



**EFRA ANNUAL SECTION MEETING**  
**HOTEL NH Wien Airport,**  
**Vienna Austria**  
**5-6th of November 2016**

**Combined Agenda 1:8 IC and 1/10<sup>th</sup> IC Track**

**SATURDAY 5<sup>th</sup> of November 2016.**

**1. CHAIRMAN'S WELCOME**

Mr Javier Garcia

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	EC 1/8	WC 1/8	EC 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					
<b>TOTAL</b>					

Allocations can be changed till December 21<sup>th</sup> 2016.

Other persons present:

### 3. MINUTES OF 2015 SECTION MEETING

November 2015— Barcelona, Spain

Matters arising from the minutes:

The minutes were accepted as written at the AGM 2015.

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

### 4. CORRESPONDENCE RECEIVED

Any correspondences from the 2016 season.....

### 5. CHAIRMAN'S REPORT

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

### 6. PRESENTATIONS FOR APPLICATIONS EC AND GP'S 2017/18

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
2017		GP?	France	Monteux
2017		GP	Italy	Cassino
2017		EC GT	Italy	Messina
		Subject to change if GP series are accepted		
2018		EC 40+	Austria	Kirchberg
2018		EC	Portugal	Vila Real
2018		EC/ EC 40+	Netherlands	Groningen
2018		EC	France	Montbonnot
2018		EC	Croatia	Zagreb
2018		EC	Italy	Cassino

#### Final Race calendar for 1/8<sup>th</sup> IC track 2017

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

#### Future Race calendar for 1/8<sup>th</sup> IC track.

Year/Date	Alt. Date	Status	Country	Venue
2018				

## Applications for 1/10 IC Track

Year/Date	Alt. Date	Status	Country	Venue
2018		EC 40+	Austria	Kirchberg
2018		EC 40+	Netherlands	Groningen
2018		EC	Germany	Turkheim
2018		EC	Portugal	Vila Real
		Subject to change if GP Series are accepted		

### Final Race calendar for 1/10<sup>th</sup> IC track 2017

Year/Date	Alt. Date	Status	Country	Venue
2017		EC 40+	Sweden	Skarpnack
2017		EC A+B	France	Mulhouse

### Future Race calendar for 1/10<sup>th</sup> IC track

Year/Date	Alt. Date	Status	Country	Venue
2018				

## 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 21<sup>th</sup>. 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 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 weekends between the finals.

In the years there is an IFMAR WC in the EFRA Bloc. there will be no EC-A (see schedule IFMAR, [www.ifmar.org](http://www.ifmar.org))

It will be open to EFRA 'A' and 'B' licenced drivers, both running their own event. 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 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 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.

#### 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 weekends between the finals.

In the years there is an IFMAR WC in the EFRA Bloc. there will be no EC-A (see schedule IFMAR, [www.ifmar.org](http://www.ifmar.org))

It will be open to **64 drivers in the following order: current World Championship (if European) in 1/8th and 1/10th, current European Championship in 1/8th and 1/10th, 25 EFRA A drivers and 35 (or numbers of drivers necessary) to complete 64 allocations, will bump up in Controlled Time Practice in the event.** 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 Euro B 1/8th Sportscars/GT-P/Group-C will be open to:**

**All drivers who want to attend the race, except drivers who have been included in European Championship "A".**

**The Euro B for 1/10th will be open for: All drivers who want to attend race except drivers who have been included in European Championship "A".**

For both classes: The winner of the B-EC will become EFRA 'A' **driver immediately** and will retain A-licence for **2** years.

c) The EFRA ranking list is based **on the overall result of the EFRA GP Series.** The total result of this list **will decide upon** A and B **driver just before European Championship.**

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) **EFRA GP series.** EFRA GP Series will be held in the first part of the year (March-June). Minimum 2 and maximum 3 GP's will determine EFRA A and EFRA B drivers. The first 25 drivers will be EFRA A drivers, the rest of the drivers will be EFRA B drivers in the current year. EFRA GP series (1/8th and 1/10th 200mm) are run in combined events. EFRA GP meetings will use the points system, with the drivers best 2 meetings out of the 3 to count. If EFRA GP series is held with only 2 meetings, all the races will count. EFRA GP series will follow GP point system (see 3.3.6).

**Remarks:** Introduce the new EFRA GP series, changes in EFRA ranking list considering EFRA GP series and delete European Championship 1/8 flat chassis.

**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 + last lap for 1/8th. Qualifying is minutes + last lap for 1/10th.

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.

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**Rain procedure:**

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**Remarks:**

Already explained in the first proposal from us.

**Proposed by NMF Norwegian Motorsport Federation, Naas Gunnar Mikal**

**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:**

## 2.4.

### 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.

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#### 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:

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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). **Procedure for Super Pole will be: 3 minutes warm up for each driver and then 6 consecutive laps.** 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:

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**Rain procedure:**

Only rounds ran under the same conditions will count. Same conditions means: no differences in average lap time by more than 20%. The Race director together with the referee will make the final decision.

**Remarks:** Clarify "super-pole" procedure.

**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:**

2.4.

**Existing Rule:**

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

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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.

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**Rain procedure:**

Only rounds ran under the same conditions will count. Same conditions means: no differences in average lap time by more than 20%. The Race director together with the

referee will make the final decision.

**Remarks:** my propose is: 5 rounds is ok, but 4mins (not5)+last lap point system can be ok, but for me is good have 1st and 2nd after the 5 round's direct in main final , 3-4-5-6 superpole system and 1st&2nd after superpole complete the direct finalist's with 3rd and 4rt position, then like past 4 drivers direct in final.

**Proposed by NOVAROSSO WORLD s.r.l.**

**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; 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.

**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.  
**For EFRA GP series as a guideline:**  
**Thursday - Friday: Free or controlled practice.**  
**Saturday: Controlled time practice, Qualifying and "Super-Pole".**  
**Sunday: Finals**  
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. **For EFRA European Championship**, the race director should seed the Controlled Practice heats, Controlled Timed Practice heats based on the EC from last year. **For EFRA GP series, the race director should seed the Controlled Practice heats and Controlled Practice heats according to last EFRA GP series meeting.** 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:** Introduce new EFRA GP series.

**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 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.

**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 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 **Practice 2 direct Qualifiers (TQ and Super Pole winner), both cars must be put in Parc Fermé. Also, 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:** The existing rule was created when we didn't have any drivers directly in the main final. Now, with point system and TQ and Super pole winner in the main, we have to modified this rule and also TQ and Super pole winner must be in Parc Ferme.

**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 DELETED:**

2.7.

**Existing Rule:** Frequencies for semi-finals and finals are not published and must remain secret. The Race Director will allocate frequencies to the drivers personally after they have proposed to him 2 or 3 different frequencies. A radio check must be made before the start of the final.

**Remarks:** This rule is part of the past. With actual radio 2.4 Gh systems, we haven't applied that rule in last 5 years.

**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 DELETED:**

2.9.

**Existing Rule:** A ranking system will be made based on the GP results, 2 worst results can be taken out, to define a Pro-Open ranking. This is not an official EC series, but will be called, Pro-Open 'year'.

**Remarks:** Introduce new EFRA GP series.

**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 DELETED:**

3.15.

**Existing Rule:** Race Directors must use the staggered starting system for Qualifying (see general rules 9.)

**Remarks:** This point in the rules are not in right place, it's not a track specifications

**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 DELETED:**

3.16

**Existing Rule:** Race Directors and referees involved in EFRA sanctioned events may be invited to a briefing meeting covering interpretation of the rules and management of international races, so that they feel confident to manage a good event.

**Remarks:** This point in the rules are not in right place. It's not a track specification.

**Proposed by EFRA**

Seconded by: ..... o Not Seconded

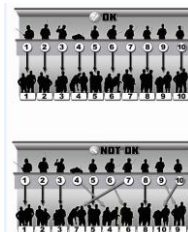
The proposal: o Passed Unanimously o Passed with .... for, .... against and .... abstentions.

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

**THE RULE SHOULD BE AMENDED TO READ:**

4.1.

**Existing Rule:** (see also General Race Procedures Chapter 8). The arrangements of the Qualifying heats and the numbering will be defined with the best result of 3 consecutive laps of the Driver, made during 2 controlled timed practice runs.  
The drivers must stand adjacent to their numbers on the rostrum; the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible or in the same order.



A & B drivers are only separated during practice and controlled timed practice. When B-drivers are faster in controlled timed practice (best 3 consecutive laps) they deserve to be in a higher heat. The 3 fastest consecutive laps will count for a complete rearrangement of the groups regardless the license status (A or B).

**Proposal:** **CONTROLLED PRACTICE AND CONTROLLED TIMED PRACTICE PROCEDURES**  
For all EFRA races: All practice in EFRA races will be defined with the best result of 3 consecutive laps of the driver. The result will be used in the following procedure:  
For EFRA GP series: The race director should seed Controlled Practice and Controlled timed Practice according to the last meeting of the EFRA GP series. Controlled Practice shall contain a maximum of 10 drivers. These Controlled Practice heats will be of 10 minutes duration. The Controlled Timed Practice will be of 5 minutes duration .  
The arrangements of the Qualifying heats and the numbering will be defined with the best result of 3 consecutive laps of the Driver, made during 2 controlled timed practice

runs.

For EC's: The race director should seed Controlled Practice and Controlled timed Practice according to the EC from last year. Controlled Practice shall contain a maximum of 10 drivers. These Controlled Practice heats will be of 10 minutes duration. The Controlled Timed Practice will be of 5 minutes duration.

The results of the Controlled Timed Practice will determine allocations to participate in the EC A. This ranking list will not consider drivers who are classified directly in the EC A (25 first drivers for EFRA GP series, current WC 1/8th if European, current WC 1/10th if European, current EC 1/8th and current EC 1/10th). The total amount of drivers for EC A will be 64. Rest of the drivers will race in EC B.

The drivers must stand adjacent to their numbers on the rostrum; the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible or in the same order.

**Remarks:** Introduce new EFRA GP series and new qualification system for European Championship A and B

**Proposed by EFRA**

**Seconded by: ..... o Not Seconded**

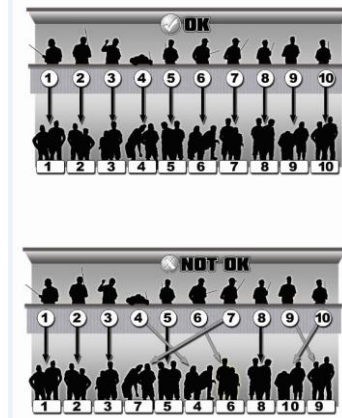
**The proposal: o Passed Unanimously o Passed with .... for, .... against and .... abstentions.**

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

**THE RULE SHOULD BE AMENDED TO READ:**

4.1.

**Existing Rule:** (see also General Race Procedures Chapter 8). The arrangements of the Qualifying heats and the numbering will be defined with the best result of 3 consecutive laps of the Driver, made during 2 controlled timed practice runs. The drivers must stand adjacent to their numbers on the rostrum; the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible or in the same order.



A & B drivers are only separated during practice and controlled timed practice. When B-drivers are faster in controlled timed practice (best 3 consecutive laps) they deserve to be in a higher heat. The 3 fastest consecutive laps will count for a complete rearrangement of the groups regardless the license status (A or B).

**Proposal:** (see also General Race Procedures Chapter 8). The arrangements of the Qualifying heats and the numbering will be defined with the best result **in number of laps + time of last lap in 5 minutes** of the Driver, made during 2 controlled timed practice runs. **The** drivers must stand adjacent to their numbers on the rostrum; the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting

numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible or in the same order.

A & B drivers are only separated during practice and controlled timed practice. When B-drivers are faster in controlled timed practice they deserve to be in a higher heat. (best result in number of laps + time of last lap in 5 minutes) The best result in number of laps + time of last lap in 5 minutes will count for a complete rearrangement of the groups regardless the license status (A or B).

**Remarks:** Controlled timed practice are supposed to rearrange groups for the race, thus it is more accurate to do this with the same race modus. 3 consecutive laps were implemented in free and/or controlled practice to get a ranking while letting drivers to be able to stop in practice to made different change in setting or bodies.

**Proposed by OFMAV Oesterreichischer Funk Modell Auto Verband, Jaeger Ing. Hubert H.**

**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-- 6,5,4,3,2,1,10,9,8,7

**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). Starting procedure (from where the cars would start) and the timing loop used should be defined before the first practice (free or controlled) i.e. Monday morning.  
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:** Make an end to those endless discussions and lobbying about which loop to use and from where to start etc... Deciding how to do just before the 1st controlled timed practice is unfair.

**Proposed by OFMAV Oesterreichischer Funk Modell Auto Verband, Jaeger Ing. Hubert H.**

**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:**

4.3.

**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 duration for 1/8th. Qualifying heats are 5 minutes duration for 1/10th.** 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:**

It's been very hard for many years to make 5 minutes, at least for 1:8 Track cars. 4 minute qualifying heats have been used in the ENS series for a good while now, and it works extremely well. Everybody seems to be happy about this. EFRA GP and EC attendance has been low for a good while. Measures should be taken in order to try and awaken the interest more with the drivers. We are only proposing to change this for the 1:8 Track class. If this passes the rule must be split in two for the classes.

**Proposed by NMF Norwegian Motorsport Federation, Naas Gunnar Mikal**

**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:**

4.4.

**Existing Rule:**

Qualifying, staggered start system:

- 1 There must be a minimum 3 min. gap between the end of one heat and the start of the next heat. Also a minimum of 2 minutes must be allowed between the issuing of the transmitters and the start of the heat.
- 2 An audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.
- 3 From 30 seconds until 3 seconds the cars must be held at the starting boxes (this could also be the pit lane). If a car is not at the starting box at 3 seconds (due to unforeseen problems) the car may start from the pit lane after other cars have officially started. The race director and referees will monitor for the abuse of this procedure.
- 4 Cars are released in the right order for the Round by the starter.



**Proposal:** Qualifying, staggered start system:  
-1 There must be a minimum 3 min. gap between the end of one heat and the start of the next heat. Also a minimum of 2 minutes must be allowed between the issuing of the transmitters and the start of the heat.  
-2 An audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.  
-3 From 30 seconds until 3 seconds the cars must be held at the starting boxes (this could also be the pit lane). If a car is not at the starting box at 3 seconds (due to unforeseen problems) the car may start from the pit lane after other cars have officially started. The race director and referees will monitor for the abuse of this procedure.  
-4 Cars are released in the right order for the Round by the starter.  
**-5 All cars start their qualifiers from the pit lane. As soon as the car passes the start/finish line their 4 minute qualifying heat starts.**

**Remarks:** Starting the qualifiers from the pitlane has been done in the ENS series. This is working very well. But it of course has to be together with 4 min qualifiers. No mechanics need to be running out on the track. Less problems with the mechanics and driver being able to hear the start order and when to release the car. And with 4 minute heats you have more than enough fuel to make it to the starting line.

**Proposed by NMF Norwegian Motorsport Federation, Naas Gunnar Mikal**

**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:**

4.5.

**Existing Rule:** RAIN PROCEDURE DURING QUALIFYING:  
-1 The Race Director and the Referees are jointly responsible for the decision to stop a race in the event of rain.  
-2 On the result sheets the Race Director or the appointed official must mark a heat 'WET' when the heat was raced under wet conditions (20% differences in lap times). On the corresponding record sheets, this must also be marked.  
The Race Director together with the Referees will decide in case of any doubt.  
Heats are generally considered to be 'WET' when there is any rain or moisture on the track and it is obvious to the Race Director that the cars cannot perform to their maximum capability. The Race Director may decide to postpone qualifying if it is likely that qualifying can be resumed within reasonable time.  
-3 Due to the points system and when weather and time permits, the Race Director must try to complete as many Rounds as possible under equal circumstances.  
-4 When continuation is judged to be senseless, or when other drivers should be offered a fair chance to drive under dry conditions, the Race Director together with the Referees may decide to end a heat or cancel a complete heat (4.8.1.)  
-5 When 1 Round is finished under dry conditions, the Race Director can postpone the qualifying until the track is declared fully dry again. If it is likely that this will interrupt the qualifying for more than 1 hour, the Race Director may decide to open the track for controlled practice.

**Proposal:** RAIN PROCEDURE DURING QUALIFYING:  
-1 The Race Director and the Referees are jointly responsible for the decision to stop a race in the event of rain.  
-2 On the result sheets the Race Director or the appointed official must mark a heat 'WET' when the heat was raced under wet conditions (20% differences in lap times). On the corresponding record sheets, this must also be marked.  
The Race Director together with the Referees will decide in case of any doubt.  
Heats are generally considered to be 'WET' when there is any rain or moisture on the track and it is obvious to the Race Director that the cars cannot perform to their maximum

- capability. The Race Director may decide to postpone qualifying if it is likely that qualifying can be resumed within reasonable time.
- 3 Due to the points system and when weather and time permits, the Race Director must try to complete as many Rounds as possible under equal circumstances.
  - 4 When continuation is judged to be senseless, or when other drivers should be offered a fair chance to drive under dry conditions, the Race Director together with the Referees may decide to end a heat or cancel a complete heat. ~~(4.8.1.)~~
  - 5 When 1 Round is finished under dry conditions, the Race Director can postpone the qualifying until the track is declared fully dry again. If it is likely that this will interrupt the qualifying for more than 1 hour, the Race Director may decide to open the track for controlled practice.
  - 6 In case of an interruption due rain situation when a round of qualification is running, all this ROUND of qualification will be discarded.
  - 7 When race director declares the race to be wet, a second car can be used as a rain car in same conditions like in sub-finals and final (see 4.8).

**Remarks:** We don't have in our appendix point 4.8.1  
Remarks point 6. We try to clarify rain situations during qualification due point system. When rain comes in the middle of a round of qualification is very difficult come back with this round in same track conditions. For that reason, it could be better to discard the complete round.  
Remarks point 7. We should be allow to use rain car also in qualification.

**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:**

4.7.

**Existing Rule:** Starting for Sub Finals and Main Final will be on a 'Le Mans' type grid, with the faster Qualifier starting in front of the slower. During Sub Finals and the Main final, a trial lap can be made to avoid frequency problems and to check the transponders. Cars will be released one by one by the starter.

Finals, Le Mans start grid:

- 1 There must be a minimum 3 min. gap between the end of one final and the start of the next final. Also a minimum of 2 minutes must be allowed between the issuing of the transmitters and the start of the final.
- 2 An audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.
- 3 From 30 seconds until 3 seconds the cars must be held at the starting boxes. If a car is not at the starting box at 3 seconds (due to unforeseen problems) the car may start from the pit lane after other cars have officially started. The race director and referees will monitor for the abuse of this procedure.
- 4 For all finals, from 10 seconds until 3 seconds prior to the start, a second by second count-down will be made in English.
- 5 For Le Mans Grid Starts: at 5 seconds prior to the start, the Starter will lower the starting flag and at 3 seconds the flag will be fully down. At this point, all cars must be released by the mechanics, who will all step back 1 meter.  
The cars must remain in the boxes, no part of the car touching the starting line.
- 6 From 3 seconds; the verbal count-down stops and the actual start-signal will be given by the Starter after a period of between 0 and 5 seconds has elapsed. If the grid is not to the satisfaction of the Starter, he may require a restart, re-commencing with the count-down from 30 seconds.
- 7 The official start signal will be audible by means of a 'hooter' (computer operated signal), operated by the Starter/Timekeeping supervisor. This signal will also start the Timing Systems.

- 8 Jump-starts, (i.e. any part of the car touching the starting line) will be penalised with a 'STOP and GO' penalty. The time for this 'STOP and GO' has to be set at the team managers meeting before the actual race starts and will have a maximum of 10 seconds. This penalty is issued by the Starting Official, Race Director or the Referee and must be announced immediately after the start. The penalty will be marked on the result-sheet.
- 9 Under no circumstances will the race be stopped due to a jump-start.
- 10 The Starter may only interrupt the race and make a restart in the event that he considers the starting procedure or the start was not carried out correctly.
- 11 Delayed start:  
Providing the starter has not called 30 seconds (the trial lap, see 4.3 is part of the procedure after 30 seconds) for the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on his car. This delay can be granted only once for each semi-final and the final.
  - the track is closed, if the delay is requested as a result of frequency or radio problems
  - the track is open, if the delay is requested for mechanical repairs or problems.
 Any driver asking for a delay will start from the end of the grid (11th position to be painted on the track) or from the pit lane in case he is not within time at the grid.

**Proposal:**

**STARTING FOR SUBFINALS AND FINAL**

Starting for **subfinals** and **final** will be on a 'Le Mans' type grid, with the faster Qualifier starting in front of the **slower**. ~~During Sub-Finals and the Main final, a trial lap can be made to avoid frequency problems and to check the transponders. Cars will be released one by one by the starter.~~

Finals, Le Mans start grid:

- 1 There must be a minimum 3 min. gap between the end of one final and the start of the next final. Also a minimum of 2 minutes must be allowed between the issuing of the transmitters and the start of the final.
- 2 An audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.
- 3 From 30 seconds until 3 seconds the cars must be held at the starting boxes. If a car is not at the starting box at 3 seconds (due to unforeseen problems) the car may start from the pit lane after other cars have officially started. The race director and referees will monitor for the abuse of this procedure.
- 4 For all finals, from 10 seconds until 3 seconds prior to the start, a second by second count-down will be made in English.
- 5 For Le Mans Grid Starts: at 5 seconds prior to the start, the Starter will lower the starting flag and at 3 seconds the flag will be fully down. At this point, all cars must be released by the mechanics, who will all step back 1 meter.  
The cars must remain in the boxes, no part of the car touching the starting line.
- 6 From 3 seconds; the verbal count-down stops and the actual start-signal will be given by the Starter after a period of between 0 and 5 seconds has elapsed. If the grid is not to the satisfaction of the Starter, he may require a restart, re-commencing with the count-down from 30 seconds.
- 7 The official start signal will be audible by means of a 'hooter' (computer operated signal), operated by the Starter/Timekeeping supervisor. This signal will also start the Timing Systems.
- 8 Jump-starts, (i.e. any part of the car touching the starting line) will be penalised with a 'STOP and GO' penalty. The time for this 'STOP and GO' has to be set at the team managers meeting before the actual race starts and will have a maximum of 10 seconds. This penalty is issued by the Starting Official, Race Director or the Referee and must be announced immediately after the start. The penalty will be marked on the result-sheet.
- 9 Under no circumstances will the race be stopped due to a jump-start.
- 10 The Starter may only interrupt the race and make a restart in the event that he considers the starting procedure or the start was not carried out correctly.
- 11 Delayed start:  
Providing the starter has not called 30 seconds (the trial lap, see 4.3 is part of the procedure after 30 seconds) for the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on his car. This delay can be granted only once for each semi-final and the final.
  - the track is closed, if the delay is requested as a result of frequency or radio problems
  - the track is open, if the delay is requested for mechanical repairs or problems.
 Any driver asking for a delay will start from the end of the grid (11th position to be painted on the track) or from the pit lane in case he is not within time at the grid.

**Remarks:** Typo change in the title to be more clear  
Trial lap is never used and Time keeper can check transponders during warm up time.  
Also avoid frequency problems is not longer used.

**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 EFRA choosen supplier controlled tyres can be used (Hand-Outs). The choice of the tyre brand is 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.  
Only EFRA registrated brand (1.200 Euro registration fee) allowed. The prize for one set of tires will be fixed for the whole meeting.  
Tire supplier is completely in charge of tire distribution and payments. The EFRA selected tire distributor needs to bring enough 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. 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:**

**5.1.1 SPECIFICATIONS FOR CONTROL TIRE**

Definition of Control Tire: 1 set (front and rear), 1 brand, 1 diameter front, 1 diameter rear, 1 shore for front and 1 shore for rear.

A Control tire is mandatory for: Controlled time practice (which are used for seeding), Qualifying, Sub-finals and final.

Price will be fixed for all EFRA season and will be revised in each AGM:

Price for 2016 1/8th: 18€ per set

Price for 2016 1/10th 200mm: 10€ per set

Diameters for 1/8th: 69.0mm front and 76.0mm rear

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

Diameters for 1/10th: 62mm front, 64mm rear

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

**PROCEDURE FOR CONTROL TIRE (specific rules for drivers):**

- Only EFRA chosen supplier controlled tyres can be used (Hand-outs).
- Reused tires will be allowed.
- With the entry fee, drivers must order quantity of tires that they want to use during the Official event: Minimum set tires to order will be 5 sets and no maximum. Also drivers should inform the number of tires for free practice they want to get, so the Official Tire Supplier can provide enough tires for whole event.
- When drivers arrive at the track, they will have their Officials sets (ordered in entry fee) ready in a specific box in race control. Sets ordered for free practice will be ready to collect in the Official Tire Supplier area. - Drivers have to pay for sets that they ordered directly at the track to the Official Tire Supplier. For extra sets that drivers want to order for the Official Race, a ticket system will be used. Drivers will have to pay for tickets to the Official Tire Supplier and they have to give those tickets in the controlled area. Officials will put new sets in a specific box of the driver.
- If the hand out tires have any visible defects (bad gluing, visible damage to tyre or rim) the effected tyre(s) can be exchanged before the official race start by race control. Production tolerance (including shore hardness) will not be considered as a defect. Tyres must be used as they are supplied and will be given out and fitted in the controlled area. (no modifications to the rims, except the hole for the axle, no shore meters can be used to select tyres)
- During their race time, drivers can use tires from their box in the controlled area. After finishing their race time, drivers must leave their tires in their box and leave the pit area without tires. If any tire leaves the pit, it cannot be used in the Official race anymore.
- When drivers finish their participation in the event, they can collect their used or unused tires from the controlled area and keep them.
- For free practice, drivers have free choice of tyres used, but no treatment is allowed. From the start of the controlled timed practice, drivers have to use the Hand-out tires.
- 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.

**PROCEDURE FOR CONTROL TIRE (specific for manufactures/brands):**

- Only EFRA registered manufacturers/brands allowed to be Official Tire Supplier. They must be registered at the Official Tire Supplier list before 31th of March.
- Requirements to be Official Tire Supplier for EFRA events:
  1. All manufactures/brands must be Associated Member in EFRA.
  2. They must have enough capacity to provide necessary amount of tires for EFRA events.
  3. Official Tire Supplier has to be completely in charge of tire distribution of tires. This means: provide tires directly at the track, take care of all regarding payments (they will accept cash and recommended credit card payments), handling Official tires together with organizer (except controlled area), prepare ticket system and, in general, all minor things needed for the Control Tire system.
- Manufacturers/Brands as Official Tire Supplier have the right:
  1. To make any promotion by themselves as EFRA Official Tire Supplier.
  2. Enough space on the track during EFRA EVENTS to handle all necessary regarding Control Tire System.
  3. Put banners on the track as EFRA Official Tire Supplier with a maximum of 5 banners. If more banners on the track or another kind of advertisement, that will be in agreement

with the organizer.

4. All benefits for EFRA Associated Members.

- After 31th of March a final list with the Official Tire Suppliers will be published on the EFRA webpage. In that list, Official Tire Suppliers will get races according to a rotation list. (Special Remark for the first year: Manufactures/brands will get races according to the date joined as Official Tire Supplier, meaning: The first race will be for the first company to join as OTS, second race will be for second company and so on..). Rotation list means: First company in the list get first EFRA event. Then, this company goes back to the list, the next one will get the next EFRA event, and then go back to the list, and so on...

- In the years when there is an IFMAR WC in the EFRA Bloc, all EFRA races at the WC track (Warm up, EFRA GP series...) will be done with the same tires selected for the IFMAR World Championship.

- if needed ,EFRA will provide information about track preparation which will be mandatory for the event.

**Remarks:** New and specific rules for control tire. We have to separate rules regarding drivers and special requirements for manufactures/brands.

**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 EFRA chosen supplier controlled tyres can be used (Hand-Outs). The choice of the tyre brand is 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.

Only EFRA registrated brand (1.200 Euro registration fee) allowed. The prize for one set of tires will be fixed for the whole meeting.

Tire supplier is completely in charge of tire distribution and payments. The EFRA selected tire distributor needs to bring enough 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 1/0th: '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**.  
**TYRE DIMENSIONS FOR 1/8th. :**  
**Maximum width of rear tyre: 64.0 mm.**  
**TYRE DIMENSIONS FOR 1/10th. :**  
**Maximum width of front & rear tyre (across side-walls): 31.0 mm.**
- Remarks:** We have to create a specific chapter for control tire and also we are going to introduce important modifications in it.

**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 EFRA chosen supplier controlled tyres can be used (Hand-Outs). The choice of the tyre brand is 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.  
Only EFRA registered brand (1.200 Euro registration fee) allowed. The prize for one set of tires will be fixed for the whole meeting.  
Tire supplier is completely in charge of tire distribution and payments. The EFRA selected tire distributor needs to bring enough 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.

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:

**A) 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 tyre brand is 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.

Only EFRA registered brand (1.200 Euro registration fee) allowed. The prize for one set of tires will be fixed for the whole meeting.

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**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.

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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.

**B) From controlled timed practice, the driver could re-use his own tyres. Tyres to be impounded in bags marked with the driver name and group number. After tech control the cars are in parc ferme. A driver who wants to re-use tyres must give them back before the car leaves the parc ferme.**

**Remarks:** Some series use this system for years now and it is part of the success. It also has a good psychological impact of the feeling organisation and event gave back.

**Proposed by OFMAV Oesterreichischer Funk Modell Auto Verband, Jaeger Ing. Hubert H.**

**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 IS NEW:**

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 EFRA chosen supplier controlled tyres can be used (Hand-Outs). The choice of the tyre brand is 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.

Only EFRA registered brand (1.200 Euro registration fee) allowed. The prize for one set of tires will be fixed for the whole meeting.

Tire supplier is completely in charge of tire distribution and payments. The EFRA selected tire distributor needs to bring enough 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. 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.

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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:**

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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 tyre brand is 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.

Only EFRA registered brand (1.200 Euro registration fee) allowed. The prize for one set of tires will be fixed for the whole meeting.

Tire supplier is completely in charge of tire distribution and payments. The EFRA selected tire distributor needs to bring enough amount of sets to satisfy the needs of all competitors.

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Maximum width of rear tyre: 64.0 mm.

Diameters: 69.0 mm front, 76.0 mm rear.

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##### **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.

**Remarks:** my propose is stop with the controlled tyre in this way, because we loose a lot of things in this war; no wc/ec contest for the tyre factory, no tactical from every driver because diameter and hardness is fixed; also the cost of the race in this way for the fun drivers is more expansive and we lost drivers every race.

**Proposed by NOVAROSSO WORLD s.r.l.**

**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:**

6.2.

**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 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.

**Remarks:** i think for the future, maybe in 2 years we must think about to change the limit of the fuel tank from 125cc to 135/140cc. a lot of rules change during this last's years, but 125cc is one limit now to "old" for this cars of today and for this engine of today.

**Proposed by NOVAROSSO WORLD s.r.l.**

**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:**

6.10.

**Existing Rule:** CUT OUTS  
- the windscreen must not be cut out. One hole of max. 6.0 sq. cm for cooling is permitted  
- side windows and rear windscreen may be removed.  
It is not allowed to bend windows to the outside - all parts of the vehicle must be covered, except:  
a) Cooling head of engine.  
b) Air filter.  
c) Aerial (max. 10.0 mm).  
d) Outlet pipe of muffler.  
e) Fuel filler cap.  
f) Roll-over bar.

Only if these parts are extending the body. Cut-outs for above mentioned parts are to have no more than 10.0 mm clearance. In addition to this, the following holes are allowed:

g) For muffler outlet.

h) For fuel filler cap (50.0 mm maximum, round, viewed from above and not combined with the hole from the roll-over bar, or oval 40 mm x 60 mm maximum and not combined with the hole for the roll-over bar).

Note: Hole for roll-over bar and fuel filler gap may not be combined.

The following rules refer to the GT-P/Group-C body:

In case of the Proto types or open cockpit cars, a clearance of 10 mm around the fuel filler cap is allowed.

i) For radio switch (max. 10.0 mm).

j) For glow plug (max. 20.0 mm).

k) Fuel mixture valve (max 15.0 mm).

**Proposal:**

**CUT OUTS**

- the windscreen must not be cut out. One hole of max. 6.0 sq. cm for cooling is permitted  
- side windows and rear windscreen may be removed.

It is not allowed to bend windows to the outside - all parts of the vehicle must be covered, except:

a) Cooling head of engine.

b) Air filter.

c) Aerial (max. 10.0 mm).

d) Outlet pipe of muffler.

e) Fuel filler cap.

f) Roll-over bar.

Only if these parts are extending the body. Cut-outs for above mentioned parts are to have no more than 10.0 mm clearance. In addition to this, the following holes are allowed:

g) For muffler outlet.

h) For fuel filler cap (50.0 mm maximum, round, viewed from above, or oval 40 mm x 60

mm **maximum**.)

**Note:** Hole for roll-over bar and fuel filler cap can be combined. It's not allowed to

**combine fuel filler cap with Air filter hole and/or cooling head engine hole.**

The following rules refer to the GT-P/Group-C body:

In case of the Proto types or open cockpit cars, a clearance of 10 mm around the fuel

filler cap is allowed.

i) For radio switch (max. 10.0 mm).

j) For glow plug (max. 20.0 mm).

k) Fuel mixture valve (max 15.0 mm).

**Remarks:**

During the year I got a lot of questions about that point in the rules. As far as I see, a lot of new homologated bodies have a pre-cut area with combined holes for fuel filled cap and roll bar. Combined both holes is not any advantage for drivers. But we introduce an important remark with aim to not combine holes for air filter and cooling head engine and fuel filled cap.

**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:**

6.13.

**Existing Rule:**

4WD cars can be used without any technical restrictions except those listed in Section 5.

The use of separate front wheel brakes, except through transmission is also not allowed (locking of a one-way bearing is allowed).

2WD cars are restricted to:

Rear axle driven.

Gearbox with maximum 2 gears.  
No front wheel brakes.  
No gas filled shock absorbers.  
Specifications of flat chassis cars:  
Rear wheel propulsion only.  
One engine (one cylinder, 3.50 ccm air cooled).  
Brake on rear axle only.  
No gear box.  
No suspension, an articulated front end is allowed.

**Proposal:** 4WD cars can be used without any technical restrictions except those listed in Section 5. The use of separate front wheel brakes, except through transmission is also not allowed (locking of a one-way bearing is **allowed**).

**Remarks:** Clean handbook. 2wd and flat chassis will not have any official race in the upcoming years.

**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:**

7.8.

**Existing Rule:** Bodies:  
Bodies must be a 1/10 scale touring car in character, being a scale copy of vehicles that exist or have existed and must be comply to the GLOBAL BODY SPEC 1/10th IC Track. Bodies will be sent to the Body shell Homologation Officer for approval. The EFRA Registration Number has to be embossed in the body at an edge of the front window. For the EC-B; only one (1) body is allowed and will be chosen in an online voting system by actual B-drivers on the EFRA Web Page.

**Proposal:** Bodies:  
Bodies must be a 1/10 scale touring car in character, being a scale copy of vehicles that exist or have existed and must be comply to the GLOBAL BODY SPEC 1/10th IC Track. Bodies will be sent to the Body shell Homologation Officer for approval. The EFRA Registration Number has to be embossed in the body at an edge of the front window.

**Remarks:** New system in European Championship A and B.

**Proposed by EFRA**

**Seconded by: ..... o Not Seconded**

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

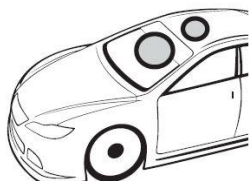
**o Rejected with .... for, .... against and .... abstentions. o Amended**

**THE RULE SHOULD BE DELETED:**

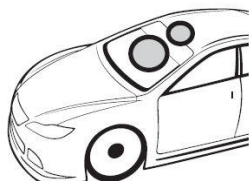
7.11.

**Existing Rule:** Cuts outs: Only the following holes and sizes are permitted in the body shells: One (1) cooling hole may be cut in the front windscreen with a maximum diameter of 60.0 mm. Re-fuelling hole:

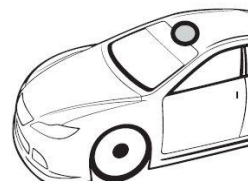
max. dia. 50.0 mm, the centre of this hole must be the centre of the fuel filler cap, viewed from above. Note: The cooling hole and re-fuelling hole in the front windscreen may not be combined. Minimum distance between the holes: 5,0 mm. A hole with max. dia. of 35.0 mm is allowed just above the engine cooling head for easy glow plug access but cannot be combined with any other hole, minimum distance between holes: 5.0 mm. Both front side windows and the rear window can be removed for ventilation, but not the side rear windows, which must remain intact. Small holes can be made for the body posts, transponder, carburettor adjustment and radio antenna (max. dia. of 10.0 mm). The hole for the exhaust pipe must be of reasonable size. No other holes are permitted. If the re-fuelling hole is part of the front windscreen, then that hole is to be considered also as the cooling hole with a max. dia. of 50.0 mm.



O.K. 1 hole max. 60 mm cooling in window, 1 hole max 50 mm refueling



NOT O.K. 1 hole 60 mm cooling and also 1 hole 50 mm refueling, both in window



O.K. 1 hole max. 50 mm for refueling in window/roof

**Remarks:** for me this rules don't have reason to exist..... we must talking about this to agm because or we delete or we find one middle point in this rules,but like this is crazy

**Proposed by NOVAROSSO WORLD s.r.l.**

**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:**

7.12.

**Existing Rule:** Wings and spoilers: One wing and one spoiler may be mounted to any car (if the original full-size car had more, it is allowed to do the same). Wing and spoiler must be made from a flexible material and be painted. Wing and spoiler may not be fixed to body with piano wire (they must be mounted directly to the body). Wing and spoiler must not protrude outside the maximum height and width of the body (incl. the side dams). Rear wings must be mounted in the same place as was intended by the body manufacturer. The overhang must not exceed 10 mm at the furthest point, measured from the most rear point of the body. Side dams may be fitted but must be a reasonable representation of those fitted do the original car, fit in a rectangle with the measurements defined, and must not project above the height of the roofline. The height of the wing may be adjusted but the wing, incl. side dams must not extend higher than the roofline. Wings (excl. side dams) are to be of single moulded construction (no flat packs/bend your own).

**Proposal:** Wings and spoilers: One wing and one spoiler may be mounted to any car (if the original full-size car had more, it is allowed to do the same). Wing and spoiler must be made from a flexible material and be painted. Wing and spoiler may not be fixed to body with piano wire (they must be mounted directly to the body). Wing and spoiler must not protrude outside the maximum height and width of the body (incl. the side dams). Rear wings must be mounted in the same place as was intended by the body manufacturer. The overhang must not exceed 10 mm at the furthest point, measured from the most rear point of the body. Side dams may be fitted but must be a reasonable representation of those fitted do the original car, fit in a rectangle with the measurements defined, and must not project above the height of the roofline. The height of the wing may be adjusted but the wing, incl. side dams must not extend higher than the roofline. Wings (excl. side dams) are to be of single moulded construction (no flat packs/bend your own).

**Remarks:** for me this rules can be exist just if the technical inspection of just the rear wing must be make before the start of the race, not after the race. if the wing before the start is ok for the rules the driver can be start, if is not ok,don't start.

**Proposed by NOVAROSSO WORLD s.r.l.**

**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:**

8.1.

**Existing Rule:** To qualify for an "A" licence, a driver must be placed 1-30 in the EFRA ranking system. (All other drivers will be classified EFRA "B" licensed). These drivers must be approved by their own National Association as having sufficient experience and skill to take part in an International competition. World Champion will retain "A" licence for the next 5 years. European Champion will retain "A" licence for the next 4 years. European Champion B-drivers will retain "A" licence for the next 3 years. The EFRA ranking list is based on the last 2 EC's, the last WC and the best result of one GP in the past year. An EC result is the result of the EC-A. 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 General rules points table section 3.3.6) and 50% of those points for the result based on the qualification. Both results will be added together for the racing result.

**Proposal:** To qualify for an "A" licence, a driver must be placed **1-25** in the EFRA ranking system. (All other drivers will be classified EFRA "B" licensed). These drivers must be approved by their own National Association as having sufficient experience and skill to take part in an International competition. World Champion will retain "A" licence for the next **2** years. European Champion will retain "A" licence for the next **2** years. European Champion **B-driver** will retain "A" licence for the next **2** years. The EFRA ranking list is based on the **overall** result in the **EFRA GP series during year in progress**. 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 General rules points table section **3.3.6**).

**Remarks:** Corrected rule if EFRA GP series and new classification for European Championship A and B.

**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 IS NEW:**

10.7

**Existing Rule:** **Body**

**GT Cars, Italian Rules**

**GT Cars International / Roar Rules**

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

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

**Proposal:** The GT body must have approved number by EFRA

**Remarks:** Lot of discussion about bodies in Zagreb on EFRA GT Cup

**Proposed by HAMS Hrvatski Automodelarski Savez,**

**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:**

10.11

**Existing Rule: Tank**

**GT Cars, Italian Rules**

**GT Cars International / Roar Rules**

The tank can have a maximum capacity of 125.00 ml including filter and hose connection to the carburettor.

Up to 125cc max fuel capacity

**Proposal: Tank**

**GT Cars, Italian Rules**

**GT Cars International / Roar Rules**

The tank can have a maximum capacity of 125.00 ml including filter and hose connection to the carburettor.

Up to **150cc** max fuel capacity

**Remarks:** Keep updated our rules regarding GT according with new market fuel tanks for GT Cars International.

**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:**

10.12

**Existing Rule: Fuel**

**GT Cars, Italian Rules**

**GT Cars International / Roar Rules**

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

**Proposal: Fuel**

**GT Cars, Italian Rules**

**GT Cars International / Roar Rules**

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

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

**Remarks:**To be clear for GT cars international regarding fuel: 16% nitro

**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:**

10.13

**Existing Rule: Engine**

**GT Cars, Italian Rules**

**GT Cars International / Roar Rules**

The engine of the model car will have a total capacity of up to 3.50 cm<sup>3</sup>. The car must be fitted with an exhaust silencer system. Only 3 chamber EFRA registered mufflers can be used with EFRA registered INS boxes. The exhaust tailpipe must be directed towards the roadway or, at best, parallel to it.

Motor, 5-port 0.21, on or off-road based, 7mm carb. insert, internal modifications are legal. Pipes: EFRA List. Rubber extensions to stinger OK. No internal moving parts.

**Proposal:**

**GT Cars, Italian Rules**

**GT Motor, 5-port 0.21, on or off-road based, 9mm carb. insert, internal modifications are legal. Pipes: EFRA List. Rubber extensions to stinger OK. No internal moving parts.**

## GT Cars International / Roar Rules

The engine of the model car will have a total capacity of up to 3.50 cm<sup>3</sup>. The car must be fitted with an exhaust silencer system. Only 3 chamber EFRA registered mufflers can be used with EFRA registered INS boxes. The exhaust tailpipe must be directed towards the roadway or, at best, parallel to it.

Motor, 5-port 0.21, on or off-road based, 9mm carb. insert, internal modifications are legal. Pipes: EFRA List. Rubber extensions to stinger OK. No internal moving parts.

**Remarks:** 9 mm because more fuel more oil, better for cooling. The engine is inside of body.

**Proposed by HAMS Hrvatski Automodelarski Savez,**

**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 1/10<sup>th</sup> section still remains open.

## 11. ANY OTHER BUSINESS.

## 12. ITEMS FOR GENERAL DISCUSSION.

**Suggestion:** 1/8 electric: EC +40 in Hamm was first meeting to introduce this class in EFRA. Stock and Modified could be a good point to start, but we need to define a clear way that we want to follow regarding batteries, controller and motors. So we have to work during 2017 and we will see in the next AGM if it is possible to create some specifics rules.

**Proposed by EFRA**

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**Suggestion:** NATIONS CUP. It could be a possibility to introduce for 2018 in our section Nations CUP in the same way like 1/8th off road. 7

**Proposed by EFRA**

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**Suggestion:** Install a Manufacturer trophy for 2017 on EFRA GP series. Trophy for Fuel Brand, Car brand and Engine brand. Trophies will be given at the last round of the GP EFRA series 2017. If this works a new rule for 2018 will be created.

**Proposed by EFRA**

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