



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

Minutes 1:10 IC Track

SATURDAY 4th OF NOVEMBER 2006.

The meeting starts after the 1:8 IC track meeting.

1. CHAIRMAN'S WELCOME

Mr. Franky Noens

Chairman open the meeting at 16h15

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Russia ,Hungary,

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World Re
AUSTRIA	Thomas Sutrich	Yes	3		6			
BELGIUM	Willy Wuyts	Yes	30		3			
CROATIA		No	0					
CYPRUS	Costas Michaelides	Yes	2		2			
CZECH REP.		Yes						
DENMARK	John Nielsen	Yes			1			
ESTONIA		No						
FINLAND	Tony Raikas	Yes			4			
FRANCE	Philippe Bertrand	Yes	10		10			
GEORGIA		No						
GERMANY	Peter Reichelsdorfer	Yes	15		10			
GREAT BRITAIN	Bob Harley	Yes	23		11			
GREECE	Diutris Tsigos	Yes						
HOLLAND	Alex Everling	Yes	6		5			
HUNGARY		Yes	2					
IRELAND		Yes	7		2			
ITALY	Pieraldo Giumelli	Yes	6		8			
LUXEMBOURG	Molitor Chavel	Yes			1			
NORWAY	Bent Magnussen	Yes			5			
POLAND		Yes						
PORTUGAL	Cesar coelho	Yes			11			
ROMANIA		No						
RUSSIA		Yes	2					
SLOVAK REP.		Yes			2			
SLOVENIA	Zarko Vuga	Yes	2					
SPAIN	Javier Garis	Yes			40			
SWEDEN	Wolfgang Linder	Yes			12			
SWITZERLAND	Ernesto Camponovo	Yes			1			
TOTAL	18		108		134			

3. MINUTES OF 2005 SECTION MEETING

5th -6th of November 2005— Brussels, Belgium

Proposed: Great Britain

Passed Unanimously

Matters arising from the minutes: none

4. CORRESPONDENCE RECEIVED

Applications for EC and GP as listed in point 6

5. CHAIRMAN'S REPORT

See chairman report giving out to all delegates, publish on EFRA website

6. PRESENTATIONS FOR APPLICATIONS EC 2007 AND GP'S 2007

The section has received the following applications to host coming EFRA events. The applicants for the various races presented their tracks. Here after a voting took place.

Final Race calendar 2007

Year/Date	Alt. Date	Status	Country	Venue
7-8 April 2007		GP	Spain	Madrid
04-06 May 2007		EC B	Belgium	Roeselare
June 02-03 2007		GP	Lisbao	Portugal
July 7-8 2007		GP	France	Ampuis
August 17-19		EC A	Spain	Madrid
August 25-26		EC 1/10 th 235mm	Germany	Hildesheim

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2008 May		EC B	France	Ampuis
2008		WC	Portugal	Lisbao

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

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: Norway

The proposal:

Passed with 14 for, 0 against and 2 abstentions.

THIS RULE IS NEW

5.2 ENGINE (Appendix 6)

Any engine up to max 2.5 ccm allowed.

Proposed by BRCA – Great Britain

Seconded by: Germany

The proposal:

Passed with 12 for, 0 against and 3 abstentions.

THIS RULE IS NEW

5.10 BODIES (Appendix 6)

Gt bodies only. One cooling hole front windscreen 50mm. only front side windows and rear window may be cut out. Wings to be standard as comes with body.

Proposed by BRCA – Great Britain

Seconded by: Belgium

The proposal:

Passed with 10 for, 1 against and 4 abstentions.

DELETE THE RULE TO READ

5.1 Appendix 7

The engine may have a total capacity of not more than 2.11 cc. They shall be air-cooled, with front rotary valve, two-stroke induction. They engines may have a maximum of four (4) ports in the liner, including the exhaust port, seen with the piston at lowest position. No form of forced induction is allowed. No form of variable port timing.

Only glow plug ignition is allowed. One additional gap in the bottom (skirt) of the piston is allowed. Additional slits or holes in the liner for cooling purposes are allowed as long as they do not reach the top of the piston at lowest position.

Standard and conical glow plugs allowed.

Where ever we say hole in this rule we mean a hole that is surrounded completely by material.

Proposed by EFRA Chairman

Seconded by: Denmark

The proposal:

Passed with 15 for, 0 against and 0 abstentions.

DELETE THE RULE TO READ

5.5 Overall dimensions Appendix 7

	MINIMUM (mm)	MAXIMUM (mm)
Wheelbase	230.00	270.00
Width without body	170.00	200.00
Width with body	175.00	205.00
Length inc Body & wing	360.00	460.00
Height to the top of the roof (measured with a 10mm spacer under the chassis plate on level)	120.00	175.00
Wing width inclusive Side Dams	125.00	200.00
Wing (Delete+ gurney strip)		55.00
Side Dams		35.00 x 50.00

Wing overhang (at rear)		10.00
Wheel dia. (excluding tyre bead)	46.00	50.00
Wheel width (including tyre bead) and Tyre width (across side walls):		
Front:		(Delete 26.00) 30.00
Rear:		30.00

Proposed by EFRA Chairman

Seconded by: Spain

The proposal:

Passed with 14 for, 1 against and 0 abstentions.

DELETE THE RULE TO READ

5.17 Appendix 7

Delete: Gurney strip must not exceed the width of the wing and have an edge not more than 5mm high.

Proposed by EFRA Chairman

Seconded by: Norway

The proposal:

Passed with 16..... for, against and abstentions.

DELETE THE RULE TO READ

4.7 Race interruptions Appendix 7

1 In the case of a race which is interrupted for more than 60 minutes for reasons beyond the control of the organisers, the race director together with the referees will decide whether to cancel or continue the meeting.

Proposed by EFRA Chairman

Seconded by: Belgium

The proposal:

Passed with 15 for, 0 against and 1 abstentions.

9. ELECTION OF SECTION CHAIRMAN.

No election this year

10. ITEMS FOR GENERAL DISCUSSION.

The homologation for bodies will be done with the same drawings as the electro section There is a world wide working group working on.

Next year new proposal body rules

11. ANY OTHER BUSINESS,

The new proposals for the mufflers were discussed. They should have been in the General parts, however are missing. The new 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

Meeting ended at: 18h30

12. ANY OTHER BUSINESS,

After both meetings a small discussion took place regarding the future for mufflers. During this year I 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

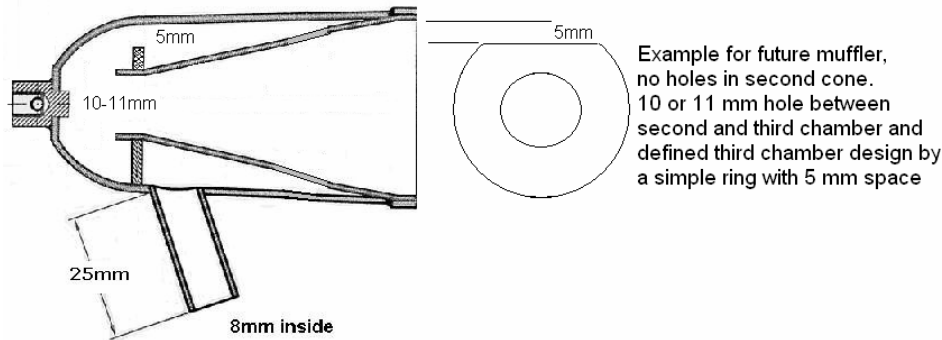
AMEND THE RULE TO READ

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 2nd chamber.
- Opening is on opposite side of tailpipe.
- Opening in ring for 3rd 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 appox 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 3rd 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

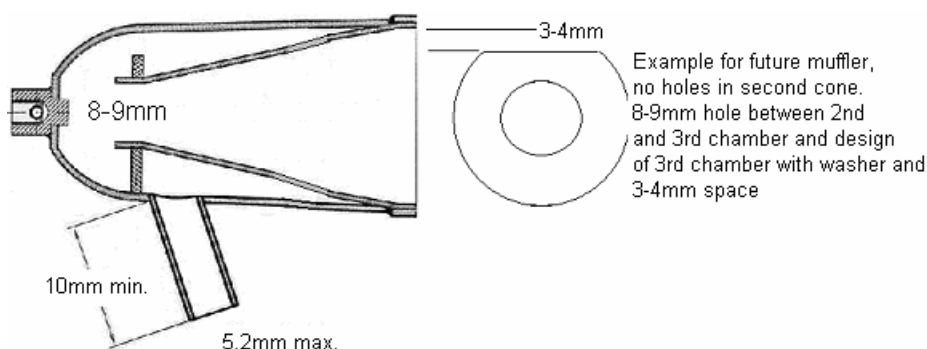
AMEND THE RULE TO READ

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 2nd chamber.
- Opening is on opposite side of tailpipe.
- Opening in ring for 3rd 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 wer 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 1:10th IC track the INS box will be implemented.

Meeting closed at 18.45 hours