



EFRA ANNUAL GENERAL MEETING
HOTEL Mercure, Villefontaine.
 France
 1st to 2nd of November 2008

Agenda 1:10 IC Track

SATURDAY 1st OF NOVEMBER 2008.

The meeting started at:

1. CHAIRMAN'S WELCOME

Mr Franky Noens

The 1:10 IC Track Section Chairman opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	EGB Re	ECA	ECA Re	World	World Re
AUSTRIA	THOMAS SUTRICH		20		6			
BELGIUM			6		5			
CROATIA			0		0			
CYPRUS	COSTAS M.		2		1			
CZECH REP.			8		0			
DENMARK	ERIK SKOU		0		0			
ESTONIA			0		0			
FINLAND	TONY RAIKAS		0		0			
FRANCE	BERTRAND PHILIPPE		10		10			
GEORGIA			0		0			
GERMANY	DIETER WECK		28		20			
GREAT BRITAIN	BOB HARLEY		5		6			
GREECE			1		1			
HOLLAND	R.H. TOOMS		6		5			
HUNGARY			0		0			
IRELAND			3		0			
ITALY	PAFUNDI		20		20			
LUXEMBOURG	ADRIEN BERTIN		0		1			
NORWAY			2		5			
POLAND	TACEK O.		3		0			
PORTUGAL	CESAR COELHO		0		2			
ROMANIA			0		0			
RUSSIA			3		3			
SLOVAK REP.			0		2			
SLOVENIA			2		0			
SPAIN					10			
SWEDEN	B. ANDERSSON		0		10			
SWITZERLAND	ERNESTO CAMPONOVO		3		4			
MONACO	COMOGHO		1		1			
BULGARIA	KOSTADINOVA		0		0			
TOTAL			123		116			

Other persons present: Dallas, Sander de Graaf, Gerhard Binder

3. MINUTES OF 2007 SECTION MEETING

3th -4th of November 2007— Brussels, Belgium
 Matters arising from the minutes: Non
 The minutes were checked and accepted as written at the AGM 2007.

4. CORRESPONDENCE RECEIVED

Lot of mails with questions about the muffler situation

5. CHAIRMAN'S REPORT

See enclosed report what was handed out to the meeting....

6. PRESENTATIONS FOR APPLICATIONS EC 2010 AND GP'S 2009

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.

Year/Date	At Date	Status	Country	Venue
July 2009		EC 1:8 -1:10 40+	Austria	Sollernau
26-27 September 2009		GP	Italy	Locorotondo

Final Race calendar 2009

Year/Date	At Date	Status	Country	Venue
2-3 May		EC-B	Austria	Aigen-Schläg
25-26 July		EC-A	Italy	Gubio
26-29 29 March		EC40+ /235mm	Spain	Madrid/Alcobendas
27/28 June		GP	Portugal	Villa Real
26-27 Sep		GP	Sweden	Goteburg
		GP	Italy	Locorotondo

Future Race calendar Championships 2010

Year/Date	At Date	Status	Country	Venue
July 2010	July 2011	EC 1:8 -1:10 40+	Austria	Styria
2010		EC-B	Switzerland	Losallo - Switzerland
2010		EC-A	Sweden	Goteburg

7. ALLOCATIONS

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

8. RULE PROPOSALS

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.

DELETE

Delete all rules from the 1/10th IC track section 235mm (Appendix 6) .

EFRA stops with the 1/10th IC track section 235mm (Appendix 6) from 01/01/2009

Remark: *There are no manufactures more that produce this cars, Every year we see less and less competitors on national and international level.*

Proposed by: Section Chairman

Seconded by: Not Secoded

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The proposal was amended by and seconded by

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

The proposed amendment

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The original proposal, together with the amendment:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

Existing Rule:

APPENDIX 7

1/10TH 200 MM SCALE IGNITION TRACK CARS

1.2. For allocation and re-allocation procedures (see general 6.2.). Allocations will only be offered for EC and WC events to those countries that have written to quest places.

Proposal :

1.2. **The first 20 drivers from the section ranking have automatically a allocated place for the next A European Championship and World Championship if there is a WC In that year. (Exception on General rule 6.2)**

For allocation and re-allocation procedures (see general 6.2.). Allocations will only be offered for EC and WC events to those countries that have written to quest places.

Remark: *Make the GP's more attractive, top drivers will visit more GP's, and give the GP's and European championship more value.*

Proposed by: FBA

Seconded by: Monaco Not Secoded

The proposal:

Passed Unanimously Passed with ...6.... for, 4..... against and ...7... abstentions.
 Rejected with for, against and abstentions. Amended

The proposal was amended by and seconded by

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

The proposed amendment

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The original proposal, together with the amendment:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

Appendix 7 2.4

Existing Rule:

- 2.4. General qualifying format for EC and GP's minimum 4 and maximum 6 series of 5 minutes heats depending on the number of drivers. If there are 60 drivers or less, 6 rounds. If there are > 60 < 80 drivers, 5 rounds. If there are more than 80 drivers, 4 rounds. With everybody qualifying for Christmas tree sub finals and 1-4 qualifying directly to final, depending on time available at Saturday all finals higher than 1/64 will be shorter than 20 minutes (for instances 10 minutes). Duration of finals higher than 1/64 to be set at team managers meeting.

PROPOSAL :

- 2.4. General qualifying format for EC and GP's minimum 4 and maximum 6 series of 7 minutes heats depending on the number of drivers. If there are 60 drivers or less, 6 rounds. If there are > 60 < 80 drivers, 5 rounds. If there are more than 80 drivers, 4 rounds. With everybody qualifying for Christmas tree sub finals and 1-4 qualifying directly to final, depending on time available at Saturday all finals higher than 1/64 will be shorter than 20 minutes (for instances 10 minutes). Duration of finals higher than 1/64 to be set at team managers meeting.

Remark: Solution for the fuel consumption problems.

Proposed by: Section chairman

Seconded by: Monaco Not Seconded

The proposal:

- Passed Unanimously Passed with 10..... for, ...3... against and ...1... abstentions.
 Rejected with for, against and abstentions. Amended
The proposal was amended by and seconded by

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

The proposed amendment

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended
The original proposal, together with the amendment:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

- 5.8. Muffler An EFRRA homologated muffler of approved double chamber design, including silencer chamber, must be fitted having the following dimensions:

Tail pipe minimum length: 10,00 mm (measured from the outside of the pipe).

The tail pipe must be oriented on or below the horizontal. The EFRRA homologation number must be engraved into the muffler.

EFRRA's definition of a noise is always final.

Tail pipe minimum length on the outside 10 mm

Each motor must be equipped with an exhaust system and inlet silencer to reduce the amount of noise generated by the car.

A Homologated INS-BOX is mandatory

From the first of January 2011 the maximum noise level for a single car will be 83 dB measured at 10 meters distance and 1 meter high.

REMARK: *Think this rule is clear and need no clarification*

Proposed by: *Section chairman*

Seconded by: *Austria* *Not Secoded*

The proposal:

- Passed Unanimously** **Passed with** for, against and abstentions.
 Rejected with for, against and abstentions. **Amended**

The proposal was amended by and seconded by

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

The proposed amendment

- Passed Unanimously** **Passed with** for, against and abstentions.
 Rejected with for, against and abstentions. **Amended**

The original proposal, together with the amendment:

- Passed Unanimously** **Passed with** for, against and abstentions.
 Rejected with for, against and abstentions. **Amended**

RULE 5.8

The EFRA Section Chairmen are entitled by Constitution to provide clarification of the rules.

The actual situation has come out due to the manifold dimensions.

The rule is simply: No conical manifolds are allowed, inlet and outlet of the manifold max 13mm, measured on the inside .

The rule does not cover the design or shape of the tube part of the manifold. So that conclusion at this moment

is clear: That design is free complying with the condition "no conical manifolds" .

To avoid conical manifolds the tube should have straight dimension and the endings of the tube must never have a conical shape .

This interpretation of the rule will only affect the 1/8in IC Off Road Section.

This is valid as per today 2nd July 2008

It should be worded in 1/8 IC Tr, 1/8 IC Buggy and 1/10 IC Tr Sections, with the same appropriate words and explanatory drawings, by the respective Chairmen so that to keep the muffler and manifold rules in each section the same.

Remark: *To avoid confusion for drivers and manufacturers.*

Proposed by: *F.V.R.C France*

Seconded by: *Not Secoded*

The proposal:

- Passed Unanimously** **Passed with** for, against and abstentions.
 Rejected with for, against and abstentions. **Amended**

The proposal was amended by and seconded by

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

The proposed amendment

- Passed Unanimously** **Passed with** for, against and abstentions.
 Rejected with for, against and abstentions. **Amended**

The original proposal, together with the amendment:

- Passed Unanimously** **Passed with** for, against and abstentions.
 Rejected with for, against and abstentions. **Amended**

THE RULE SHOULD BE AMENDED

Existing Rule:

5.8 Muffler An EFRA homologated muffler of approved double chamber design, including silencer chamber, must be fitted having the following dimensions: Tail pipe minimum length: 10,00 mm (measured from the

outside of the pipe). The tail pipe must be oriented on or below the horizontal. The EFRA homologation number must be engraved into the muffler. Each individual car must not produce more than 82 dB, measured at 10 meters distance and 1 meter high. EFRA's definition of a noise is always final.

Effective as from December 31st 2008:

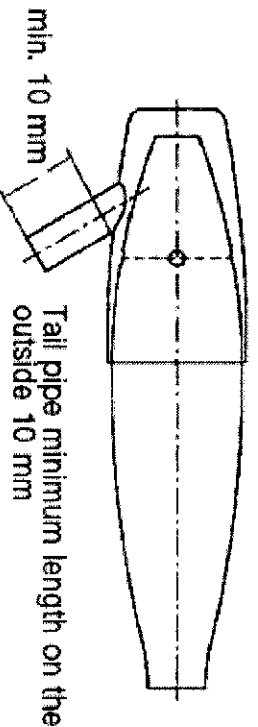
Each motor must be equipped with an exhaust system and an inlet silencer to reduce the amount of noise generated by the car.

The muffler must be of a 3-chamber type. No holes are allowed in the first chamber. All gasses must pass all 3 chambers. See enclosed design in appendix 8.

The shape of the exhaust pipe has to be of a straight revolved (rotated) type. Any other shape like oval, or bend, or in any other form that is not reproducible by a lathe, is not allowed (this is to avoid manifolds welded to the muffler). The design of the separator between the 2nd and 3rd chamber is a simple disc with only one flat part. The gap of this flat part is for 1/8th mufflers max. 5mm, and should be positioned opposite the tailpipe. (Other dimensions see drawing) No conical manifolds are allowed, inlet and outlet of the manifold max 13mm, measured on the inside (12mm for 1/10th). The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre high for a single car.

EFRA's definition of a noise level is always final.

Only EFRA homologated 3-chamber mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.



Proposal:

Muffler An EFRA homologated muffler of approved double chamber design, including silencer chamber, must be fitted having the following dimensions: Tail pipe minimum length: 10,00 mm (measured from the outside of the pipe). The tail pipe must be oriented on or below the horizontal. The EFRA homologation number must be engraved into the muffler. Each individual car must not produce more than 82 dB, measured at 10 meters distance and 1 meter high. EFRA's definition of a noise is always final. Each motor must be inlet silencer to reduce the amount of noise generated by the car. The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre high for a single car. Only EFRA homologated mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.

Purpose: Muffler rules introduced in 2008 for 1:8 track shows that neither has noise been lower, nor has the power BUT it is now extremely difficult to tune the engines. There is a high degree of broken engines this year on both national and international level.(this is a fact not fiction.) the 2008 rules are not good for the newcomers to the sport as even experienced drivers find it difficult. Decreasing the noise level is important and we are not against it but there is a need of more design and development time from manufacturers. Rushing a decision means that end-users (=drivers) will be the ones doing testing and that can not be right (=very costly). Therefore, we strongly recommend that EFRA do not introduce the current rule at 31/12-2008. Instead we propose that EFRA takes the following actions: 1) Use the pre-31/12 rules (i.e 2007 rules) for 2009 season 2) Give the manufacturers the task to design and test new mufflers according to strict homologation rules (see below). 3) Design of mufflers should be free as long as db level is not passed (i.e EFRA should not dictate the design). 4) Actual measurements of new mufflers for homologisation should be handled by a professional institution/lab who can consistently recreate the measurement procedures. 5) New mufflers (as described in point 2-4 above) to be introduced in 2010 which leaves the manufacturer's time for design and sufficient testing. Note: in the current 2008 rule there must be something wrong also.... Rule say that db level of 83 is allowed after 31/12 while before it is only 82db....

Proposed by: S.B.F Sweden

Seconded by:

Not Secoded

The proposal:

Passed Unanimously **Passed with** **for,** **against and** **abstentions.**

Rejected with for, against and abstentions. Amended
 The proposal was amended by and seconded by

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:
 The proposed amendment

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The original proposal, together with the amendment:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

THE RULE SHOULD BE AMENDED TO READ

1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS

1.1. The number of drivers and the National Allocations for the European Championships will be decided upon at the EFFRA AGM annually. *According the following table.*

	GP	EC B	EC A	EC A+	EC35/40+
Days	Fri./Sun.	Fri./Sun.	Mon./Sat.	Mon./Sat.	Fri./Sun.
Min/MaxNb of drivers	120 max	120 max	130/150	150/180	80
	The Venue (Track, Rostrum, pits space, commodities, etc...) must be sufficient for all participants.				
Recommended Date	2 nd weekend of the month	2 nd weekend June	2 nd weekend July	2 nd weekend July	2 nd weekend August
Compulsory License	EFFRA or National	EFFRA	EFFRA	EFFRA	EFFRA
Allocation	NO	YES	YES	YES	NO
Restrictions	NO	See 1.5	NO	NO	>40 years old

1.2. **EC A+ with more than 150 drivers can only be allocated to organizers that have already organized a successful EC B or EC A in the precedent years.**

The National Federation must confirm the capacity of the organizer for an event with more than 150 drivers.

An EFFRA GP must be organized on the venue in May the same year as the EC A+

1.3. **For allocation and re-allocation procedures see 3.6. and 6.2.**

1.4. **If a driver has not registered by midday on the first day of the event, then his place will be re-allocated unless that driver has contacted the organizer to explain his reason for not registering**

1.5. **The 4WD European Championship for B Class drivers may be organized each year.**

Entries will not be allowed for drivers who have ranked in the first fifty (50) places of any preceding two (2) European Championships. (All classes).

1.6. **Allocations lists with reallocations for EC A & B to be published on EFFRA website: March 30th and May 30th each year.**

REM: The EC 40+ if voted should be added in § 3.2.12 of General rules

Remark: It is necessary to raise safety limits, to guarantee drivers of a proper venue and organization.

Creating an EC 35/40+ will give that raising class of drivers a proper race to enjoy competition and will decrease the numerical pressure which exists on EC A and B.

This does not change the existence of the 40+ Final at EC A & B.

If EC 35/40+ would be voted, France is willing to organize the first one in 2009.

Proposed by FVRC, France

Seconded by:

Not Secoded

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The proposal was amended by and seconded by

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

The proposed amendment

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The original proposal, together with the amendment:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

All 1/10 IC classes on road to run inrboxes

Remark: *This will help to keep noise down*

Proposed by: B.R.C.A Great Britain

Seconded by: Not Secoded

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The proposal was amended by and seconded by

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

The proposed amendment

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The original proposal, together with the amendment:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Reference New Exhaust Pipes for 2009

The running of the new pipe to be run along side existing rule till end of 2009

Remark: *No manufacturer other than Nova Rossi have produced a new pipe that work, which means drivers do not have much choice in buying pipes.*

Proposed by: B.R.C.A Great Britain

Seconded by: Not Secoded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended
The proposal was amended by and seconded by

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

The proposed amendment

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The original proposal, together with the amendment:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 7.5.21

Existing Rule:

The minimum weight without fuel and including a transponder: 1700,00 grams. The weight limit will be checked with the cars ready to race but with empty fuel tanks. 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 should be disqualified from the heat, sub-final or final.

Proposal:

The minimum weight without fuel and including a transponder: **1600,00** grams. The weight limit will be checked with the cars ready to race but with empty fuel tanks. 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 should be disqualified from the heat, sub-final or final.

Purpose: Today we must add extra weights into our cars and without any significant costs of lightweight parts we can make our cars exceeding much underweight. Using lighter cars we will get better handling in the corners, less tyre wear and better acceleration out of corners. So, more fun for the drivers and probably tighter races generally.

Proposed by: A.K.K Finland

Seconded by:Denmark Not Secoded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The proposal was amended by and seconded by

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

The proposed amendment including a transponder: **1650,00** grams.

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with ...1... for, ...8... against and ...4... abstentions. Amended

The original proposal, together with the amendment:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with ...1... for, ...9... against and ...1... abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 7 2.1d

Existing Rule:

WinnerB-C.....Other finalists from B-EC are excluded for 2 year to run the next B-EC

Proposal:

WinnerB-C.....Other finalists from B-EC are excluded for 1 year to run the next B-EC

Purpose: Make the same rule at 1/8

Proposed by: Section Chairman

Seconded by: BRCA *Not Secoded*

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The proposal was amended by and seconded by

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

The proposed amendment

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The original proposal, together with the amendment:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

9. ELECTION OF SECTION CHAIRMAN.

10. ANY OTHER BUSINESS

Homologation nr body shell must be in a corner of the front windscreen.

11. ITEMS FOR GENERAL DISCUSSION.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 17h30