joints, belts, chains, etc.) Allowed is a gearbox with maximum two speed.
It's forbidden to use one-way drive axle. The cars must be equipped with front differential axle and rear differential axle, which cannot be blocked. It's permitted to use a solid axle.

BODY :

All models must be fitted with a 1/8th scale body that is the semi production of a car really existing with the exception of open cockpit cars. Allowed are replica's from ALMS, GT1 or GT2, Super GT, DTM, and V8 Supercar Cars. No homologation required, but EFRA can refuse bodies which are not within the spirit of this class.
The body must be fixed on the integral parts of the chassis. The bodies must be made of flexible material and painted. No part of the model can protrude from the body with the exception of the roll bar.

The following openings are allowed:

Opening for exhaust tail (pipe hole not exceeding 8 cm square cm on one side of the body).
Openings for radio antenna (maximum diameter 10mm) , spark plug (maximum diameter 25mm), carburettor (maximum diameter 10mm). The Cooling head of the motor must remain completely inside

the body .

One Hole with a diameter of 50mm maximum for refuelling It Is allowed to have one opening in the front and rear with a maximum diameter of 50.0 mm each. Side window on each side can be removed. The windows cannot be folded outwards to get more air to the engine . It is also not permitted to have a system under the body for conveying air inside the body. All bodies must have the front and rear wheel arches removed.

WING:

The wing must meet the following requirements :

Must be mounted on the body.

Depth: 77 mm maximum , measured parallel to the inclination of the wing ;

Width: 310 mm maximum , measured parallel to the inclination of the wing.

BUMPER :

All models must be equipped with bumpers made of flexible material , with no sharp edges and rounded, so as to minimize the consequences of a possible impact with the model

All models must be mounted on the front bumper a bumper that protrudes from each bumper.

The complete bumper, must remain under the silhouette of the body.

TANK:

The tank can have a maximum capacity of 125.00 ml including filter and hose connection to the carburettor. The capacity of the tank cannot be corrected with the use of moving parts. Each tank that is measured illegal (ie, with a capacity exceeding 125.0 cm) after a qualification test or a final will not be removed from the model for a second inspection which will be carried out after a cooling period of about 15 (fifteen) minutes if the ambient temperature is above 20 ° C.

FUEL :

The mixture may contain only methanol, nitro methane and lubricating oil with a maximum of 16% nitro and an SG of 0.87.

ENGINE

The engine of the model car will have a total capacity of up to 3.50 cm³. The car must be fitted with an exhaust silencer system. Only 3 chamber EFRA registered mufflers can be used with EFRA registered INS boxes. At any time during the race , the noise level will not exceed 82dBA.

Measurements as ruled

by EFRA. Cars that lose their muffler or part of their muffler system and produce more noise must stop racing. The exhaust tailpipe must be directed towards the roadway or, at best, parallel to it.

BRAKES

Each model car must be fitted with clutch and brake system in such a way that it can be maintained stationary with the engine running. The brake must act on the transmission and must be of the mechanical type. The use of separate brakes on the wheels is not permitted

WHEELS, TIRES

The wheels, front and rear, must have a diameter of 78 mm + / - 2mm

The maximum width of the tire (rim + pneumatic) cannot be more than 43 mm

The tires of cars must be only of black colour and may have lateral writing of different colours

The tires must be from moulded rubber, the pattern is free. Inserts are allowed.

Wheels must use a 17mm hex hub consistent with the dimensions and function of the hubs used in 1/8 off-road racing. The wheel must be fixed by a 17mm wheel nut, threaded on to the hex hub. Quick change mechanisms are not permitted.

No tyre or rim may protrude outside the body.

In all races a controlled tire is mandatory with different/more brands

THE ELECTRICAL / ELECTRONICS

It is not allowed to use any electronic devices with the exception of:

The two radio channels of the receiver which will be used to operate steering, throttle and brakes. A battery to power the receiver with any voltage regulator and the transponder as well as cables, connectors and / or a switch.

Technical Exclusions

Not more than two (2) servos.

It is not allowed the use of additional electronic equipment for the Traction Control or braking (ABS). It is not allowed the use of any active telemetry system.

4 wheel brakes, or independent controlled braking on the front wheels is not allowed.

Liquid cooled engines.

Hydraulic systems.

No body or wheel flares extenders allowed and no Lola, wedge or open cock pit style bodies are

allowed.

Carbon fibre chassis are not permitted.

Treatment of the tyres with additives is prohibited. Competitors found to be using additives will be disqualified from the event. No chassis mounted or Buggy/ Truggy type wings allowed

GT Cars International style:

There are a number of International brands available from this type of car.

Motor, 5-port .21, on or off-road based, 7mm carb insert, internal modifications are legal

Pipes: EFRA List. Rubber extensions to stinger OK. No internal moving parts.

Chassis: Any 1/8 scale buggy or Truggy based shaft driven nitro powered vehicle. (off-road conversion is OK) with front kick up.

Chassis with Kick up cannot be altered to change original manufacturers design.

Stock and factory optional chassis are permitted, but it must retain all the characteristics of the standard off-road chassis on which it's based. Chassis must be identical to their off-road counterparts in all dimensions except where it's necessary to convert the chassis for on-road use. Carbon fiber chassis are not permitted.

Body: Any commercially available factory licensed replicas of ALMS, GT1 or GT2, Super GT, DTM, and V8 Supercar Cars. Any GT like body

Wing check/height like 200mm TC

Wings and spoilers can be used if they are the original with the body and cut on the factory lines. No wings incorporated into the body.

All wheel wells must be cut out and rear of the bodies should maintain tail lamps and cannot be completely cut out. Wings must be attached to the body.

No wedge style Bodies

All body approvals will be subject to scrutiny of the respective or collective advisory committees regarding compliance to the "spirit of the rules." An objective evaluation shall determine the status of each submission based on the adherence to the said rule

Bodies must be factory licensed replicas of the aforementioned street or race cars, but no "race-only" bodies are permitted. Bodies based on Daytona Prototypes, or the odd Super GT cars that are not representative of a commonly available street car, are not permitted.

Bodies must include full front and rear fascia's, and conform to the rules herein that limit openings in the body for the purposes of re-fueling, starting, engine tuning, and antenna holes

Bodies must be fully detailed in order to compete in EFRA competition. The body must have visible window, body panel and trim markings, and the windows must be mostly clear. Some intrusion for creative painting purposes and tinting is permitted, but the windows must be transparent.

Transmission:

- Transmission: Single speed or two-speed only. Single speed configurations must include a solidly mounted spur gear to a standard bevel gear center differential or a solid spool (no one-way bearing). No other differential types will be permitted.
- Two-speed transmissions must use an automatic centrifugal shifting mechanism that is not remotely adjustable or programmable. Because of the nature of the two-speed transmission design, no center differential is required, but the transmission must include a solid center shaft that doesn't allow differential action between the front and rear drive assemblies.
- Clutch: Only buggy based 2, 3, or 4 shoes systems No radial type clutches (Centex)

Drivetrain:

- A shaft-drive system with two gear-type open differentials are required.
- No one-ways, spools, locking "Torsion-type," or externally adjustable differentials are permitted. The gear diffs can be tuned only with the use of silicone-based fluid.
- Identical F/R drive ratios are required – no F/R under drive/overdrive permitted.
- A single speed mounted to a center spool, or an included two-speed transmission are permitted.
- The drivetrain shall be a center shaft system with ring and pinion gears driving the differentials.
- Shaft-drive only – belt driven cars are not permitted. The drive system must maintain the same features as used in the original off-road configuration except where noted, including the center differential/two speed transmission with separate front and rear center drive shaft's.
- Only standard mechanical brakes are permitted – hydraulics are not permitted. Up to two brake discs are permitted anywhere on the center driveshaft's. Brakes may not be located on

the outboard axles.

Fuel Tank: Up to 125cc max fuel capacity

Wheels:

- Wheels must use a 17mm hex hub consistent with the dimensions and function of the hubs used in 1/8 off-road racing. The wheel must be affixed by a 17mm wheel nut, threaded on to the hex hub. Quick change mechanisms are not permitted.
- Dish wheels are not permitted. No more than 30-percent of the face of the wheel may be solid. The wheel "face" will be defined as all areas of the wheel between the mounting bead and the center mounting hole.

Tires: Rubber Tires only – (maximum width: 47mm) Traction compound: NO

- Tires must be "production" tires – hand cut tires or those not available to the general public are not permitted. "Available" is defined as having been sold to consumers a minimum of 30 days prior to the official start of the event. Tires must be molded rubber – no foam tires are permitted in any class. A controlled tire is advised.
- All races must be completed on the same tires used to start each race (qualifying and finals). Tire changes are not permitted except when a wheel and/or tire are determined by the race director or a EFRA official, to be damaged. Excessive tire wear does not constitute damage

Weight: Minimum dry weight of 3500 grams (with body and all four tires on the) vehicle)

Car Dimensions:

- Length (B) Maximum:TBD
- Width Maximum 310 mm
- Height (measured with suspension fully compressed Maximum 250 mm
- Wheelbase (a) Maximum:379 mm
- Minimum:270 mm
- Weight Minimum :3500 grams
- Wheels Mounting Bead Diameter Maximum:79.00 mm / 83.50 mm
- Overall Diameter Maximum:88.50 mm
- Width Maximum 44.45 mm
- Tires Diameter Maximum 119.22 mm
- Maximum 109.22 mm
- Width Maximum 47.0 mm
- Rear Wing Side dam Length Maximum:TBD
- Height Maximum:TBD
- Chord Maximum:TBD
- Width Maximum:217 mm

Remark GT cars could be an alternative in the future. It is popular in Italy with specific technical rules, but
s: International there is also a class running with different rules based on off-road cars

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with for, against and abstentions.**

Rejected with for, against and abstentions. **Amended**

Just a rule example, not mentioned to vote on. Every federation can use it to implement it in their national races if they like. Maybe an interesting class for the EFRA in the near future.

9. RULE PROPOSALS 1/10 IC TRACK

APPENDIX 7 1/10TH 200 MM SCALE IGNITION TRACK CARS

THE RULE IS NEW:

Existing Rule:

APPENDIX 7 1/10TH 200 MM SCALE IGNITION TRACK CARS

Proposal:

When a race director declares the race to be wet, a second car can be used as a rain car. This car cannot be used at the same (shared) time by another driver/s in the same event. The rain car has to be scrutinised and be visible marked as a rain car. One rain car can not be marked for several drivers. Multiple marking of the chassis is not allowed. Removing of existing marks to mark the chassis for another driver is not allowed and will be seen as violation of existing regulations.

This rain car can only be used in wet conditions and not in dry conditions.

Remarks:

During the last EC 40+ in Rucphen it has shown that it would be good to be allowed to use a second car for wet conditions. 20 minutes before the start of the semi final suddenly and out of nowhere one big rain shower soaked the track in water. This caused many problems as some drivers were able to change the registered chassis plate to a specially prepared rain car. Drivers not able to have two identical car where the chassis plate could be exchanged were in clear disadvantage.

It will make many things way easier and will also give drivers the possibility to use old cars as rain car, so there is no need to have two identical cars where, in case, the chassis plate could be exchanged if bad weather occurs.

Proposed by EFRA

Seconded by: Belgium

The proposal: X Passed with 13 for, 1 against and 1 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

2.1.

Existing Rule:

European Championships are held in the following class:

- a) The European Championship Touring Car Sedan bodies will be held on the 3rd weekend of August. In the year there is an IFMAR world championship. Than dates must be separated with at least 4 free weekends between the finals. It will be open to EFRA licensed drivers. One special EFRA medal will be awarded to the fastest driver under 17 years of age, so that everybody of 16 years during the race dates, or younger, can compete for this medal. One trophée must be awarded by the Organizer.
- b) The allocated dates of the EC 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 be fixed at the AGM's section meeting. The format of EFRA GP's could be the same as for the EC, but may be shortened up depending on the number of entrants.
- c) If there is a world championship 1/10th 200mm IC Track in Europe then there is not a European Championship A organized during that year.
- d) A European Championship for 1/10th IC 200mm B drivers may be organised each year. The Euro B will be held together with the Euro A at the same event. Competitors can only enter one class. Drivers with the B-License have to choose if they want to participate in the A- or in the B- class. Entries will not be allowed for 1/8 scale A licensed drivers, 1/10th 200mm scale A licensed drivers, for the finalists from the EC of the following classes 1/8 Scale IC Track, Electric 200mm touring cars, large scale, Electric Buggy, 1/8 Buggy A of the preceding year. Winner B-EC will retain A-license for 3 years.
- e) European Championship 1/10th track 200mm 40+ EC 40+ 1/10th 200mm open to all drivers of 40 years, including those who become 40 that year and older. Race is organized together with the 1/8 track 40+
- f) A & B LICENCE

To qualify for an "A" licence, a driver must be placed 1-30 in the EFRA ranking system. All other applicants will be classified EFRA "B" licensed. These drivers must be approved by their own National Association as having sufficient experience and skill to take part in an International competition.

World Champion will retain "A" licence for the next 5 years.

European Champion will retain "A" licence for the next 4 years.

The EFRA ranking list for 1/10th IC 200mm is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the A EC from August. The total result of this list will decide upon A (start in 2006) and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see General rules points table section 3.3.6) . and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During qualification A and B licensed drivers must be separated in different heats.

Proposal:

European Championships are held in the following class:

- a) The European Championship Touring Car Sedan bodies will be held on the 3rd weekend of August. In the year there is an IFMAR world championship. Than dates must be separated with at least 4 free weekends between the finals. It will be open to EFRA licensed drivers. One special EFRA medal will be awarded to the fastest driver under 17 years of age, so that everybody of 16 years during the race dates, or younger, can compete for this medal. One trophée must be awarded by the Organizer.
- b) The allocated dates of the EC 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 be fixed at the AGM's section meeting. The format of EFRA GP's could be the same as for the EC, but may be shortened up depending on the number of entrants.
- c) If there is a world championship 1/10th 200mm IC Track in Europe then there is not a European Championship A organized during that year.
- d) A European Championship for 1/10th IC 200mm B drivers may be organised each year. The Euro B will be held together with the Euro A at the same event. Competitors can only enter one class. Drivers with the B-License have to choose if they want to participate in the A- or in the B- class. Entries will not be allowed for 1/8 scale A licensed drivers, 1/10th 200mm scale A licensed drivers, for the finalists from the EC of the following classes 1/8 Scale IC Track, Electric 200mm touring cars, large scale, Electric Buggy, 1/8 Buggy A of the preceding year. Winner B-EC will retain A-license for 3 years.

Not allowed to drive are furthermore: Top 10 from previous years EC 200 mm Electric, IC track 200 mm (they will retain a A-license for one year in this class), Large scale, Off-Road 1:8 scale, Electric Off Road and EC-B. Top 10 from any WC final from the last 10 years 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.

- e) European Championship 1/10th track 200mm 40+ EC 40+ 1/10th 200mm open to all drivers of 40 years, including those who become 40 that year and older. Race is organized together with the 1/8 track 40+

f) A & B LICENCE

To qualify for an "A" licence, a driver must be placed 1-30 in the EFRA ranking system. All other applicants will be classified EFRA "B" licensed. These drivers must be approved by their own National Association as having sufficient experience and skill to take part in an International competition.

World Champion will retain "A" licence for the next 5 years.

European Champion will retain "A" licence for the next 4 years.

The EFRA ranking list for 1/10th IC 200mm is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the A EC from August. The total result of this list will decide upon A (start in 2006) and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see General rules points table section 3.3.6) . and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During **free practise and the 1st control practise** A and B licensed drivers must be separated in different **heats. The control practise (1 and 2) will be ran with the use of controlled tires. The 3 fastest consecutive laps will count for a complete rearrangement of the groups regardless the license status (A or B).**

Remarks:

After CP it should be possible to arrange the heats by the fastest guys at the actual event regardless of the driver license status.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

O Rejected with for, against and abstentions. O Amended

Like 2.4.a, 2.4.b and 2.6 in 1:8 already accepted

THE RULE IS NEW:

2.1.

Existing Rule:

European Championships are held in the following class:

- a) The European Championship Touring Car Sedan bodies will be held on the 3rd weekend of August. In the year there is an IFMAR world championship. Than dates must be separated with at least 4 free weekends between the finals. It will be open to EFRA licensed drivers. One special EFRA medal will be awarded to the fastest driver under 17 years of age, so that everybody of 16 years during the race dates, or younger, can compete for this medal. One trophée must be awarded by the Organizer.
- b) The allocated dates of the EC 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 be fixed at the AGM's section meeting. The format of EFRA GP's could be the same as for the EC, but may be shortened up depending on the number of entrants.
- c) If there is a world championship 1/10th 200mm IC Track in Europe then there is not a European Championship A organized during that year.
- d) A European Championship for 1/10th IC 200mm B drivers may be organised each year. The Euro B will be held together with the Euro A at the same event. Competitors can only enter one class. Drivers with the B-License have to choose if they want to participate in the A- or in the B- class. Entries will not be allowed for 1/8 scale A licensed drivers, 1/10th 200mm scale A licensed drivers, for the finalists from the EC of the following classes 1/8 Scale IC Track, Electric 200mm touring cars, large scale, Electric Buggy, 1/8 Buggy A of the preceding year. Winner B-EC will retain A-license for 3 years.
- e) European Championship 1/10th track 200mm 40+ EC 40+ 1/10th 200mm open to all drivers of 40 years, including those who become 40 that year and older. Race is organized together with the 1/8 track 40+
- f) A & B LICENCE

To qualify for an "A" licence, a driver must be placed 1-30 in the EFRA ranking system. All other applicants will be classified EFRA "B" licensed. These drivers must be approved by their own National Association as having sufficient experience and skill to take part in an International competition.

World Champion will retain "A" licence for the next 5 years.

European Champion will retain "A" licence for the next 4 years.

The EFRA ranking list for 1/10th IC 200mm is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the A EC from August. The total result of this list will decide upon A (start in 2006) and B licence at the end of the season. For all the races involved in this ranking, points can be achieved for the result after the finals (see General rules points table section 3.3.6) . and 50 % of those points for the result after the qualifications. Both results will be added together for the racing. During qualification A and B licensed drivers must be separated in different heats.

Proposal:

2.10 This rule is new:

When the Qualification has been finished, the TQ and the car number 1 of SEMI A, and car number 1 of SEMI B (top 3 in qualification) must do a press interview with the cars (not only with the body) in a place that the organizer must prepare on the track. This place must be equipped with a table with an EFRA MEMBERS banner and 3 chairs for the drivers. The EFRA official media partner will have preference for the first 5 questions. When the main final has been finished, we will have the same procedure for the 3 first drivers in the final, when the result has been declared official for the race director.

Remarks:

Remarks:

EFRA has got a very good live coverage in the last 3 seasons. Now, we must make rules or procedures to improve this live streaming in the way of the big sports events. Actually, EFRA must think in make races more spectacular and more attractive for the drivers and general public.

Proposed by AECAR Asociacion Española de coches a radiocontrol,

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

like in 1:8 in 2.1 already accepted

THE RULE SHOULD BE AMENDED TO READ:

2.2.

Existing Rule: Free practice for EC is only allowed from Monday preceding the race. However pit lane refuelling may be forbidden during free practice at EC.

Proposal: Free practice for EC-A is only allowed from Monday preceding the race. Free practice for EC-B is only allowed from Wednesday preceding the race. However pit lane refuelling may be forbidden during free practice at EC. It will not be allowed to practice for all participant's (EC-A&B) 10 days before this Monday (see also general rules 8.1.).

Remarks: Euro B is starting from Wednesday till Saturday

Proposed by EFRA

Seconded by: Portugal.

The proposal: X Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

2.4.

Existing Rule: General qualifying format for EC and GP's minimum 5 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 NO drivers qualifying directly to the main 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.

Proposal: General qualifying format for EC and GP's: 2 CP of 5 Min used to reseat by the fastest 3 consecutive laps and 5 QR series of 8 minutes heats (refueling is mandatory). As an alternative the heats can be made 6, 7 or 8 minutes when there is a minimum number of drivers (to be decided by race director and section chairman). The nr 1 ranked driver after ending the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd till 5 will compete in a super pole final. Each driver will drive, alone on the track, 6 consecutive laps including warm-up on controlled tires. The driver that scored the fastest lap will move up straight to the final and take the second position on the starting grid.
With everybody qualifying for Christmas tree sub finals. 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.

Remarks: More flexibility to adapt the race setup to the existing circumstances at the local site and change from 5min to 8 minutes heats with refuelling.

Proposed by EFRA

Seconded by: X Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

2.5.

Existing Rule: Example: Time schedule.

	Free or controlled practice.
Monday-Wednesday	All cars must past technical inspection before controlled timed practice.
Thursday	1 controlled practice and 2 rounds of qualifying in the afternoon.
Friday	Round 3 till 5, lower finals till 1/64.
Saturday	1/32 finals upwards, 1/8 and 1/4 final; 1/2 finals, final.

The time schedule can be adjusted flexible by the race director in accordance with the EFRA representative due to weather and unforeseen conditions and the number of total drivers at the event. The race director should configure the Controlled practice heats,

controlled timed practice heats based on the EC form last year. The heats shall contain a maximum of 10 drivers. These Controlled practice heats will be of 10 minutes duration. The Controlled timed practice heat will be of 5 minutes duration. The ranking from controlled timed practice will be use to make the heats for the qualification heats one exception A and B drivers stay in separate heats.

Proposal:

Example: Time schedule.

Monday-Wednesday	Free or controlled practice. All cars must past technical inspection before controlled timed practice.
Thursday	2 controlled practice and 3 rounds of qualifying in the afternoon.
Friday	Round 4 till 5, Super Pole Final, lower finals till 1/64.
Saturday	1/32 finals upwards, 1/8 and 1/4 final; 1/2 finals, final.

The time schedule and the number of heats can be adjusted flexible by the race director in accordance with the EFRA representative due to weather and unforeseen conditions and the number of total drivers at the event. The race director should configure the Controlled practice heats, controlled timed practice heats based on the EC form last year. The heats shall contain a maximum of 10 drivers. These free practice heats will be of 10 minutes duration. The Controlled timed practice heat will be of 5 minutes duration.

Remarks:

More flexibility

Proposed by EFRA

Seconded by: Finland.

The proposal: X Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

2.6.

Existing Rule:

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

Sub-finals: The best 3 of each sub-final move up to the next final.

Semi-finals, the best 4 of each semi-final move up to the main final, plus the best 2 remaining drivers from the 2 semi-finals combined. When racing conditions are wet in the 2 semi-finals, the best 5 of each semi-final move up to the final. Starting order for the drivers who moved up to the final is based on number of laps and time. In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc. Sub-final B even is the first final to start on the Saturday afternoon.

After the first semi final all cars will be put in Parc Fermé in technical inspection and the will be released after completion of the technical inspection of the 2nd semi final. This will give all drivers that proceed to the final equal time for preparation.

Proposal:

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

Sub-finals: The best 3 of each sub-final move up to the next final.

Semi-finals, the best 3 of each semi-final move up to the main final, plus the best 2 remaining drivers from the 2 semi-finals combined. The fastest driver and the winner of the super pole final will be automatically qualified as 1st and 2nd for the main final. When racing conditions are wet in the 2 semi-finals, the best 4 of each semi-final move up to the final. Starting order for the drivers who moved up to the final is based on number of laps and time. In different circumstances it will be number 1 from the A-final who gets the number 3 and the number 1 from the B-final who gets the number 4 etc. Sub-final B even is the first final to start on the Saturday afternoon.

After the first semi final all cars will be put in Parc Fermé in technical inspection and the will be released after completion of the technical inspection of the 2nd semi final. This will give all drivers that proceed to the final equal time for preparation.

Remarks: Award the fastest drivers.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

Like 1:8 2.4.a and 2.4.b. Already accepted

THE RULE SHOULD BE AMENDED TO READ:

4.4.

Existing Rule: -1 All Qualifying runs and finals are ran by “time plus next-lap” system. Qualifying heats are 5 minutes duration. Lower finals and semifinals 20 minutes and final 45 minutes.
-2 When the time is over, an audible signal is given. A car finishes when it passes the finish line after the finish-signal is given. The car must immediately return to the pits and may not hinder other cars still racing.
-3 In case of doubt (on the finish-line when time is over), a car may race one more lap and finish. Whether he finishes or not when time was completed, is up to the Time-keepers and cannot be disputed.
-4 After returning to the pits, the engine must be stopped immediately and the transmitter turned off and impounded.

Proposal: -1 All Qualifying runs and finals are ran by “time plus next-lap” system. Qualifying heats are 8 minutes duration. Lower finals and semifinals 20 minutes and final 45 minutes.
-2 When the time is over, an audible signal is given. A car finishes when it passes the finish line after the finish-signal is given. The car must immediately return to the pits and may not hinder other cars still racing.
-3 In case of doubt (on the finish-line when time is over), a car may race one more lap and finish. Whether he finishes or not when time was completed, is up to the Time-keepers and cannot be disputed.
-4 After returning to the pits, the engine must be stopped immediately and the transmitter turned off and impounded.

Remarks: Change from 5 to 8 min duration. The 5 Min leads to lean the engine till they break. In 8 min everybody has to refuel and can tune his engine in a normal temperature range.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

Like 4.4 in the 1:8 section. Already approved

THE RULE SHOULD BE AMENDED TO READ:

4.5.

Existing Rule: Qualification order and finals.
a After all series have been completed, the qualification order is established by taking the best result of each driver.
b In case of more than one driver recording identical best results of qualifications, the next best result is taken.
c In the case of more than one driver recording identical results in a final, the driver starting with the higher start number is classified as the faster, e.g. if numbers 5 and 5 have equal times, 5 is deemed to have higher final placing.
d The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by team managers majority vote.
e After all sub-finals and final are completed, a final result list is prepared based on laps and time, bearing in mind the sub-final order. In case of rain see 4.6.

Proposal: Qualification order and finals.
a) If Qualifying Rounds are declared to be dry, then the Round by Round point system will be used. The number of Rounds to count are as follows: Number of Rounds completed 0

Void Number of Rounds completed 1 - 3 to count 1 Number of Rounds completed 1 - 4 to count 2 Number of Rounds completed 1 - 5 to count 3 Number of Rounds completed 1 - 6 to count 4 If less than 1 Round is completed the event is declared null and void. Any Qualifying Round has to be completed for any Heats in that Round to be awarded points that count. Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. If two (or more) competitors achieve an equal time in any Round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round. (NOTE: drivers not recording a time or having a time disqualified in any Round score points for last place in that Round) Overall Qualifying positions are decided by each drivers 'best' (lowest) points being added together, based on the number of Rounds to count as shown in above table. In the event of a tied position the driver with the single highest finishing position in either of the best Rounds that counted will be awarded the tie (eg. 1+3 = 4 beats 2+2 = 4). In the event of a continuing tie then the laps and times from the best points Round will be compared. The driver with the fastest laps and time will be awarded the tie. In the case of a continuing tie, then the times from the second best scores will be compared. Only counting Rounds will be used to decide Qualifying positions (or ties), all other Qualifying Round scores and times will be discarded. If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format as the table above

b) The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by team managers majority vote.

c) After all sub-finals and final are completed, a final result list is prepared based on laps and time, bearing in mind the sub-final order. In case of rain see 4.6.

Remarks: Change to point system for dry conditions. The point system rewards more the constant overall faster drivers during the qualifications than only the lucky ones with the rocket round system.

Proposed by EFRA

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

like 2.4.a. 2.4.b and 2.6 in 1:8. Already accepted

THE RULE SHOULD BE AMENDED TO READ:

4.8.

Existing Rule:

Rain procedure during qualifying.

1. The race director and the referees are jointly responsible for the decision to stop a race in the event of rain.

2. On the result sheets the race director or the appointed official must mark a heat "wet" when the heat was raced under wet conditions. On the corresponding record sheets, this must also be marked. The race director together with the referees will decide in case of doubt. Heats are generally considered to be "wet" when there is any rain or moisture on the track and it is obvious to the race director that the cars cannot perform to their maximum capability. The race director may decide to postpone qualifying if it is likely that qualifying can be resumed within reasonable time.

3. When all drivers have had at least one dry heat, all results will be counted.

4. When weather and time permits, the race director may decide to offer an extra heat to those drivers who did not have a chance to drive a dry heat. (i.e. when most drivers had 2 resp. 3 dry runs, a 2nd resp. 3rd run may be offered to those who had only 1 resp. 2 dry runs.

5. When not all drivers have had a chance to run a dry heat, only the wet results will be counted.

6. When continuation is judged to be senseless or when other drivers should be offered a fair chance to drive under dry conditions, the race director together with the referees may decide to end a heat or cancel a complete heat (4.8.1.).

7. When all drivers have had at least 1 dry heat, the race director will postpone the qualifying until the track is declared fully dry again. If it is likely that this will interrupt the qualifying for more than 1 hour, the race director may decide to open up the track for controlled practice.

8. The use of a personal transponder is mandatory during the whole event (starting from

free practice till the main final)

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a) The qualification order is established by taking the best result of each driver.

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c) In the case of more than one driver recording identical results in a final, the driver starting with the higher start number is classified as the faster, e.g. if numbers 5 and 5 have equal times, 5 is deemed to have higher final placing.

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8. The use of a personal transponder is mandatory during the whole event (starting from free practice till the main final)

Remarks:

Definition of qualifying procedure during rain

Proposed by EFRA

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

like 1:8 2.4.a and 2.4.b. already amended and accepted

THE RULE SHOULD BE AMENDED TO READ:

5.11.

Existing Rule:

Bodies. Bodies must be a 1:10 scale touring car in character reproduction of vehicles that exist or have exist. And must be comply to the GLOBAL BODY SPEC 1/10th IC Track. Bodies will be send to the Bodyshell Homologation Officer for approval. This EFRA Number has to be embossed in the body at a edge of the front window.

Proposal:

Bodies. Bodies must be a 1:10 scale touring car in character reproduction of vehicles that exist or have exist. And must be comply to the GLOBAL BODY SPEC 1/10th IC Track. Bodies will be send to the Bodyshell Homologation Officer for approval. This EFRA Number has to be embossed in the body at a edge of the front window. **For the EC-B only one body is allowed and will be choosed in an online voting system by actual b-drivers on the EFRA Web Page.**

Remarks:

Reducing costs.

Proposed by EFRA

Seconded by: Spain

The proposal: X Passed with 13 for, against and 2 abstentions.

10. ELECTION OF SECTION CHAIRMAN.

Josef Dragani was re-elected for another 2 years.

11. ANY OTHER BUSINESS.

Email from Mario Hudy was read by the audience.

Letters Norway with regards to fuel injection and RTR will be attached and discussed with manufacturers
1:8 and 1:8 rules will be reviewed and reorganized so that common rules will be held in one place.

12. ITEMS FOR GENERAL DISCUSSION.

Meeting finished at 19:15.