

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

SATURDAY 3th of November 2018.

1. CHAIRMAN'S WELCOME

Mr Javier Garcia

The Chairmen opened the meeting at 13:20

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Czech Rep.

Member Countries presents, section subscription, allocations etc **14 COUNTRIES REPRESENTED**

COUNTRY	PRESENT	SECTION SUBSCR	EC +40 1/8 and 1/10 th	EC 1/8	WC 1/8	EC 1/10
AUSTRIA	Alain Levy	Y	0	1	1	4
BELARUS						
BELGIUM	Leo Heremans	Y	3	5	1	0
BULGARIA						
CROATIA	Sanjin Svetlicic	Y	2	2	0	0
CZECH REP.		Y				
DENMARK		Y	5	1		2
ESTONIA						
FINLAND		Y	0	1	0	1
FRANCE	Alain Gallet / JF Veliu	Y	8	17	3	8
GERMANY	Daniel Thiele	Y	6	10	8	15
GREAT BRITAIN	John Rusell	Y	0	11	7	8
GREECE		Y				
HUNGARY						
IRELAND						
ITALY	Alessandro Paffundi	Y	0	20	10	6
LUXEMBOURG		Y				
MONACO	Nathalie Perillo	Y	10	5	3	0
NETHERLANDS	Raymond Houtman	Y	5	6	0	4
NORWAY	Cristina Thorsbakken	Y	0	2	0	0
POLAND						
PORTUGAL	Cesar Coelho	Y	0	0	0	0
RUSSIA						
SLOVAK REP.		Y				
SLOVENIA						
SPAIN	Enrique Esteve	Y	0	2	0	5
SWEDEN	Johan Ostvall	Y	1	0	2	0
SWITZERLAND	Giacomo Moretti	Y	15	15	4	5
TURKEY						
TOTAL			55	98	39	58

Allocations can be changed till January 21th 2019.

Other persons present:

3. MINUTES OF 2017 SECTION MEETING

November 2017— Vienna, Austria

Matters arising from the minutes:

The minutes were accepted unanimously as written at the AGM 2017.

The following person was elected to check the minutes of this year: Austria and Great Britain

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2018 season.....

1236 mails got during the year with several question.

Communication with IFMAR regarding WC: 1/8th IC will be in ROAR BLOC in CALIFORNIA 24th October to 3rd of November and first IFMAR WC of GT will be in Florida in December or alternative date in mid of January. And also GBS for 1/8th IC.

Resignation of our 1/10th SC just got some crossing mails.

Any other remarks

5. CHAIRMAN'S REPORT

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

6. PRESENTATIONS FOR APPLICATIONS EC AND GP'S 2019/20

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
2019		GP	Switzerland	Lostallo
2019		GP	Spain	Vigo (Galicia)
2019		GP	Norway	Sandefjord WITHDRAW
2019		GP	Italy	Gubbio
2020		EC GT	Italy	Messina
2019		IR GT	Germany	Leipzig
2020		EC GT	Croatia	Zagreb
2020		GP	Germany	Ettlingen
2020		EC GT	Portugal	Vila Real
2020		EC	Spain	Almussafes(Valencia)
2020		EC GT	Switzerland	Lostallo
2020		EC 40+	Netherlands	TBA
2021		WC GT	Italy	Messina

Final Race calendar for 1/8th IC track 2019

Year/Date	Alt. Date	Status	Country	Venue
2019	15 th -17 th March	GP Series	Spain	Vigo
2019	13-14 th April	GP Series	Italy	Gubbio

2019	1 st – 2 nd June	GP Series	Germany	Turkheim
2019	13 th -14 th sept	EC 40+	Monaco	La Turbie
2019	3 rd -6 th July	EC	France	Montbonnot
2019	24 th oct – 3 rd nov	WC	USA	Fontana (California)
2019	28 th -30 th June	IR GT	Germany	Leipzig

Future Race calendar for 1/8th IC tack.

Year/Date	Alt. Date	Status	Country	Venue
2020		EC	Spain	Almussafes (Valencia)
2020		EC +40	Netherlands	Apeldoorn
2020		EC GT	Switzerland	Lostallo

Applications for 1/10 IC Track

Year/Date	Alt. Date	Status	Country	Venue
2019		GP	Switzerland	Lostallo
2019		GP	Spain	Vigo (Galicia)
2019		GP	Norway	Sandefjord WITHDRAW
2019		GP	Italy	Gubbio
2020		EC	Italy	Gubbio
2020		EC 40+	Netherlands	Apeldoorn

Final Race calendar for 1/10th IC track 2019

Year/Date	Alt. Date	Status	Country	Venue
2019	15 th – 17 th March	GP Series	Spain	Vigo
2019	14-15 th April	GP Series	Italy	Gubbio
2019	1 st – 2 nd June	GP Series	Germany	Turkheim
2019	13 th -14 th sept	EC 40+	Monaco	La Turbie
2019	14-17 th August	EC	Germany	Turkheim

Future Race calendar for 1/10th IC track

Year/Date	Alt. Date	Status	Country	Venue
2020		EC	Italy	Gubbio
2020		EC 40+	Netherlands	Apeldoorn

7. ALLOCATIONS

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

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

Existing Rule: 1.4.

The number of entries for EFRA European Championships is 120 with a maximum of 150. Accommodations for at least 120 drivers must be available. If the number of entries exceed 120, the accommodation must be sufficient for all participants.

Proposal:

The number of entries for EFRA European Championships is 100 with a maximum of 120. Accommodations for at least 100 drivers must be available. If the number of entries exceed 100, the accommodation must be sufficient for all participants.

Remarks:

Events in IC section have not been up to 100 entries since years even in EFRA GP SERIES in combined events. For that, the idea is to put limits on the number of entries to make shorter events with more relaxing timetable.

Proposed by EFRA, Garcia Collado Javier

Seconded by: BRCA 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:

Existing Rule: 2.1.

European Championships are held in following classes:.....

a)

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).

f)

Proposal:

European Championships are held in following classes:.....

a)

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). **To solve Overall Result of the EFRA GP SERIES in case of tie, driver with single highest finishing position in either of the best Rounds that counted will be awarded the tie (1+3=4 beat 2+2=4). If tie continue then discarded round will solve the tie.**

f)

Remarks:

This year in last round of EFRA GP SERIES, it was possible not to solve a tie in the overall result. Now, we create the rule to avoid those problems in case of tie.

Proposed by EFRA, Garcia Collado Javier

Seconded by: OFMAV 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:

Existing Rule: **2.2.**

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

Proposal:

Free practice for an EC is only allowed from the **Wednesday** preceding the Race. It will not be allowed for competitors in the event to practice for 10 days before this **Wednesday**. (see also Gen. 8.1.)

Remarks:

General opinion during the 2018 season was that EC's are too long, especially for hobby drivers and regarding practice time. We could see 17 practice heats in Portugal of 10 minutes. From EFRA we have to take care about cost that normal drivers have to pay to attend our events. The intention is to get shorter events. EC: start on Wednesday (depending on number of entries).

Proposed by EFRA, Garcia Collado Javier

Seconded by: AMSCII o Not Seconded

**The proposal: o Passed Unanimously o Passed with 10 for, 1 against and 3 abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **2.4.**

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

.....

Super-pole: Drivers ranked 2nd to 5th will drive the 'super-pole' individually on the track, for 6 consecutive laps including warm-up on controlled tyres. Procedure for the 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.....

Proposal:

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

.....
Super-pole: Drivers ranked 2nd to 5th will drive the 'super-pole' individually on the track, for 6 consecutive laps including warm-up on controlled tyres. Procedure for the Super Pole will be: **5 minutes warm up all participants together to clean the track. Then, one by one** 3 minutes warm up for each **driver in flying start system**, and 6 consecutive laps. (Remark: **when warm up time is over and driver cross the starting line, he cannot enter in the pits**). 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.....

Remarks:

Clarify super-pole procedure

Proposed by EFRA, Garcia Collado Javier

Seconded by: SRCCA 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:

Existing Rule: **2.5.**

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: Friday: Free or controlled practice. Saturday: Controlled time practice, Qualifying and 'Super-pole'. Sundays: 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 and Controlled Timed 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 4 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(only in EC) & 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:

Wednesday: Free or Controlled Practice

Wednesday & Thursday: technical inspection

All cars must pass technical inspection before Controlled Timed Practice.

Thursday: **Controlled Practice**, 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: Friday: Free or controlled **practice**. **Saturday: Controlled practice**, Controlled **timed** practice, Qualifying and 'Super-pole'. Sundays: 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 and Controlled Timed Practice heats according to last EFRA GP series meeting. The heats shall contain a maximum of **12** drivers. These Controlled Practice heats will be of 10 minutes duration. The Controlled Timed Practice heat will be of 4 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(only in EC) & published for general knowledge.

Remarks:

General opinion during the 2018 season is that events are so long, especially for hobby drivers and regarding practice time. We could see 17 practice heats in Portugal of 10 minutes. From EFRA we have to take care about cost that normal drivers have to pay to attend our events. The intention is to get shorter events. EC: start on Wednesday GP Series. Start on Friday with track close on Thursday. Allow a maximum of 12 drivers in Control Practice and Control timed practice

Proposed by EFRA, Garcia Collado Javier

Seconded by: SRCCA 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:

Existing Rule: 2.6.

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 direct Qualifiers cars (TQ and Super Pole winner), both cars must be put in Parc Ferme. Also, after the first semi-final all cars will be put in Parc Ferme 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.

After Practice direct Qualifiers cars (TQ and Super Pole winner), both cars must be **kept** in Parc Ferme.

Additionally, after the first semi-final all cars will be put in Parc Ferme 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:

Clean handbook and clarify such rule.

Proposed by EFRA, Garcia Collado Javier

Seconded by: SRCCA 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:

Existing Rule: 3.14.

Only a Le Mans type of start will be used. For Le Mans type of starts, 10 numbered boxes will be located on the edge of the track, at an angle of 20-45 degrees to the track, min. 2 m. and max. 4 m. apart. The boxes must be 70-100 cm long and 30-40 cm wide (see 3.14.).

Proposal:

Only a Le Mans type of start will be used. For Le Mans type of starts, 10 numbered boxes will be located on the edge of the track, at an angle of 20-45 degrees to the track, **min 3m** and max. 4m. apart. The boxes must be 70-100 cm long and 30-40 cm **wide**.

Remarks:

According to my experience in the last Official races, a lot of tracks have their Le Mans type of start in 2 meters. This distance is insufficient to get a clean start considering actual performance of 1/8th and 1/10th IC cars.

Proposed by EFRA, Garcia Collado Javier

Seconded by: AECAR and FEPA 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:

Existing Rule: **4.1.**

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 4 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 will be of 10 minutes duration. The Controlled Timed Practice will be of 4 minutes duration. The results of the Controlled Timed Practiced will determinate 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.

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 **12** drivers. These Controlled Practice heats will be of 10 minutes duration. The Controlled Timed Practice will be of 4 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 **12** drivers. These Controlled Practice will be of 10 minutes duration. The Controlled Timed Practice will be of 4 minutes duration. The results of the Controlled Timed Practiced will determinate 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. EFRA Section Chairman together with Race Director and Referees have the right to switch drivers from Euro B to Euro A under justified situations (deliberate slow down, weather conditions, etc..).** 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).

Remarks:

Increase control practice and control timed practice up to 12 drivers if needed (shorter events). Also give rights to race director and SC to switch drivers from B to A for different circumstances, specially deliberate slow down to participate in Euro B.

Proposed by EFRA, Garcia Collado Javier

Seconded by: AMSCI 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:

Existing Rule: 4.7.

STARTING FOR SUB-FINALS AND FINAL

Starting for Sub Finals and Main Final will be on Le Mans type grid, with the faster Qualifier starting in front of the slower.

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
- 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 SUB-FINALS AND FINAL

Starting for Sub Finals and Main Final will be on Le Mans type grid, with the faster Qualifier starting in front of the slower.

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. **For the main final the warm up time will be 5 minutes in any case.**
- 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 **10 seconds countdown** the cars must be held at the starting boxes. If a car is not at the starting box at **10 seconds countdown** (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
- 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 **must be open. When 10 minutes timeout are finish, time keeping will call for 2 minutes to start.**

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:

3. Clarify starting procedure for finals. Basically, the cars cannot go to the starting grid when 10 seconds countdown have been started. These cars must start from the pits. 1. Clarify for organizer 5 minutes warm up in

the main finals. 11. No more time outs for frequency problems or radio issues due actual radio transmitters. Now, in timeout, track must be open. To clarify time to start when finish time out, it will be 2 minutes in any case.

Proposed by EFRA, Garcia Collado Javier

Seconded by: FEPR A 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:

Existing Rule: **4.8.**

RAIN PROCEDURE Sub-Finals:

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

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

WET CAR: When a race director declares the race to be wet, a second car can be used as a rain car. This car cannot be used (shared) by another driver/s in the same event. The rain car has to be scrutinised and be visibly marked as a rain car in due time before it is used. One rain car cannot be marked for several drivers. Multiple marking of the chassis is not allowed. Removing of existing marks to mark the chassis for another driver is not allowed and will be seen as violation of existing regulations. This rain car can only be used in wet conditions and not in dry conditions. This car cannot be used when the heat or final has already started. Once you start (in time) with a rain car you must finish with this rain car.

Proposal:

RAIN PROCEDURE Sub-Finals:

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

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

WET CAR: When a race director declares the race to be wet, a second car can be used as a rain car. This car cannot be used (shared) by another driver/s in the same event. The rain car has to be scrutinised and be visibly marked as a rain car (**different color or different sticker/marks**) in due time before it is used. One rain car cannot be marked for several drivers. Multiple marking of the chassis is not allowed. Removing of existing marks to mark the chassis for another driver is not allowed and will be seen as violation of existing regulations. This rain car can only be used in wet conditions and not in dry conditions. This car cannot be used when the heat or final has already started. Once you start (in time) with a rain car you must finish with this rain car.

Remarks:

Clarify that WET CAR must be market in different way like normal car to see clearly differences between them.

Proposed by EFRA, Garcia Collado Javier

Seconded by: NOMAC 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:

Existing Rule: **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 2018 1/8th: 18 EUR per set

Price for 2017 1/10th 200mm: 10 EUR 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 organiser).

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 organiser).
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 manufactures/brands allowed to be Official Tire Supplier.

They must be registered at the Official Tire Supplier list before 31st 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 organiser (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 to:
 1. To make any promotion by themselves as EFRA Official Tire Supplier.
 2. To get enough space on the track during EFRA EVENTS to handle all necessary regarding Control Tire System.
 3. To 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 organiser.
 4. To get all benefits for EFRA Associated Members.

After 31st 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.

Proposal:

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 2019 1/8th: 20 EUR per set

Price for 2019 1/10th 200mm: 12 EUR 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 organiser).

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 organiser).

PROCEDURE FOR CONTROL TIRE (specific rules for drivers):

-Only EFRA chosen supplier controlled tyres can be used (Hand-outs).

-Reused tires will be allowed.-

Mandatory sets for official race: 8 (eight) sets. With registration drivers must order 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 sets ordered for free practice ready to collect in the Official Tire Supplier area. For Official sets of tires (8 sets) drivers will get tickets to be exchanged in Controlled Area.

- Drivers have to pay for sets that they ordered (free practice and official sets) directly at the track to the Official Tire Supplier.

-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 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 31st of January.

-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. The Official tire suppliers have to provide a minimum sets as follow: Mandatory tires for Official race + Tires booked for drivers for free practice + Tires needed for finals + Margin to cover additional demands no less than 30%

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 organiser (except controlled area), prepare ticket system and, in general, all minor things needed for the Control Tire System.

4. Manufactures must assure a good quality of tires, which means right hardness (with minimum tolerance), balanced tires, good quality of gluing and right hole for the axle.

5. EFRA will carry out control of TIRES during the event at discretion to assure these requirements. EFRA reserves the right to refuse selected manufacturers before the event if they cannot assure quality needed and/or EFRA has the right to ban Manufacturers as Official Tire Supplier for a period between 1 to 5 years if they don't provided handout tires according to the EFRA requirements. Decision from EFRA in this point is final.

-Manufacturers/Brands as Official Tire Supplier have the right to:

1. To make any promotion by themselves as EFRA Official Tire Supplier.

2. To get enough space on the track during EFRA EVENTS to handle all necessary regarding Control Tire System.

3. To 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 organiser.

4. To get all benefits for EFRA Associated Members.

After 31st of January 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. 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. Agreement between EFRA and Official Tire Supplier is allowed.

- 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...) must be done with the same tires selected for the IFMAR World Championship. Additionally, if any GP or Warm up must be done on the track at same year where EC will be held, such races will be raced with same tires.

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

Remarks:

Amended rule for control tyre, according to our experience in last 2 years. Important items to remark in the proposal: continue with only 1 brand, updated prices, improve procedure for drivers with 8 mandatory sets (drivers only have to book tires for the free practice) Also important remarks comes from Manufacturer side: they have to assure enough quantity (some problems in last races), and most important they have to assure quality.

Proposed by EFRA, Garcia Collado Javier

Seconded by: AECAR o Not Seconded

The proposal: o Passed Unanimously o Passed with 12 for, 2 against and 0 abstentions.

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 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 2018 1/8th: 18 EUR per set

Price for 2017 1/10th 200mm: 10 EUR 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 organiser).

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 organiser).

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Proposal:

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: **EFRA secures the best price for handout tires during the events with. This shall not be undermined by dealers that offer lower prices on the locations at the days of EFRA events.**

Price for 2018 1/8th: 18 EUR per set

Price for 2017 1/10th 200mm: 10 EUR per set

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

Diameters for 1/8th electric stock: 62mm front and 68mm rear.

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

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

The mandatory quantity of tires shall be fixed by considering different tire wear of the different classes. 1/8th electric stock class need less tires.

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

Remarks:

EURO40+ Utrecht 2018 For the official EFRA race every driver - either EURO40+ or only electric participant - was forced to buy 5 sets of tires for Euro 20,00, or for additional practice tires. The price was substantiated with raised production prices and low marges of the dealer... At the last finals day the local dealer fixed a banner on his tent and offered to sell the handout tires after the race for ? 16,00 per set.... Whats really true? Its really doubtfully the dealer offered the tires for ? 16,00 without marge! EFRA shall make a difference in mandatory handout tire qty's between nitro EFRA EUROS and 1/8 electric races as the runtimes of the heats and the tire wear are not the same. (In Utrecht most E8stock drivers needed only 2 sets of the 5 mandatory ones for the races!) As all tire suppliers meanwhile offer 1/8 pan tires with smaller diameters (eg 70mm front 64mm rear) it shall not be any problem to get them for handout tires for official EFRA events. The price shall be the same as nitro tires. The permission to true nitro tires down in the pit area means additional effort for all...

Proposed by OFMAV, Vrana Markus

Seconded by: ~~WITHDRAW~~ 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:

Existing Rule: 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 2018 1/8th: 18 EUR per set

Price for 2017 1/10th 200mm: 10 EUR 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 organiser).

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 organiser).
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 manufactures/brands allowed to be Official Tire Supplier.

They must be registered at the Official Tire Supplier list before 31st 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 organiser (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 to:

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Proposal:

SPECIFICATIONS FOR CONTROL TIRE

Definition of Control Tire: 1 set (front and rear), **Multibrand**, 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 2018 1/8th: 18 EUR per set

Price for 2017 1/10th 200mm: **12** EUR 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 organiser).

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 organiser).

PROCEDURE FOR CONTROL TIRE (specific rules for drivers): - **All associate members tire company can be chosen, the tire company MUST bring on the track, the 100% of tyres which serve for that race, but the associate member may also choose not to participate in that race. (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 Suppliers 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 **organization by ticket system. All official Tire Suppliers has a different color of ticket, in this way the Organization manages to easily check the color of ticket to which brand it's connected to.** Drivers will have to pay for tickets to the Official Tire Area and they have to give those tickets in the controlled area. Officials will put new sets in a specific box of the driver. **The organization will have a reward of 1 Euro for each set of tyres sold, for the work done during the weekend.**

-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 31st 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 **Suppliers must** 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 organiser (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 to:

Remarks:

the "multi brand rule" was already accepted last year, but this is the Tire Rules procedure.

Proposed by MARRONE Nicola

Seconded by: FMM o Not Seconded

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

o Rejected with 2 for, 10 against and 2 abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **5.2.**

Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 16% of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.87 grams/cc at 20C and standard atmospheric pressure. For quick testing a Nitromax 16 can be used, but in case of failure with the Nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (gm/cc) based on the temperature (from 0 to 50C). The tolerance on the measurement will be +/- 0.5% based on the data reported in density table. Any violation with fuel which means any proof of the use of other additives as mentioned will mean 5 years of disqualification from any EFRA and IFMAR event.

Proposal:

Voted for 2019: Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum **16% for 1/8 and 16% for 1-10** of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.87 grams/cc at 20C and standard atmospheric pressure. For quick testing a Nitromax 16 can be used, but in case of failure with the Nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (gm/cc) based on the temperature (from 0 to 50C). The tolerance on the measurement will be +/- 0.5% based on the data reported in density table. Any violation with fuel which means any proof of the use of other additives as mentioned will mean 5 years of disqualification from any EFRA and IFMAR event.

Remarks:

Change to 16% for both class for 2019

Proposed by OFMAV, Vrana Markus

Seconded by: SBF o Not Seconded

The proposal: o Passed Unanimously o Passed with 10 for, 3 against and 1 abstentions.

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **5.2.**

Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 16% of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.87 grams/cc at 20C and standard atmospheric pressure. For quick testing a Nitromax 16 can be used, but in case of failure with the Nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (g/cm³) based on the temperature (from 0 to 50C). The tolerance on the measurement will be +/- 0.5% based on the data reported in density table. Any violation with fuel which means any proof of the use of other additives as mentioned will mean 5 years of disqualification from any EFRA and IFMAR event.

Proposal:

Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 16% of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.87 grams/cc at 20C and standard atmospheric pressure. For quick testing a Nitromax 16 can be used, but in case of failure with the Nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (g/cm³) based on the temperature (from 0 to 50C). The tolerance on the measurement will be +/- 0.5% based on the data reported in density table. Any violation with fuel which means any proof of the use of other additives as mentioned will mean 5 years of disqualification from any EFRA and IFMAR event.

Remarks:

Inconstant rules are one of the reasons for a loss of drivers in IC10 and IC8. Going back to 25% would make things even worse because hobby drivers are again forced to buy new engines. 25% Nitro only increases costs, especially when a driver is participating in both 1:8 and 1:10. It can be estimated that purchasing of nitromethane will become more difficult in the future which will also increase costs. It's also more difficult to realize appropriate runtimes. "25% is better for 3,5ccm engines" Well, maybe it is better for the engine but of course the change back from 16% to 25% is better for manufacturers because they will make people believe that they have to buy new engines to be competitive.

Proposed by DMC, Langner Sandra

Seconded by: WITHDRAW 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:

Existing Rule: **5.2.**

Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 16% of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.87 grams/cc at 20C and standard atmospheric pressure. For quick testing a Nitromax 16 can be used, but in case of failure with the Nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (g/cm³) based on the temperature (from 0 to 50C). The tolerance on the measurement will be +/- 0.5% based on the data reported in density table. Any violation with fuel which means any proof of the use of other additives as mentioned will mean 5 years of disqualification from any EFRA and IFMAR event.

Proposal:

Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum 16% of nitro methane (Cas number 75-52-5) in volume. The specific gravity of the mixture may not be heavier than 0.87 grams/cc at 20C and standard atmospheric pressure. For quick testing a Nitromax 16 can be used, but in case of failure with the Nitromax an official density meter must be used to control the specific gravity of the fuel including the temperature recorded during the test. A specific table will be produced to report the density (g/cm³) based on the temperature (from 0 to 50C). The tolerance on the measurement will be +/- 0.5% based on the data reported in density table. Any violation with fuel which means

any proof of the use of other additives as mentioned will mean 5 years of disqualification from any EFRA and IFMAR event.

Remarks:

We have been running 16% nitro in 1:8 on-road for many years now with good results. Changing to 25% will not bring any positive effects since all engines are now optimized for 16% nitro. With 25% nitro we will see higher fuel cost, more wear on engine parts and shorter runtime. Many drivers will need to spend a lot of money on new engines and fuel without any real benefit. The negative effects of going to 25% nitro are severe and can result in fewer drivers attending EFRA races in this class. We recommend to continue with 16% for 1:8 for 2019 and forwards.

Proposed by NMF, Hagen Marthe Moen

Seconded by: WITHDRAW 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:

Existing Rule: **5.8.**

The minimum weight limit of the cars:

1/8th Class: 2400 grams for 4WD cars, 2300 grams for 2WD cars.

1/10th Class: 1650 grams.

For both Classes: The weight limit will be checked with the cars ready to race but with empty fuel tanks and with transponder (personal or with battery). The weight will be checked on a digital scale balance and can be done before the start of the heat, sub-final, final or after the end of either.

If the weight is found to be under the minimum weight the driver will be disqualified from the heat, sub-final or final.

Proposal:

The minimum weight limit of the cars:

1/8th Class: **2350** grams for 4WD cars, 2300 grams for 2WD cars.

1/10th Class: 1650 grams.

For both Classes: The weight limit will be checked with the cars ready to race but with empty fuel tanks and with transponder (personal or with battery). The weight will be checked on a digital scale balance and can be done before the start of the heat, sub-final, final or after the end of either.

If the weight is found to be under the minimum weight the driver will be disqualified from the heat, sub-final or final.

Remarks:

1/8 class 4WD we propose to change the weight to 2350grams

Proposed by Rossi Patrizio

Seconded by: NORWAY o Not Seconded. VOTED TOGETHER IN NEXT PROPOSAL

**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:

Existing Rule: **5.8.**

The minimum weight limit of the cars:

1/8th Class: 2400 grams for 4WD cars, 2300 grams for 2WD cars.

1/10th Class: 1650 grams.

For both Classes: The weight limit will be checked with the cars ready to race but with empty fuel tanks and with transponder (personal or with battery). The weight will be checked on a digital scale balance and can be done before the start of the heat, sub-final, final or after the end of either.

If the weight is found to be under the minimum weight the driver will be disqualified from the heat, sub-final or final.

Proposal:

The minimum weight limit of the cars:
1/8th Class: 2350 grams for 4WD cars.
1/10th Class: 1650 grams.

For both Classes: The weight limit will be checked with the cars ready to race but with empty fuel tanks and with transponder (personal or with battery). The weight will be checked on a digital scale balance and can be done before the start of the heat, sub-final, final or after the end of either.
If the weight is found to be under the minimum weight the driver will be disqualified from the heat, sub-final or final.

Remarks:

Reduce weight in 1/8th due we found in Official events that all different brand cars are (without any special parts) clearly underweight. To be according to the rules, they have to add in their cars approx. 50-100 grams as extra weight. Also we remove weight for 2WD cars, because officially this class doesn't exist.

Proposed by EFRA, Garcia Collado Javier

Seconded by: NORWAY o Not Seconded

**The proposal: o Passed Unanimously o Passed with 13 for, 0 against and 1 abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **6.3.**

Overall dimensions of the car:

-Wheel base: 270.0 - 330.0 mm, overall width max. 267.0 mm

-Overall width of the body max.: 267.0 mm, measured on top of the wing and on top of the sides and the lower front side.

The lower sides between the two front and rear wheel arches will not be taken into account for technical inspection as long as they are not wider than 277 mm. If the body is wider than 277 mm on the lower sides the technical inspection has the right to take action with a warning for the first occurrence but disqualification from the race result for any further occurrences. For all finals: bodies must first pass technical inspection for verification and a first warning is not applicable.

Proposal:

Overall dimensions of the car:

-Wheel base: 270.0 - 330.0 mm, overall width max. 267.0 mm

-Overall width of the body max.: 267.0 mm, measured on **all points** on the **body**.

Remarks:

We've detected, due stiffeners and additional parts, that most of the drivers take the body up to 267 and, some cases up to 277mm, creating a kind of wing to become more downforce and more aerodynamic influence. So, we must to be clear with maximum measurement in the width of the body. **MAXIMUM 267mm** in any point.

Proposed by EFRA, Garcia Collado Javier

Seconded by: CROATIA AND SRCCA o Not Seconded

**The proposal: o Passed Unanimously o Passed with 13 for, 0 against and 1 abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **6.6.**

If a rear bumper is fitted it must finish not more than 50.0 mm behind the rear axle.

Proposal:

If a rear bumper is fitted it must finish not more than 50.0 mm behind the rear axle. Rear diffuser is allowed as long as they don't finish more than 50.0 mm behind the rear axle.

Remarks:

Clarify rear diffuser situation for 1/8th cars.

Proposed by EFRA, Garcia Collado Javier

Seconded by: SRCCA 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:

Existing Rule: 10

GT TECHNICAL RULES

2 Basic versions, with a lot of differences. Italian rules with no scale bodies and wing incorporated and a lot of technical allowance. International rules, based on real off-road cars with scale bodies, separate wings (like large scale and electric touring car) and technical limitations (more standard)

Proposal:

GT TECHNICAL RULES

The basic principle for this class is the use of off-road cars and/or off-road parts, although we cannot prohibit the use of a single designed car for GT in the future. EFRA will follow rules approved in IFMAR GT 1/8th Powered 4WD Track. For any technical rule not covered in this chapter, EFRA will follow last rule approved by IFMAR and published in IFMAR web page www.IFMAR.org.
GT cars called "SUPER GT cars" may be invited to participate in events held in Europe as "invitational class".

Remarks:

The GT class is getting more and more popular all around the World, however we must avoid that this class is compared with the oldest and fastest class, 1/8th IC track, Proto type. This is an alternative for 1/8th Proto type with some restrictions, meaning it will never be as fast and those restrictions must be protected. Any change must be carefully overviewed, because it can affect the class in general. However, due the influence that GT called "SUPER GT CARS" have in Europe, we cannot forget them in EFRA, but it must be as an invitational class in different events in Europe and rules will be published specifically for those events. If this rule is accepted by the meeting, Federations will allow to the Section Chairman to skip actual chapter in the rules and to create a new complete chapter according to the IFMAR RULES GT 1/8th IC powered 4wd .

Proposed by EFRA, Garcia Collado Javier

Seconded by: FEPR and CROATIA o Not Seconded

**The proposal: o Passed Unanimously o Passed with 13 for, 1 against and 0 abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 11.4.

1/8 Scale Electric Track Cars will be driven by Lithium based batteries with a nominal voltage of no more than 15.2 volts (4S). It is allowed to use 2 x 2S or 4 x 1S. If multiple individual batteries are connected together (in parallel or series), then all batteries used must be of the same manufacturer brand and same Part Number. Only homologated batteries shown on the EFRA Approved Lists on the official EFRA website will be legal for use at EFRA sanctioned events. All Lithium Batteries must comply with the published data shown on the EFRA Approved Battery Lists. Batteries that are not compliant with the dimensional rules or published weights will not be allowed.

LiPo/LiFe drive batteries must be in a 'Lipo sack' at all times when being charged or discharged. This applies to any discharging procedures except during a race or when using organiser supplied resistors. Anybody not doing this will be penalised at the event. LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

The maximum charging cut-off voltage is 4.20v per cell in series (16.80v for 4S). Organisers can check this voltage at any time during the event.

All Rules concerning:- Technical Specifications, Race Procedures, Homologation Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.

Proposal:

Batteries to be any commercially available hard cased Lithium Polymer up to maximum of 4s (15,2 volts). These may be installed in any configuration, 1x4s, 2x2s, 4x1s with a maximum nominal voltage of 14.80v. The maximum permitted voltage of the cells when checked at any time using the section multi meter must be a maximum of 4.3v per cell (17.3v maximum in total). All batteries must be homologated by EFRA and must be in the EFRA list. LIHV are allowed with a cut off of 4.3Volts

Remarks:

Proposed by NOMAC, Houtman Raymond

Seconded by: WITHDRAW 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:

Existing Rule: **11.4.**

1/8 Scale Electric Track Cars will be driven by Lithium based batteries with a nominal voltage of no more than 15.2 volts (4S). It is allowed to use 2 x 2S or 4 x 1S. If multiple individual batteries are connected together (in parallel or series), then all batteries used must be of the same manufacturer brand and same Part Number. Only homologated batteries shown on the EFRA Approved Lists on the official EFRA website will be legal for use at EFRA sanctioned events. All Lithium Batteries must comply with the published data shown on the EFRA Approved Battery Lists. Batteries that are not compliant with the dimensional rules or published weights will not be allowed.

LiPo/LiFe drive batteries must be in a 'Lipo sack' at all times when being charged or discharged. This applies to any discharging procedures except during a race or when using organiser supplied resistors. Anybody not doing this will be penalised at the event. LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

The maximum charging cut-off voltage is 4.20v per cell in series (16.80v for 4S). Organisers can check this voltage at any time during the event.

All Rules concerning:- Technical Specifications, Race Procedures, Homologation Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.

Proposal:

1/8 Scale Electric Track Cars will be driven by Lithium based batteries with **not** more than **4S configuration**. It is allowed to use 2 x 2S or 4 x 1S. If multiple individual batteries are connected together (in parallel or series), then all batteries used must be of the same manufacturer brand and same Part Number.

LiPo/LiFe drive batteries must be in a 'Lipo sack' at all times when being charged or discharged. This applies to any discharging procedures except during a race or when using organiser supplied resistors. Anybody not doing this will be penalised at the event. LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

The maximum charging cut-off voltage is 4.35v per cell in series (17.40v for 4S). Organisers can check this voltage at any time during the event.

All Rules concerning:- Technical Specifications, Race Procedures, Homologation Procedures, for Lithium Batteries can be found in NEW APPENDIX 4.

Remarks:

Who will check the homologated batteries at the race? HVs shall be legal

Proposed by OFMAV, Vrana Markus

Seconded by: NOMAC o Not Seconded WITHDRAW

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:

Existing Rule: 11.5.

MODIFIED CLASS (4wd With Suspension)
Minimum weight to be 2500g (ready to race).

Proposal:

SUSPENSION CLASS (4wd With Suspension)
Minimum weight to be 2500g (ready to race).

Remarks:

To clarify - in Electric racing 'Modified' references the type of motor/car this clarifies what the class is.

Proposed by BRCA, Spencer Jim

Seconded by: FBA o Not Seconded

**The proposal: o Passed Unanimously o Passed with 11 for, 1 against and 0 abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 11.6.

The brushless motor (Maximum 2800kv) and speed controller combination must be or have been previously commercially available and have a maximum recommended retail price (RRP) of 350 Euro including all taxes. The motor must have a 5mm pinion shaft.

Proposal:

The brushless motor (**less than** 2800kv) and speed controller combination must be or have been previously commercially available and have a maximum recommended retail price (RRP) of 350 Euro including all taxes. The motor must have a 5mm pinion shaft.

Remarks:

From a thermo-electrical point of view, 2800kV is too much for 4s batteries. Using the wording "less than" limits the motors at kV below 2800. Not mentioning specific kV helps to not rule out manufacturers which are using uncommon kV classifications like 2650kV etc.

Proposed by SRCCA, Frattaroli Andres

Seconded by: NOMAC o Not Seconded

**The proposal: o Passed Unanimously o Passed with 7 for, 1 against and 4 abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 11.8.

STOCK CLASS (4wd Without Suspension)
Fixed chassis cars without any moving suspension components.

Proposal:

STOCK CLASS (4wd Without Suspension)
Fixed chassis cars without any moving suspension components. **No dampers allowed, or springs. No oil may be used other than on bearings/belts and drivetrain.**

Remarks:

Proposed by NOMAC, Houtman Raymond

Seconded by: OFMAV o Not Seconded

**The proposal: o Passed Unanimously o Passed with 9 for, 0 against and 3 abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 11.8.

STOCK CLASS (4wd Without Suspension)
Fixed chassis cars without any moving suspension components.

Proposal:

FLAT PAN CLASS (4wd Without Suspension)
Fixed chassis cars without any moving suspension components.

Remarks:

To Clarify - in Electric racing 'Stock' references the type of motor/car this clarifies what this class is.

Proposed by BRCA, Spencer Jim

Seconded by: OFMAV o Not Seconded

**The proposal: o Passed Unanimously o Passed with 10 for, 0 against and 2 abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 11.8.

STOCK CLASS (4wd Without Suspension)
Fixed chassis cars without any moving suspension components.

Proposal:

STOCK CLASS (4wd Without Suspension)
Fixed chassis cars without any moving suspension components **with one speed transmission direct from the motor to the rear axle and one timing belt from the rear to the front axle. At the front axle there can be a floating plate. Camber, toe, caster can be adjustable. The rear axle must be solid and straight. The rear bulkheads must be mounted directly to the main chassis plate without any linkage or extra floating plate. No separate springs or dampers allowed.**

Remarks:

Proposed by OFMAV, Vrana Markus

Seconded by: WITHDRAW 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:

Existing Rule: 11.9.

Minimum weight to be 2200g (ready to race).

Proposal:

Minimum weight to be **2100g** (ready to race).

Remarks:

Proposed by OFMAV, Vrana Markus

Seconded by: FBA o Not Seconded

**The proposal: o Passed Unanimously o Passed with 8 for, 0 against and 4 abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 11.10.

The brushless motor (Maximum of 2600kv) and speed controller combination must be or have been previously commercially available and have a maximum Euro recommended retail price (RRP) of 350 euro including all taxes. The motor must have a 5mm pinion shaft.

Proposal:

The brushless motor (Maximum of 2200kv) and speed controller combination must be or have been previously commercially available and have a maximum Euro recommended retail price (RRP) of 350 euro including all taxes. The motor must have a 5mm pinion shaft.

Remarks:

Proposed by NOMAC, Houtman Raymond

Seconded by: SRCCA o Not Seconded

**The proposal: o Passed Unanimously o Passed with 11 for, 0 against and 1 abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 11.10.

The brushless motor (Maximum of 2600kv) and speed controller combination must be or have been previously commercially available and have a maximum Euro recommended retail price (RRP) of 350 euro including all taxes. The motor must have a 5mm pinion shaft.

Proposal:

The brushless motor (less than 2000kv) and speed controller combination must be or have been previously commercially available and have a maximum Euro recommended retail price (RRP) of 350 euro including all taxes. The motor must have a 5mm pinion shaft.

Remarks:

To have a clear and meaningful separation of modified and stock class, the kV limit should be lowered drastically. The rigid stock chassis are best handled with slower motors and give a proper distinction from the modified cars. Using the wording "less than" helps to not rule out manufacturers with different kV indications on their motors, i.e. 1950kV

Proposed by SRCCA, Frattaroli Andres

Seconded by: WITHDRAW 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:

Existing Rule: 11.10.

The brushless motor (Maximum of 2600kv) and speed controller combination must be or have been previously commercially available and have a maximum Euro recommended retail price (RRP) of 350 euro including all taxes. The motor must have a 5mm pinion shaft.

Proposal:

The brushless motor (Maximum of 1950kv).

Remarks:

Who will check this?

Proposed by OFMAV, Vrana Markus

Seconded by: WITHDRAW 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:

Existing Rule: 11.13.

CUTS OUTS

One cut out for cooling of motor / esc with max. 30x40mm. Any part of the body cannot be folded outwards to get more air to the motor. It is also not permitted to have a system under the body for conveying air inside the body.

Proposal:

CUTS OUTS

One cut out for cooling of motor and esc is permitted with a total area of 40x40mm. Conveying guides inside the body are permitted but no outside additions

Remarks:

It was amended to change word "several" to "One". Amended passed unanimously

Proposed by OFMAV, Vrana Markus

Seconded by: FBA o Not Seconded

**The proposal: o Passed Unanimously o Passed with 5 for, 2 against and 2 abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 11.16.

FINALS

1. Durations for finals will be 5 minutes + last lap.
2. There will be 10 drivers in all finals where possible. Finals will be organized for all competitors. 3. If the lowest Final has less than 3 drivers, they will be mixed as equally as possible in the next Final, respecting their qualifying position for their start order.....

Proposal:

FINALS

1. Durations for finals will be: 7 minutes + last lap (stock class) and 5 minutes + last lap (modified class).
2. There will be 10 drivers in all finals where possible. Finals will be organized for all competitors. 3. If the lowest Final has less than 3 drivers, they will be mixed as equally as possible in the next Final, respecting their qualifying position for their start order.....

Remarks:

During 2018, we could check that stock class can get finals until 8 minutes without problems, so we can go ahead with idea to get 2 extra minutes in stock finals.

Proposed by EFRA, Garcia Collado Javier

Seconded by: SRCCA o Not Seconded

**The proposal: o Passed Unanimously o Passed with 6 for, 2 against and 3 abstentions.
o Rejected with for, against and abstentions. o Amended**

10. ELECTION OF SECTION CHAIRMAN.

The position of Section Chairman for 1/10th section is vacant.

Julie Thurston from Great Britain is a candidate for 1/10th IC 200mm. She decided in last minute to be a candidate (Miami). That's reason because her name is not in the minutes. EFRA Secretary Willy Wuyts and Javier Garcia introduce her. She has a full support of the EFRA board because she has knowledge, she has experience and she is well known on the track by drivers. Finally, federations vote and she is elected for a period of 2 years.

There are two candidates for Chairman 1/8th: John Russell (BRCA)

Alain Levy (OFMAV)

Javier Garcia, current section chairman, explain that after all rules approved this year and also because a new Section Chairman for 1/10th is coming in name of Julie Thurston, he prefers to continue another year. He was elected in 2017 for two years and he will finish in 2019. Section Chairman position can be combined with EFRA President task for 2019 and finally votation to elect new section chairman for 1/8th has been withdraw.

11. ANY OTHER BUSINESS.

12. ITEMS FOR GENERAL DISCUSSION.

Last year, one of the point of discussion was Technical Rules for 1/8th to keep alive our section. We agreed to talk and work in the mid term. Finally, we have a way to work: Bodies. Target will be to create a GBS bodies for 1/8th with aim to reduce downforce and with it, try to decrease stress in mechanical parts of the car (engines, tires, car...). We are working together with IFMAR and manufactures with aim be implemented for IFMAR WC 2021.

Proposed by EFRA, Garcia Collado Javier

Section Chairman explain GBS Project what we are working together with IFMAR in 1/8th section. It has been a small updated to inform to the federations what's the plan that we want to follow in the midterm. We will keep federations updated in the upcoming years.

The Section Chairmen thanked all participants for a constructive meeting, and being no further business the meeting was closed at 19:20