



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

Combined Minutes 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 Josef Dragani and Sander de Graaf opened the meeting at 1400 hours
 Change of agenda due to some of the proposals 6/7 will be done after the rules proposals

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Luxembourg, Slovenia
 Member Countries presents, section subscription, allocations etc

COUNTRY	PRESENT	SECTION SUBSCR	ECB 1/8 Portugal	ECA 1/8 Sweden	WC 1/10 Gubbio		
AUSTRIA	Alain Levy			1	6		
BELARUS							
BELGIUM	Leo Heremans		1	2	1		
BULGARIA							
CROATIA	Zvonimir Matosic						
CZECH REP.							
DENMARK				4	3		
ESTONIA							
FINLAND					4		
FRANCE	Guillaume Lievre		5	3	8		
GERMANY	Josef Dragani		1	6	15		
GREAT BRITAIN	John Russell			1	10		
GREECE							
HUNGARY							
IRELAND							
ITALY	Alessandro Pafundi		3	10	25		
LUXEMBOURG							
MONACO	Nathalie Perillo			1	2		
NETHERLANDS	Sander de Graaf				2		
NORWAY	Harvard Gulliksen			5			
POLAND							
PORTUGAL	Roland Casiero		5	1	2		
RUSSIA							
SLOVAK REP.					2		
SLOVENIA							
SPAIN	Javier Garcia Collado		8	2	5		
SWEDEN	Koi Koivarante		2	10	1		
SWITZERLAND	Karl Lackner		5	5	5		
TURKEY	Fath Bodur				1		
TOTAL			30	51	92		

Allocations can be changed till December 21th 2015.

Other persons present: Dallas, J.L. Retornaz, Gary Culver, Tyrone Normann

3. MINUTES OF 2014 SECTION MEETING

November 2014— Valencia, Spain

Matters arising from the minutes: Only pending item was the use of Fuel injection to be investigated. We had some email conversations with Picco and OS engines and both had more or less the same answer and that is that fuel injection will not work on our motors due to higher RPM's nowadays.

The minutes were accepted as written at the AGM 2014.

Secunder: GB Accepted: **unanimously**

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

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2015 season...

WE got some correspondence after releasing the Agenda's for the AGM, mainly from associated member who are against making the tanks bigger. Majority is happy with the system and fear that making tanks bigger or shortening drive time only will help for a short period....

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairmen. See separate reports send out by both section chairmen. A copy will be attached to the minutes.

1/8th Report shows also a small overview from what has happened during my 24 years in EFRA

Some problems with tire payments, most drivers too late, even not paid till they arrive

Statistics 1/10th show big variations in the number of entrants

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

The section has chosen the following applications to host coming EFRA events for 2017.

Applications for 1/8 IC Track for 2017

Year /Date	Alt. Date	Status	Country	Venue
2017		EC 40+	Sweden	Skarpnack
2017		EC B	Switzerland	Lostallo
2017		WC	France	Monteux / Avignon

ECB 2017. Although we changed and will run A/B combined, this is an exception due to the WC, where there will a limited number of drivers going to race for EFRA

Final Race calendar for 1/8th IC track 2016

Year/Date	Alt. Date	Status	Country	Venue
2016	July 23-24	EC-A	Sweden	Eskilstuna
2016	May 21-22	EC-B	Portugal	Vila Real
2016	September 10-11	EC 40+	Germany	Hamm
2016	June 18-19	EC/GP 1/8 GT	Croatia	Zagreb

Applications for 1/10 IC Track

Final Race calendar for 1/10th IC track 2016

Year/Date	Alt. Date	Status	Country	Venue
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2016	September 10-11	EC 40+	Germany	Hamm
2016	August 13-14	WC	Italy	Gubbio

Future Race calendar for 1/10th IC track

Year/Date	Alt. Date	Status	Country	Venue
2017		ECA and B	France	Mulhouse

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' licenced drivers, 1/10th 200 mm Scale 'A' licenced 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' licenced drivers, 1/10th 200 mm Scale 'A' licenced 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: ...ES.....

The proposal: x Passed with .12... for, .1... against and ..2.. abstentions.

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 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

Secinded by:GB....

The proposal: x Passed Unanimously.

x Amended, see change in green

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.

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.

Remarks:

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

Proposed by EFRA

Seconded by: ...B.. o Not Seconded

The proposal:

x Rejected with .4... for, .8... against and ..3.. abstentions.

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: ...SWE.....

The proposal: x Passed Unanimously.

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~~ different 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: ...ES.....

The proposal: x Passed Unanimously.

x Amended, see text in green

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: ...SWE..

The proposal: x Passed Unanimously

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 nogoational.

Proposed by EFRA

WD Due to earlier voting rule 2.4

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: ..SWE...

The proposal: x Passed with 13... for, .2... against and .0... abstentions.

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 (amended 1 brand) ~~2-tyre~~ brands are made by EFRA in communication with the organiser.

Definition of a controlled tyre: ~~1 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: ...ES

The proposal: x Passed Unanimously with amendment from Germany

x Amended, see text in green

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:

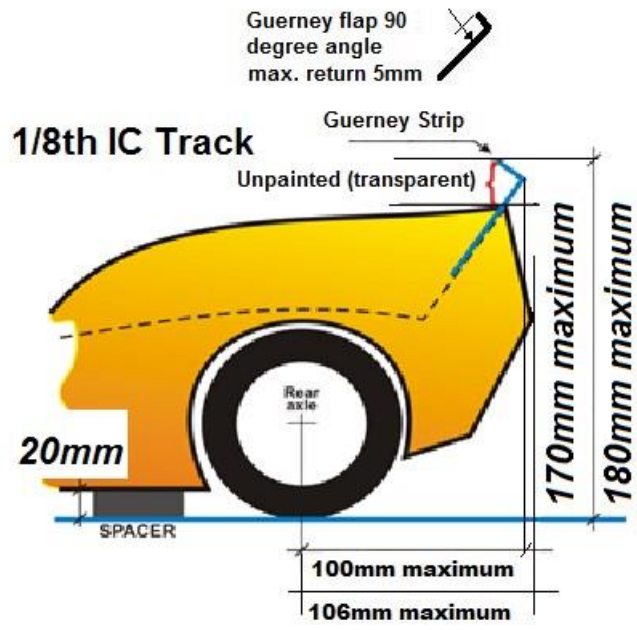
1) Group "C", GT-P, Can-Am, GT1 and GT2 cars

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)

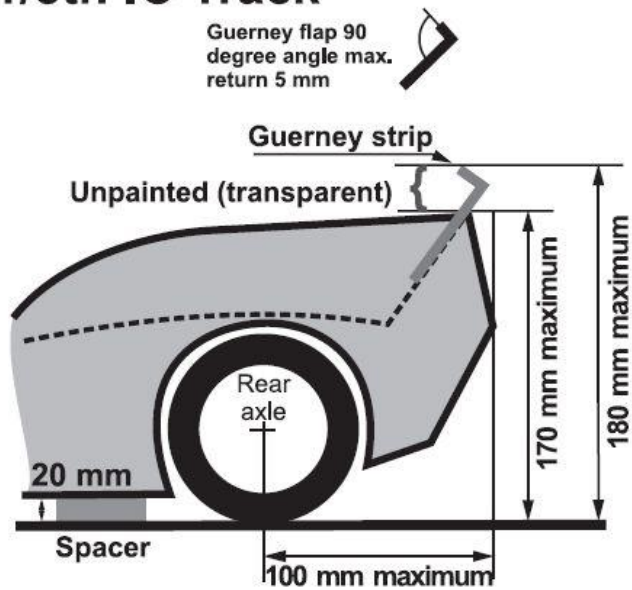


Proposal:

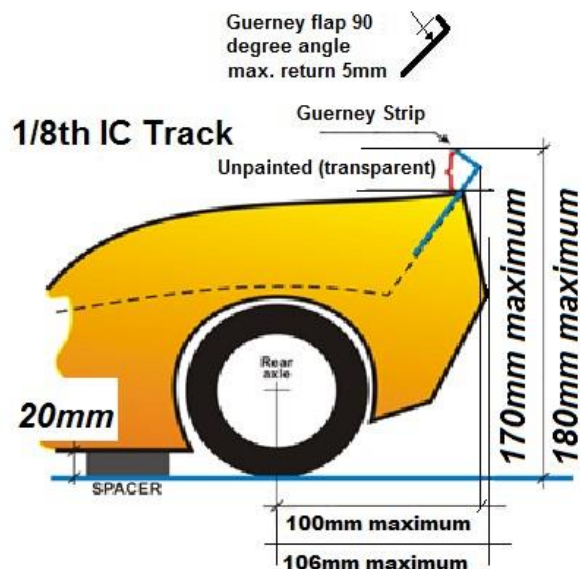
Wings and Spoilers

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 &

1/8th IC Track



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

Secoded by: ..B

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

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 ambient temperatures are above 20° C.

Remarks: Change in fuel capacity for 2017.

Proposed by EFRA

x Not Secoded

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

x Not Seconded

10. ELECTION OF SECTION CHAIRMAN.

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

The Section chairman for 1/8th will act as vice chairman for 1/10th.

Javier showed a presentation regarding his back ground and was voted as section chairman unanimously

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.

Up till now little racing in each country. Only Croatia seems to have an average of 20 drivers. We need to look to this class every next year to see the how it will develop.

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.

At the moment there is hardly any national racing. First let see how this will develop and act when it is getting serious. Some countries have limited racing with 4S and some think 6S is needed.

12. ITEMS FOR GENERAL DISCUSSION.

See comments on any other business, GT and Electric is still very small everywhere. We have to wait and follow these classes to see how it will develop.

The meeting was closed at 18.00.