



EFRA ANNUAL SECTION MEETING
HOTEL Hesperia Sant Just
Barcelona, Spain
31st October and 1st of November 2015

Combined Agenda 1:8 IC and 1/10th IC Track

SATURDAY 31st OF OCTOBER 2015.

1. CHAIRMAN'S WELCOME Mr. Sander de Graaf / Mr. Josef Dragani

The Chairmen opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc

| COUNTRY | PRESENT | SECTION SUBSCR | ECB 1/8 | ECA 1/8 | WC 1/8 | ECB 1/10 | WC 1/10 |
|---------------|---------|-------------------|------------|------------|-----------|-------------|---------|
| AUSTRIA | | | | | | | |
| BELARUS | | | | | | | |
| BELGIUM | | | | | | | |
| BULGARIA | | | | | | | |
| CROATIA | | | | | | | |
| CZECH REP. | | | | | | | |
| DENMARK | | | | | | | |
| ESTONIA | | | | | | | |
| FINLAND | | | | | | | |
| FRANCE | | | | | | | |
| GERMANY | | | | | | | |
| GREAT BRITAIN | | | | | | | |
| GREECE | | | | | | | |
| HUNGARY | | | | | | | |
| IRELAND | | | | | | | |
| ITALY | | | | | | | |
| LUXEMBOURG | | | | | | | |
| MONACO | | | | | | | |
| NETHERLANDS | | | | | | | |
| NORWAY | | | | | | | |
| POLAND | | | | | | | |
| PORTUGAL | | | | | | | |
| RUSSIA | | | | | | | |
| SLOVAK REP. | | | | | | | |
| SLOVENIA | | | | | | | |
| SPAIN | | | | | | | |
| SWEDEN | | | | | | | |
| SWITZERLAND | | | | | | | |
| TURKEY | | | | | | | |
| TOTAL | | | | | | | |

Allocations can be changed till December 21th 2015.

Other persons present:

3. MINUTES OF 2014 SECTION MEETING

November 2014— Valencia, Spain

Matters arising from the minutes:

The minutes were accepted as written at the AGM 2014.

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

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2015 season.....

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairmen.

Some explanations as regards this year proposals, because in the proposal tool it is not always clear what is meant:

A number of the following proposals is due to the cleaning from last year and the combination of the 2 sections in one appendix. The idea is to get most of the rules similar for both classes.

Some of the other proposals simply have to do with the future, technical evolutions and to keep the events interesting for an organizer. It has no use to run events with 30 or 40 drivers. We must accept that there are a lot of races nowadays, either factory/brand races or a series of races.

We have seen a decline in 1/10th for the last years and with last years number of drivers for ECB in 1/8th we might have the same phenomena here, specially when the event is not in the middle of Europe. With all those international races ECB as a single event is not possible anymore, unless we can really get new drivers into the sport.

So the idea is to run ECB together with ECA in one event. You can only make your inscription for one class. Hopefully with the 2 events combined in the holiday season this will bring the entrees back to around 100 drivers for both events and B-drivers will have the experience of A drivers to help them.

Duration of Qualifying heats. In the past we have run almost always 5 minutes with a small change some years ago for 7 minutes with a mandatory pit stop. The 7 minutes did not cover what we wanted to prevent and that is that at the end the motors only did 3.5 minutes on a tank of fuel.

We know fuel consumption is critical and we also know that some races are organized with 4 minutes of racing. However going from 5 to 4 minutes is a big step (20%) and for sure this will only help for one year, due to further tuning of engines etc. That is how competition works, people or manufacturers will always go to the limit. We think 4 minute/30 seconds is a good alternative and will avoid further tuning.

We also know that some dimensions and specs are already more than 30 years old and we need to consider some improvements for the future.

There are a number of possibilities to avoid fuel shortage: less qualifying time, bigger tanks, less downforce and/or less traction.

Some of those actions need to be tested before we can make a final decision, because it has no use to have a technical rule change and to make that decision voided after 2 years.

125cc tanks could be made 130cc, the same for 75cc to 80cc, this will not require much testing and can be a simple adjustment and for 5cc difference there are not really big changes needed.

Less downforce can be achieved by lowering the rear of the body and make some of the side dams lower/smaller

Less traction is possible by making the rear rims 10 mm smaller.

The last 2 solutions require some testing.

In general the following could be proposed with a certain timeframe

5 minutes will be 4.30 minutes(4 minutes 30 seconds) for Qualifying by 1/1/2016, see proposal. 30 seconds less is on most track almost 2 laps and we might avoid further tuning like with 4 minutes.

125cc will be 130 cc by 1/1/2017 and 75cc will be 80cc, see proposals with 1 year delay because it is a technical change. The only disadvantage will be that we all need to buy a new measuring glass of 130cc and 80cc. Some old tanks might be already ok for 130cc, because we have measured tanks from 128cc in the past.

Smaller rims for the rear in 1/8th by 1/1/2018 after testing, will need to be proposed next year after outcome testing. Lower bodies for Proto type with GBS specs by 1/1/2018
By that time it needs to be checked if you can go back to 5 minutes.

As regards tires. We have now some experience with a controlled tire. Drivers like the system, however there are still questions because of quality and sponsored drivers. We also had a few issues because of Quality and because of that we want to improve the system. We want to propose 2 brands to be used at each event. This means that a manufacturer must deliver quality otherwise drivers will choose the other brand. It will also solve the no shows and payments related. The 2 chosen manufacturers or their representative will be responsible for the complete process of selling the tires(by a ticket system), distribution of the tires will be the same, in a parc ferme before you enter the track.

6. PRESENTATIONS FOR APPLICATIONS EC AND GP'S 2016/17

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 | | EC/GP 1/8 GT | Croatia | Zagreb |
| | | | | |
| 2017 | | EC 40+ | Austria | Kirchberg |
| 2017 | | EC 40+ | Sweden | Skarnack |
| 2017 | | EC B | Turkey | Izmir |
| 2017 | | EC B | Portugal | Vila Real |
| 2017 | | EC B | France | Evry |
| 2017 | | EC B | Switzerland | Lostallo |
| | | | | |

Final Race calendar for 1/8th IC track 2016

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

Future Race calendar for 1/8th IC track.

| Year/Date | Alt. Date | Status | Country | Venue |
|-----------|-----------|----------|---------|---------|
| 2017 | | EC-B | | |
| 2017 | | EC 40+ | | |
| 2017 | | IFMAR WC | France | Monteux |
| | | | | |

Applications for 1/10 IC Track

| Year/Date | Alt. Date | Status | Country | Venue |
|-----------|-----------|--------|----------|-----------|
| 2016 | 2017 | EC | Slovakia | Trencin |
| 2017 | | EC 40+ | Austria | Kirchberg |
| 2017 | | EC 40+ | Sweden | Skarpnack |
| 2017 | | EC | Turkey | Izmir |
| 2017 | | EC | France | Mulhouse |
| 2017 | | EC | Portugal | Vila Real |
| | | | | |

Final Race calendar for 1/10th IC track 2016

| Year/Date | Alt. Date | Status | Country | Venue |
|-----------|-----------|--------|---------|--------|
| 2016 | | EC 40+ | Germany | Hamm |
| 2016 | | WC | Italy | Gubbio |
| | | | | |

Future Race calendar for 1/10th IC track

| Year/Date | Alt. Date | Status | Country | Venue |
|-----------|-----------|--------|---------|-------|
| 2017 | | | | |
| | | | | |
| | | | | |

7. ALLOCATIONS

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

All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 21th. December LATEST

8. RULE PROPOSALS 1/8 and 1/10 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 and 1/10th SCALE I.C. TRACK CARS Combined

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. The European Championship 1/10th Touring Car Sedan bodies will be held on the 3rd weekend of August.

In the year there is an IFMAR World Championship outside the EFRA Bloc. then dates between EC and WC must be separated with at least 4 free week-ends between the finals. In the years there is an IFMAR WC in the EFRA Bloc. there will be no EC-A (see schedule IFMAR, www.ifmar.org)

It will be open to EFRA "A" and "B" licenced drivers. EFRA "A" licenced 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 trophy must be awarded by the Organizer.

b) The B-European Championship 1/8th Sportscars/GT-P/Group-C will be held on the last weekend of May and will be open to:

EFRA "B" licenced drivers 1/8 scale IC track. EFRA "B" licenced drivers 1/10 / 200 mm

Scale IC track.

The following drivers are not allowed to enter the 'B' EC: Top 10 from the EC of the following classes of the previous year: 1/8 Scale IC Track, Electric 200 mm Touring Cars, Large Scale, Electric Buggy, 1/8 Buggy A, EC-B 200 mm IC, 1/12th Electric Track and EC-B any class. Top 10 from any WC final from the last 10 years. The Euro B for 1/10th will be held together with the Euro A at the same event. Competitors can only enter one class. Drivers with the 'B' Licence have to choose if they want to participate in the 'A' or in the 'B' Class.

The following drivers are not allowed to enter the 'B' EC: 1/8 Scale 'A' licensed drivers, 1/10th 200 mm Scale 'A' licensed drivers, or the Top 10 from the EC of the following classes of the preceding year: 1/8 Scale IC Track, Electric 200 mm Touring Cars, Large Scale, Electric Buggy, 1/8 Buggy A, EC-B 200 mm IC, 1/12th Electric Track and EC-B any class. Top 10 from any WC final from the last 10 years.

For both classes: The winner of the B-EC will become EFRA "A" licenced immediately and will retain A-licence for 3 years. Participation in this event will not affect the ranking list. 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 Organiser.

c) The EFRA ranking list is based on the last 2 EC's A, the last WC and the best result of one GP in the previous year. 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 based on the qualifications. Both points values will be added together for the result from each event.

d) European Championship 1/8th Track 40+ and 1/10th 200 mm 40+. This will be one combined event. 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 depending on the number of entrants. To be an official European Championship there must be at least 25 drivers and a minimum of 4 countries competing.

Proposal:

European Championships are held in following classes:

a) The European Championship Sportscars/GT-P/Group-C **ECA** and **ECB** will be held on the 4th weekend of July.

The European Championship 1/10th Touring Car Sedan bodies **ECA** and **ECB** will be held on the 3rd weekend of August.

In the year there is an IFMAR World Championship outside the EFRA Bloc. then dates between EC and WC must be separated with at least 4 free week-ends between the finals. In the years there is an IFMAR WC in the EFRA Bloc. there will be no EC-A (see schedule IFMAR, www.ifmar.org)

It will be open to EFRA "A" and "B" licenced drivers, **both running their own event. EFRA "A" licenced drivers should have preference. You can only start in one event, A or B.** One special EFRA medal will be awarded to the fastest driver under 17 year **in each class.** So everybody of 16 years during the race dates, or younger can compete for this medal. **One trophy must be awarded by the Organizer for each class.**

~~b) The B-European Championship 1/8th Sportscars/GT-P/Group-C will be held on the last weekend of May and will be open to:~~

~~EFRA "B" licenced drivers 1/8 scale IC track. EFRA "B" licenced drivers 1/10 / 200 mm Scale IC track. The following drivers are not allowed to enter the 'B' EC: Top 10 from the EC of the following classes of the previous year: 1/8 Scale IC Track, Electric 200 mm Touring Cars, Large Scale, Electric Buggy, 1/8 Buggy A, EC-B 200 mm IC, 1/12th Electric Track and EC-B any class. Top 10 from any WC final from the last 10 years.~~

~~The Euro B for 1/10th will be held together with the Euro A at the same event. Competitors can only enter one class. Drivers with the 'B' Licence have to choose if they want to participate in the 'A' or in the 'B' Class~~ open for: EFRA "B" licenced drivers 1/10th

~~The following drivers are not allowed to enter the 'B' EC: 1/8 Scale 'A' licensed drivers, 1/10th 200 mm Scale 'A' licensed drivers, or the Top 10 from the EC of the following classes of the preceding year: 1/8 Scale IC Track, Electric 200 mm Touring Cars, Large Scale, Electric Buggy, 1/8 Buggy A, EC-B 200 mm IC, 1/12th Electric Track and EC-B any class. Top 10 from any WC final from the last 10 years.~~

~~For both classes: The winner of the B-EC will become EFRA "A" licenced immediately and will retain A-licence for 3 years. Participation in this event will not affect the ranking list. 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 Organiser.~~

~~c) The EFRA ranking list is based on the last 2 EC's A, the last WC and the best result of~~

one GP in the previous year. 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 based on the qualifications. Both points values will be added together for the result from each event.

d) European Championship 1/8th Track 40+ and 1/10th 200 mm 40+. This will be one combined event. 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 depending on the number of entrants. To be an official European Championship there must be at least 25 drivers and a minimum of 4 countries competing..

Remarks: Combine A and B for both classes to have an event with a good number of drivers, both running their own event, with the finals on Saturday.

Proposed by EFRA

Seconded by: **Not Seconded**

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

2.2.

Existing Rule: Free practice for an EC is only allowed from the Monday preceding the Race. It will not be allowed for competitors in the event to practice for 10 days before this Monday (see also Gen. 8.1.). For 1/10th only due to A&B held at the same event: Free practice for EC-B is only allowed from Wednesday preceding the race. Pit lane refuelling may be forbidden during free practice at an EC if it is necessary to facilitate a quicker turn-around of drivers (every five minutes).

Proposal: Free practice for an EC is only allowed from the Monday preceding the Race. It will not be allowed for competitors in the event to practice for 10 days before this Monday (see also Gen. 8.1.). For 1/8th and 1/10th **only** due to A&B held at the same event: Free practice for EC-B is only allowed from Wednesday preceding the race. Pit lane refuelling may be forbidden during free practice at an EC if it is necessary to facilitate a quicker turn-around of drivers (every five minutes).

Remarks: Change in practice for both ECB's.

Proposed by EFRA

Seconded by: **Not Seconded**

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

2.4.

Existing Rule: General Qualifying format for EC's and GP's:
5 Rounds of Qualifying will be run, irrespective of the number of drivers.
Qualifying is 5 minutes + last lap.
A point system will be used to establish the qualifying result.
With everybody qualifying for Christmas Tree sub-finals other than drivers qualifying directly for the 'Main' Final. The no. 1 ranked driver after completion of the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd to 5th will compete in a 'super-pole' final after completing the last Round of Qualifying. Each driver will drive the 'super-pole' individually on the track, for 6

consecutive laps including warm-up on controlled tyres (from last round). The 'super-pole' running order will be 5, 4, 3, 2. The driver that scores the fastest lap will also move up straight to the 'Main' Final and take the second position on the starting grid. The other drivers from the 'super-pole' will start in the semi-finals as per qualifying ranking. Depending on time available all finals higher than 1/64th can be shorter than 20 minutes (for instance 10 minutes). See also 2.6

The number of Rounds to count is as follows:

1 Qualifying Round completed -- 1 by laps and total time.

2 Qualifying Rounds completed -- 1 best by laps and total time.

3 Qualifying Rounds completed -- 2 best point scores to count.

4 Qualifying Rounds completed -- 2 best point scores to count.

5 Qualifying Rounds completed -- 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 (e.g. 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 by more than 20%. The Race director together with the referee will make the final decision.

Proposal:

General Qualifying format for EC's and GP's:

5 Rounds of Qualifying will be run, irrespective of the number of drivers.

Qualifying is 4 minutes/30 seconds + last lap.

A point system will be used to establish the qualifying result.

With everybody qualifying for Christmas Tree sub-finals other than drivers qualifying directly for the 'Main' Final. The no. 1 ranked driver after completion of the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd to 5th will compete in a 'super-pole' final after completing the last Round of Qualifying. Each driver will drive the 'super-pole' individually on the track, for 6 consecutive laps including warm-up on controlled tyres (from last round). The 'super-pole' running order will be 5, 4, 3, 2. The driver that scores the fastest lap will also move up straight to the 'Main' Final and take the second position on the starting grid. The other drivers from the 'super-pole' will start in the semi-finals as per qualifying ranking.

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

The number of Rounds to count is as follows:

1 Qualifying Round completed -- 1 by laps and total time.

2 Qualifying Rounds completed -- 1 best by laps and total time.

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5 Qualifying Rounds completed -- 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 (e.g. 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 by more than 20%. The Race director together with the referee will make the final decision.

Remarks: Small change in Qualifying time to avoid fuel shortage, not nogaional.

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

THE RULE SHOULD BE AMENDED TO READ:

2.5.

Existing Rule:

Time Schedule

The time schedule should not be rigid but adapted to the number of entrants. As a guideline at EC's with 100 or more entrants the schedule should be as follows:

Monday - Wednesday: Free or Controlled Practice

Wednesday & Thursday: technical inspection

All cars must pass technical inspection before Controlled Timed Practice.

Thursday: Controlled Timed Practice and Qualifying 1 & 2 in the afternoon.

Friday: Qualifying Rounds 3 to 5, 'Super-pole' (for 2,3,4 and 5 Top Qualifiers), lower finals up to 1/64.

Saturday: 1/32 upwards, 1/16th, 1/8, 1/4 final; 1/2 final, final.

The time schedule and the number of heats can be adjusted by the race director with agreement from the EFRA representative due to weather and unforeseen conditions and the number of total drivers at the event. The race director should seed the Controlled Practice heats, Controlled Timed Practice heats based on the EC from 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 used to make the heats for the qualification heats.

The schedule of all practice heats including each practice heat starting time will be carried out by the organisation of the event and it should be given to the Team Managers & published for general knowledge.

Proposal:

Time Schedule

The time schedule should not be rigid but adapted to the number of entrants. As a guideline at EC's with 100 or more entrants the schedule should be as follows:

Monday - Wednesday: Free or Controlled Practice

Wednesday & Thursday: technical inspection

All cars must pass technical inspection before Controlled Timed Practice.

Thursday: Controlled Timed Practice and Qualifying 1 & 2 in the afternoon.

Friday: Qualifying Rounds 3 to 5, 'Super-pole' (for 2,3,4 and 5 Top Qualifiers), lower finals up to 1/64.

Saturday: 1/32 upwards, 1/16th, 1/8, 1/4 final, Practice 2 direct Qualifiers, 1/2 final, final.

The time schedule and the number of heats can be adjusted by the race director with agreement from the EFRA representative due to weather and unforeseen conditions and the number of total drivers at the event. The race director should seed the Controlled Practice heats, Controlled Timed Practice heats based on the EC from 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 used to make the heats for the qualification heats.

The schedule of all practice heats including each practice heat starting time will be carried out by the organisation of the event and it should be given to the Team Managers & published for general knowledge.

Remarks:

Some missing things after the big clean-up last year. Depending on the result if A and B together are accepted (proposal 2.1) this rule may need to be amended to suit both finals.

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

THE RULE SHOULD BE AMENDED TO READ:

2.6.

- Existing Rule:** General format for sub-finals and main final at EC and GP: the lower finals are 20 minutes up to 1/64 finals.
Time for all finals higher than 1/64th to be set at team managers meeting. The duration of the main final is 45 minutes.
Sub-finals: The best 3 in each sub-final move up to the next final. Semi-finals, the best 3 in 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 two semi-finals, the best 4 of each semi-final move up to the main final. Starting order for the drivers who moved up to the main final is based on number of laps and time for positions 3 to 10. In some circumstances it will be number 1 from the A semi-final who gets the number 3 and the number 1 from the B semi-final who gets the number 4 etc. Semi-final B 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 they 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 format for sub-finals and main final at EC and GP: the lower finals are 20 minutes up to 1/64 finals.
Time for all finals higher than 1/64th to be set at team managers meeting. The duration of the main final is 45 minutes.
Sub-finals: The best 3 in each sub-final move up to the next final. Semi-finals, the best 3 in 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 two semi-finals, the best 4 of each semi-final move up to the main final. Starting order for the drivers who moved up to the main final is based on number of laps and time for positions 3 to 10. In **different** circumstances it will be number 1 from the A semi-final who gets the number 3 and the number 1 from the B semi-final who gets the number 4 etc. Semi-final B 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 they 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:** Some missing things after the big clean-up last year

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

THE RULE SHOULD BE AMENDED TO READ:

4.2.

- Existing Rule:** STARTING PROCEDURE OF HEATS
Starting for qualifying heats will be from the start line or pit lane, using the staggered start system (one by one). In each Round, the order of starting Heats will be as follows :
Round 1-- 1,2,3,4,5,6,7,8,9,10
Round 2-- 4,5,6,7,8,9,10,1,2,3
Round 3-- 7,8,9,10,1,2,3,4,5,6
Round 4-- 10,9,8,7,6,5,4,3,2,1
Round 5-- 5,4,3,2,1,10,9,8,7,6
- Proposal:** **STARTING PROCEDURE OF HEATS**
Starting for qualifying heats will be from the start line or pit lane, using the staggered start system (one by one). In each Round, the order of starting Heats will be as follows :
Round 1-- 1,2,3,4,5,6,7,8,9,10
Round 2-- 4,5,6,7,8,9,10,1,2,3
Round 3-- 7,8,9,10,1,2,3,4,5,6
Round 4-- 10,9,8,7,6,5,4,3,2,1
Round 5-- 6,5,4,3,2,1,10,9,8,7

Remarks: Some missing things after the big clean-up last year

Proposed by EFRA

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

4.3.

Existing Rule: Qualifying.
-1 All Qualifying runs and Finals are run by “time plus completion of lap” system. Qualifying heats are 5 minutes duration. For duration Lower Finals and Main Final see 2.6. The use of a personal transponder is mandatory.
-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 if needed.

Proposal: Qualifying.
-1 All Qualifying runs and Finals are run by “time plus completion of lap” system. Qualifying heats are 4 minutes/30 seconds duration. For duration Lower Finals and Main Final see 2.6. The use of a personal transponder is mandatory.
-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 if needed.

Remarks: Change in Qualifying duration, due to fuel shortage, not negotiable.

Proposed by EFRA

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

4.8.

Existing Rule: RAIN PROCEDURE Sub-Finals:
In case of different weather conditions during Sub-Finals, the final classification will be as follows: Place 4 of Sub-Final A and Place 4 of Sub-Final B will both be awarded place 11th equal in the general classification.
Place 5 of Sub-Final A and place 5 of Sub-Final B will both be awarded place 13th equal in the general classification and so on.
FOR 1/10th ONLY: 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 (shared) by another driver/s in the same event. The rain car has to be scrutinised and be visibly marked as a rain car. One rain car cannot 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. This car cannot be used when the heat or final has already started. Once you start (in time) with a rain car you must finish with this rain car.

Proposal: RAIN PROCEDURE Sub-Finals:
In case of different weather conditions during Sub-Finals, the final classification will be as follows: Place 4 of Sub-Final A and Place 4 of Sub-Final B will both be awarded place 11th

equal in the general classification.

Place 5 of Sub-Final A and place 5 of Sub-Final B will both be awarded place 13th equal in the general classification and so on.

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 (shared) by another driver/s in the same event. The rain car has to be scrutinised and be visibly marked as a rain car in due time before it is used. One rain car cannot 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. This car cannot be used when the heat or final has already started. Once you start (in time) with a rain car you must finish with this rain car.

Remarks: Allowance of a rain car for both classes and not for 1/10th only

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

THE RULE SHOULD BE AMENDED TO READ:

5.1.

Existing Rule:

TYRES/Rims:

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 timed practices (which are used for seeding), qualifying, and sub-finals, (8 sets based on 5 rounds). Only organiser supplied controlled tyres can be used (Hand-Outs). The choice of the tyre brand is made by EFRA in communication with the organiser. The organiser can put a maximum expense coverage of 3 Euro on the price of a tyre 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.

TYRE DIMENSIONS FOR 1/8th. :

Maximum width of rear tyre: 64.0 mm.

Diameters: 69.0 mm front, 76.0 mm rear.

Shore hardness for 1/8th: "32 front and 35 rear" (final number of shore after consultation with the organiser).

TYRE DIMENSIONS FOR 1/10th. :

Maximum width of front & rear tyre (across side-walls): 31.0 mm.

Diameters: 62.0 mm front, 64.0 mm rear.

Shore hardness for 1/10th: "37 front and 40 rear" (final number of shore after consultation with the organiser).

If the Hand-Out tyres have any visible defects (bad gluing, 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. 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 organiser, at the latest 10 weeks before the event and also acknowledge the number of tires they want for the free practice. Only acknowledged tyres can be purchased for the same price as the racing tyres.

Free practice tyres 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 when acknowledged in time to the organiser. For free practice, drivers have free choice of tyres used, but no treatment is allowed. From the start of controlled timed 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/Rims:

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 timed practices (which are used for seeding), qualifying, and sub-finals, (8 sets based on 5 rounds). Only EFRA chosen supplier controlled tyres can be used (Hand-Outs). The choice of the 2 tyre brands are made by EFRA in communication with the organiser.

Definition of a controlled tyre: 4-brand, 1 diameter front, 1 diameter rear, 1 shore for front and 1 shore for rear for both brands.

Only EFRA registered brands (1.200 Euro registration fee per brand) allowed. The prize for one set of tires will be fixed for both brands. Drivers can choose alternatively between the brands (8 mandatory sets + extra needed sets for bumping up the finals).

Tire suppliers are completely in charge of tire distribution and payments. Every EFRA selected tire distributor needs to bring the same amount of sets to satisfy the needs of all competitors.

TYRE DIMENSIONS FOR 1/8th. :

Maximum width of rear tyre: 64.0 mm.

Diameters: 69.0 mm front, 76.0 mm rear.

Shore hardness for 1/8th: "32 front and 35 rear" (final number of shore after consultation with the organiser).

TYRE DIMENSIONS FOR 1/10th. :

Maximum width of front & rear tyre (across side-walls): 31.0 mm.

Diameters: 62.0 mm front, 64.0 mm rear.

Shore hardness for 1/10th: "37 front and 40 rear" (final number of shore after consultation with the organiser).

If the Hand-Out tyres have any visible defects (bad gluing, 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. Information about the tyre brand and shore must be available 8 weeks before the event.

Free practice tyres 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 when acknowledged in time to the organiser. For free practice, drivers have free choice of tyres used, but no treatment is allowed. From the start of controlled timed 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:

2 Brands to open competition and secure Quality and to avoid the hassle for the organizer with payments and no-shows etc. Final procedures with the tire manufacturers will be discussed with them after the rule has passed.

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

THE RULE SHOULD BE AMENDED TO READ:

6.12.

Existing Rule:

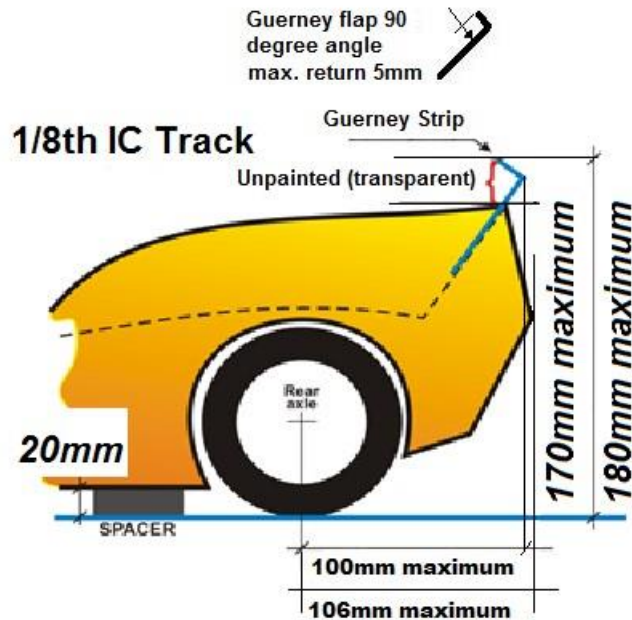
Wings and Spoilers

Separate wings and spoilers are not allowed. Only a Gurney strip mounted on the rear of the body is allowed. The 'Gurney' should not be higher than 5mm with a 90 degrees angle (see drawing). Maximum height for the body, side and rear wing is 170mm with the chassis raised on 20 mm blocs. This maximum height with the Gurney Strip is 180 mm on a 20 mm spacer. The maximum overhang is 100 mm measured from the rear axle centre point. See drawing.

Maximum dimensions:

1) Group "C", GT-P, Can-Am, GT1 and GT2 cars

| | |
|--|---|
| max. width: | 267 mm |
| max. height: | 170 mm (on 20 mm blocs) |
| Overall, maximum height including a Gurney strip | 180 mm (on 20 mm blocs) |
| max distance behind rear axle: | 100 mm (110 mm for 2wd & flat chassis cars) |



Proposal: Wings and Spoilers
 Separate wings and spoilers are not allowed. Only a Gurney strip mounted on the rear of the body is allowed. The 'Gurney' should not be higher than 5mm with a 90 degrees angle (see drawing). Maximum height for the body, side and rear wing is 170mm with the chassis raised on 20 mm blocs. This maximum height with the Gurney Strip is 180 mm on a 20 mm spacer. The maximum overhang is 100 mm measured from the rear axle centre point. See drawing.
 Maximum dimensions: 1) Group "C", GT-P, Can-Am, GT1 and GT2 cars max. width: 267 mm max. height: 170 mm (on 20 mm blocs) Overall, maximum height including a Gurney strip 180 mm (on 20 mm blocs) max distance behind rear axle: 100 mm (110 mm for 2wd & flat chassis)

Remarks: wings and spoilers, change drawing slightly, simply due to the fact that a number of bodies are slightly longer as 100mm due to that angle in the lexan on the corner.

Proposed by EFRA

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

6.2.

Existing Rule: The fuel tank including filter and fuel pipes up to the carburettor may hold a maximum of 125.00 ml. No loose inserts allowed. Any tank found illegal (>125 ml) after a heat or final shall be removed from the car and inspected for a second time after an initial "cool down period" of approx. 15 minutes. This period of 15 minutes is only necessary if ambient temperatures are above 20° C..

Proposal: The fuel tank including filter and fuel pipes up to the carburettor may hold a maximum of **130.00 ml valid 1/1/2017**. No loose inserts allowed. Any tank found illegal (>130 ml) after a heat or final shall be removed from the car and inspected for a second time after an initial "cool down period" of approx. 15 minutes. This period of 15 minutes is only necessary if

Remarks: ambient temperatures are above 20° C.
Change in fuel capacity for 2017.

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

THE RULE SHOULD BE AMENDED TO READ:

7.3.

Existing Rule: The fuel tank including filter and fuel pipes up to the carburettor may hold a maximum of 75.00 ml. No loose inserts allowed. Any tank found illegal (>125 ml) after a heat or final shall be removed from the car and inspected for a second time after an initial "cool down period" of approx. 15 minutes. This period of 15 minutes is only necessary if ambient temperatures are above 20° C..

Proposal: The fuel tank including filter and fuel pipes up to the carburettor may hold a maximum of **80.00 ml valid 1/1/2017**. No loose inserts allowed. Any tank found illegal (**>80 ml**) after a heat or final shall be removed from the car and inspected for a second time after an initial "cool down period" of approx. 15 minutes. This period of 15 minutes is only necessary if ambient temperatures are above 20° C.

Remarks: Change in fuel capacity for 2017.

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

10. ELECTION OF SECTION CHAIRMAN.

The position of Section Chairman for 1/8th section has one candidate: Javier Garcia Collado / Spain AECAR

11. ANY OTHER BUSINESS.

GT class.

In the current rules we have 2 technical specs for GT class. One class is related to the Italian version and the other is according to rules used in ROAR and other countries in Asia. This last class is also followed by the main 1/8th scale car manufacturers.

In Kuala Lumpur an IFMAR World GT race was organized together with Large scale. Talks with the manufacturers and drivers present showed that the major manufacturers see this class as a potential standard racing class based on buggy and using drive shaft.

IFMAR will propose to the major manufacturers a draft and ask for input both for the car and the motor specs and based on the feedback a proposal will be made to establish a GT class with IFMAR rules.

Those rules could be the base for EFRA also.

1/8th electric.

We want to introduce a 1/8th electric class with max 4x1S or 2x2S and for the rest same technical dimensions to be run as an open EFRA Cup together with EC40+ (no age limit for this class). Batteries must be on the EFRA list. Motors free for the moment. If this has some success next year we will introduce the class officially for 2017

12. ITEMS FOR GENERAL DISCUSSION.

The Section Chairmen thanked all participants for a constructive meeting, and being no further business the meeting was closed at