



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL Sofitel, Brussel.**  
**Belgium**  
**4th to 5th of November 2006**

**Minutes 1:8 IC Track**

**SATURDAY 5th OF NOVEMBER 2005.**

The meeting started at 14:00 hours.

**1. CHAIRMAN'S WELCOME**

Mr. Sander de Graaf

Everybody was welcomed by the section Chairman Sander de Graaf

**2. APOLOGIES FOR ABSENCE**

Apologies have been received from: Russia

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World Re
AUSTRIA	Thomas Sutrich	X	3				2	
BELGIUM	Willy Wuijts	X	1		9		2	
CROATIA								
CYPRUS	Costas Michaelides	x						
CZECH REP.								
DENMARK	John Nielsen	X			1			
ESTONIA								
FINLAND	Tony Raikas	X						
FRANCE	Philippe Bertrand	X	10		10		3	
GEORGIA								
GERMANY	Peter Reichelsdorfer	X	15		17		8	
GREAT BRITAIN	Dennis Paul	X	3		13		1	
GREECE								
HOLLAND	Alex Everling/Tjibbe Keller	X	1		9		2	
HUNGARY			3					
IRELAND			1		2		1	
ITALY	Pieraldo Guimelli	X	8		12		9	
LUXEMBOURG	Chavel Molitor	X			5		1	
NORWAY	Bent Magnussen	X			2			
POLAND								
PORTUGAL	Cesar Coelho	X			1		1	
ROMANIA								
RUSSIA		x	5					
SLOVAK REP.								
SLOVENIA	Zarko Vuga	X	10		1		1	
SPAIN	Javier Garais	X			20		2	
SWEDEN	Wolfgang Lindner	X	2		8			
SWITZERLAND	Ernesto Camponovo	X	8		25		2	
<b>TOTAL</b>		<b>17</b>	<b>70</b>		<b>135</b>		<b>35</b>	

Other persons present: Maurizio Gandini (GRP), Heiner Martin (LVHP)

### 3. MINUTES OF 2005 SECTION MEETING

5<sup>th</sup> -6th of November 2005— Brussels, Belgium

Matters arising from the minutes: No matters arising.

**Proposed by Norway**

**Seconded by: Slovenia**

**The proposal:**

**Passed Unanimously**

### 4. CORRESPONDENCE RECEIVED

Applications for EC and GP as listed in point 6.....

Letter SBF regarding EC, which was send to the General Secretary who will send answer.

### 5. CHAIRMAN'S REPORT

See separate report....

The report was send out by email last weekend, a copy was distributed among the delegates. The EFRA ranking needs a small update, due to a few double names. The number of drivers was discussed for the GP's, only Lostallo, Sweden and Italy were well visited. Spain had a combined National Championship, 70 from Spain and 5 foreign drivers. Good EC-B in France, Good EC-A in Sweden with some minor problems. A-list based on top 30 with the list of EC finalists at the end. As regards Ifmar WC in Cordoba, Argentina, controlled fuel will be used; we are still in the investigation mode to find solutions for the future.

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

A discussion took place to set a limit on the number of GP's. From Norway there is a proposal to skip the EC-B and/or 40+, however it was explained that a race that has an average of 100 drivers deserves to be on the calendar. EFRA feels that limiting the GP's with the skipping of the licence will increase the numbers. Since there were only 3 applications for the Gp's they were put into the calendar. With to many GP's it is difficult to plan National races. After this we got a presentation from Italy and Bologna for the EC-A in 2008.

Year/Date	Alt. Date	Status	Country	Venue
2007	June 22-23	GP	France	Montbonnet St. Martin
2007	April 28-29	GP	Switzerland	Lostallo warm-up
2007	Sept 15-16	GP	Italy	Gubbio
Year/Date	Alt. Date	Status	Country	Venue
2007	July 28-29	EC-A	Switzerland	Lostallo
2007	May 26-27	EC-B	Slovenia	Tolvin
Year/Date	Alt. Date	Status	Country	Venue
2008		EC-A	Belgium	Roeselaere
2008		EC-B	Austria	Kirchberg / Raab

### 7. ALLOCATIONS

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

### 8. RULE PROPOSALS

**AMEND THE RULE TO READ:**

2.6 General sub-final and final formats.....

.....move up to the final

After the first semi-final the first 5 cars ... and they will be released after completion of the technical inspection of the 2<sup>nd</sup> semi-final. This will give all drivers ... equal time for preparation.

***In case of wet conditions, the above mentioned first 5 cars of the first semi-final, may be cleaned with compressed air before they are put in Parc Ferme in Technical Inspection. Cleaning of cars should take place under control of the Technical Inspection Staff***

**Proposed by Slovenia**

**Seconded by: NL**

**Amended by NL, seconded by GB**

**The proposal:**

**Passed with ...10.... for, ...3... against.**

---

#### **AMEND THE RULE WITH**

2.9 Marshall's for....  
.....racing is in progress

Marshall's for EC's and GP's are not compulsory. During the Qualifying the drivers must marshal the heat following their own. The first heat will be marshalled by the drivers of the last heat. The organising club must provide Marshalls for the finals. They must be experienced and supplied with gloves and/or other protection. No other drivers or mechanics will be allowed as Marshall's. No other persons, except officials are allowed on the track whilst racing is in progress.

Failure to marshal or provide a competent substitute will result in the loss of the driver's best qualifying time if qualifying by fastest time is in operation. The loss of the best points score will be the result if qualifying is by the round by round system

A substitute marshal is only allowed if the driver is physically disabled and must be notified to the Race Director.

The organiser must provide a marshal for any unfilled position i.e. previous heat

**Proposed by EFRA executive**

**Seconded by: Sweden**

**The proposal: was amended by England, seconded by Norway**

**Passed with ...15.... for, ..... against and ..... abstentions.**

---

#### **AMEND THE RULE**

**4.7.1**

In the case of a race which is interrupted for more than 60 minutes for reasons beyond the control of the organisers (bad weather conditions with safety risks for all persons at the meeting), the referees together with the Race-director will decide whether to cancel or continue the meeting.

**Proposed by EFRA executive**

**Seconded by: DK**

**The proposal:**

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

---

#### **AMEND THE RULE**

**5.3 and 5.18**

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

**Proposed by EFRA Executive**

**Seconded by: Norway**

**The proposal was amended after some discussions since it is difficult to find a good rule for a part that is flexible to be measured**

**Passed with ...11.... for, 1..... against and ..... abstentions.**

---

**AMEND THE RULE TO READ:**

5.23 The car... .. to prevent distortion

**The length shall be 700 mm long and be lifted in one end so the angle is 7 degrees. The car must roll freely between the side rails with any steer able wheel set in the straight ahead irrespective of the compression or extension of the suspension.**

The car... ..prevent disqualification.

**Proposed by Sweden**

**WITHDRAWN**

---

**AMEND THE RULE TO READ:**

5.5 RIMS.

The rim must not exceed 54.00mm + **1.00 mm tolerance diameter**. An edge to...

**Proposed by EFRA Executive**

**Seconded by: Germany**

**The proposal:**

**Passed with ...14... for, ..... against and ...2... abstentions.**

## **9. ELECTION OF SECTION CHAIRMAN.**

**Mr Sander de Graaf was elected again for a next period**

## **10. ITEMS FOR GENERAL DISCUSSION.**

Future / mufflers, see next, which was discussed after the end of 1:10 IC meeting

## **11. ANY OTHER BUSINESS,**

The 1:8 meeting ended at 1600 hours.

### **GENERAL DISCUSSIONS.**

The new proposals for the mufflers were discussed. The new proposed rule has no effect on the 2007 rules so the plan was accepted to give the manufacturers the time to come with the correct dimensions. See enclosed drawings etc

During this year EFRA had several talks with the motor manufacturers regarding the noise. These proposals here under were mend to be in the proposals for the General meeting. It concerns new and better specifications for the mufflers to reduce the noise. This was a common agreement after talks with the motor manufacturers in Sweden

## **APPENDIX 8**

### **AMEND THE RULE TO READ**

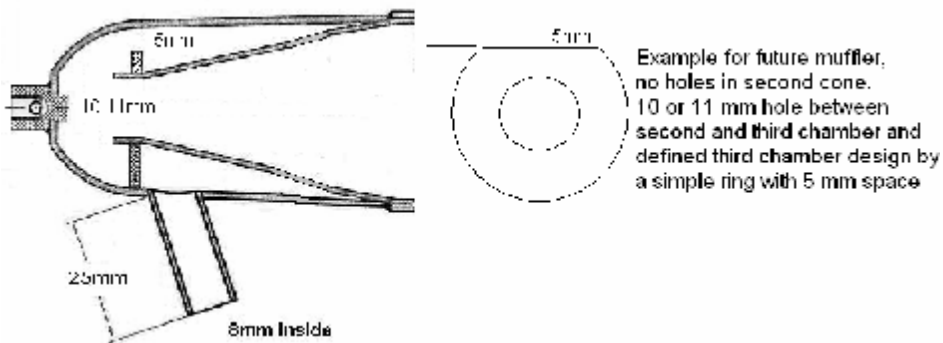
1.1 1:8 IC mufflers.

Each new muffler must be of a 3 chamber design with the following specifications;

- No extra holes in the second cone.
- Diameter of the outlet hole in second cone max (10-11) mm.

- The third chamber is made with a round washer on the 2<sup>nd</sup> chamber.
- Opening is on opposite side of tailpipe.
- Opening in ring for 3<sup>rd</sup> chamber (4-5) mm.

First date to implement this rule 1 January 2008.



All mufflers will be tested with an engine equipped with INS (EFRA approved) box and may not produce more than 82 dB's at 10 meter distance and 1 meter high at 40.000 RPM.

**Remark:** When we started to use 3-chamber mufflers the motors were running approx 35.000 RPM. Now motors are much better and adapted to the INS box and are running about 45.000 RPM.

Since the noise level is linear with the RPM level the noise level has increased.

Even if you put the 9901, which was the first 3-chamber muffler on a new motor than it will have a much higher noise level as 6 years ago.

To avoid problems with noise in the future and to keep the fuel consumption on an acceptable level we need to make a better specification about the muffler.

EFRA will make a proposal for the next AGM to go to 3-chamber mufflers with certain specifications.

Some measurements will be specified as proposal, but the motor manufacturers will have 1 year to do some testing on those specs and than in 2007 EFRA will put forward the final specs for the mufflers in 2008. So from 2008 on there will be new mufflers with specified dimensions on the 3<sup>rd</sup> chamber, the hole in the second cone, the design of the manifold etc.

The material used for the mufflers is also important. Softer aluminium, absorbs better than harder material. Black painted mufflers are also less noisier than the polished pipe.

Also the 200mm class with the 2.1 cc engines will have to look for other mufflers within 2 years. Also for this class 3-chamber mufflers will be mandatory as from 2008/2009. Also here we will specify the design of some parts of the muffler.

Some of the measurements of the 1:8 scale mufflers which have been discussed:

No extra holes in the second cone, the one hole permitted is max 11 of 10 mm..

Third chamber design, one ring with only 1 gap of 4 or 5mm opposite of the tailpipe.

Minimum length of the tailpipe.

There must be a separate manifold between the motor and muffler with a minimum length of 40 mm.

This manifold must have equal in and output diameters with a max of 13mm. So no conical manifolds anymore.

**Proposed by EFRA Executive**

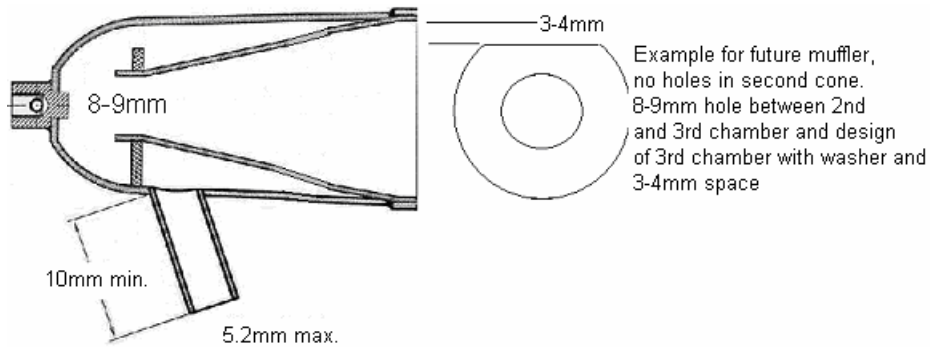
## **AMEND THE RULE TO READ**

1.2 1:10 IC mufflers.

Each new muffler must be of a 3 chamber design with the following specifications;

- No extra holes in the second cone.
- Diameter of the outlet hole in second cone max (8-9) mm.
- The third chamber is made with a round washer on the 2<sup>nd</sup> chamber.
- Opening is on opposite side of tailpipe.
- Opening in ring for 3<sup>rd</sup> chamber (3-4) mm.

First date to implement this rule 1 January 2008.



All mufflers will be tested with an engine and may not produce more than 82 dB's at 10 meter distance and 1 meter high at 40.000 RPM.

**Remark:** Due to the performance of the 2.1 cc engine today we are going over the noise limits. To get the noise level in the limits again we need to start using 3-chamber mufflers with a specified design. See also the arguments from the 1:8 scale section.

**Proposed by EFRA Executive**

---

These proposals were accepted by the meeting. This will allow the manufacturers to send in samples for testing. Based on the tests the final dimensions will be filled in and the measurement will be put forward to the AGM of 2007.

If necessary also for 1:10<sup>th</sup> IC track the INS box will be implemented.

Meeting closed at 18:45 hours