

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



**Minutes 1:8 IC Track**

**SATURDAY 1st OF NOVEMBER 2008.**

The meeting started at 17:30, after the 1/10<sup>th</sup> meeting.

**1. CHAIRMAN'S WELCOME**

Mr Sander de Graaf

Welcome !

**2. APOLOGIES FOR ABSENCE**

Apologies have been received from: Russia, Ireland, Hungary, Slovakia

COUNTRY	PRESENT	SECTION	ECB	World	World	World	World	World	World	World	SUBSCR
AUSTRIA	Thomas Suttnch	1	1	1	1	1	1	1	1	1	3
BELGIUM	Franky Noens	3	2	3	3	3	3	3	3	3	2
Bulgary	Kostadinova Desislava										
CROATIA											
CYPRUS	Costas Michaelidas	3	1	1	1	1	1	1	1	1	2
CZECH											
DENMARK	Erik Skou										
ESTONIA											
FINLAND	Tony Räkäs	1	1	1	1	1	1	1	1	1	2
FRANCE	Phillippe Bertrand	12	3	3	3	3	3	3	3	3	12
GEORGIA		1	1	1	1	1	1	1	1	1	1
GERMANY	Dieter Weck	15	3	3	3	3	3	3	3	3	15
GREAT	Scott Mettelton	1	3	3	3	3	3	3	3	3	1
BRITAIN	John Doucakis	1	1	1	1	1	1	1	1	1	6
GREECE											
HOLLAND	Rosliof Tooms	5	3	3	3	3	3	3	3	3	5
HUNGARY											
IRELAND	Alessandro Parundi	40	5	5	5	5	5	5	5	5	2
ITALY											
LUXEMBOURG	Adrien Bertin	1	1	1	1	1	1	1	1	1	15
MONACO	Claudio Comoglio	3	1	1	1	1	1	1	1	1	3
NORWAY											
POLAND		6	1	1	1	1	1	1	1	1	2
PORTUGAL	Cesar Luis										
ROMANIA											
RUSSIA		3	1	1	1	1	1	1	1	1	2
SLOVAK											
SLOVENIA											
SPAIN		3	2	2	2	2	2	2	2	2	3
SWEDEN	Bengt Andersson										
SWITZERLAND	Ernesto Camponovo	12	2	2	2	2	2	2	2	2	12
<b>TOTAL</b>		<b>113</b>	<b>40</b>	<b>48</b>	<b>60</b>	<b>69</b>	<b>75</b>	<b>83</b>	<b>83</b>	<b>136</b>	<b>10</b>

Other persons present: Oisín O'Brian,

**3. MINUTES OF 2007 SECTION MEETING**

5<sup>th</sup> of November 2007 – Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2007.

Seconded by: Belgium  Not Seconded

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

**4. CORRESPONDENCE RECEIVED**

Illness

**5. CHAIRMAN'S REPORT**

See enclosed report that was handed out to the meeting / send out before the meeting.

Within the next weeks a combined list for drivers not to enter the EC-B will be published.

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

For next year with the new rule enforced in the General part presentations must be send 6 weeks before the AGM.

Year	Event	Country	Category	Date
26 Apr 2009	GP	Holland	MACH, Haarnstede	
27-28 June	Pre-Worlds	Swiss	Lothalio	
25 Oct 2009	GP	Monaco	La Turbie, Monaco	
21 March 09	GP	France	Aunay, Paris	

**Final Races calendar 2009**

Year	Event	Country	Category	Date
2009	WC	Swiss	Lothalio	13-23 aug
2009	EC-B	Italy	Casino, Pista RME	29-31 may
2009	EC40+ /235mm	Spain	Madrid/Alcobendas	6-7 sep

**Future Race calendar Championships 2010**

Year	Event	Country	Category	Date
2010	EC-B	Monaco	La Turbie	
2010	EC40+	Austria	Soltau	
2010	EC-A	Italy	Locorotondo (Bari)	

**7. ALLOCATIONS**

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

**8. RULE PROPOSALS**

Proposed rule to read

Appendix 1

Existing Rule:

1.88 SCALE IGNITION TRACK CARS

1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS

1.1. The allocations for the EFRA European Championships 1:8 scale will be established by the section meeting and published in the minutes.

1.2. For allocation procedures see 3.6. and 6.2.

Allocations will only be offered for EC and WC events to those member countries that have written to request places.

1.3. All countries receive re-allocated places in the order of the Allocation list, unless stated otherwise in this list.

amended



THE RULE SHOULD BE AMENDED TO READ

To restate the 2007 muffler homologation but until problems have been resolved  
 Remark: The problem is engines overheating to excessive temperatures

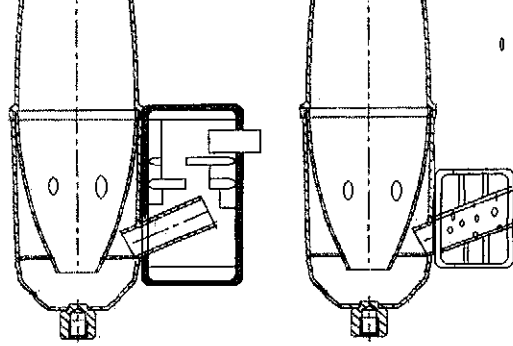
Proposed by: B.R.C.A. Great Britain  
 Succeeded by:  Not Succeeded  
 Passed Unanimously  Passed with ..... against and ..... abstentions.  
 Rejected with ..... for, ..... against and ..... abstentions.  Amended

**Rule 5.7 Mufflers:**  
 Mufflers 3000 series:  
 During the 2008 season some problems were encountered with the 3000 series mufflers. These problems were not caused completely to the new mufflers. It is a combination of more factors, but of course people suspect always that the last technical change is debt. The following report was distributed a few weeks ago to the motor-muffler manufacturers after we had 2 meetings (1 in Spain and 1 in Portugal).

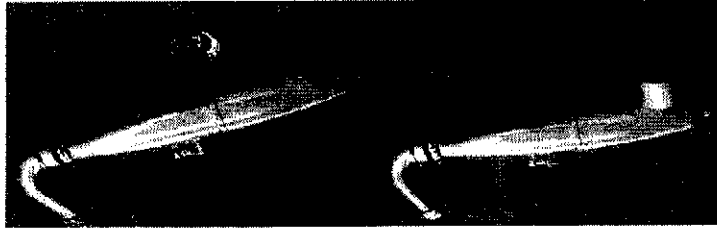
- The noise level with the new mufflers is less, but not as expected
- The bottom power which was a little bit less has been compensated by adjusting the clutch systems.
- The fuel problem has not been solved, power and consumption is still the same as 2007, or even higher.
- Checking of the internal dimensions is difficult for technical inspection and out of a batch of 20 pipes sometimes one does work better.
- The adjustment window for adjusting the carburetor has become very small, and causes problems for inexperienced drivers.
- Today's professional model cars are so good and have such a superb traction that you can now run almost everywhere full throttle. That means that fuel consumption in cars are so good and have such a superb traction that you can now run almost everywhere full throttle. That is a problem. The Ch-Road Class has for the moment no problems with the new muffler, since they do not rev-up the engines as much as in Ch-Road.

With the first meeting in Valencia and the second in Portugal a few manufacturers had the possibility to do some research on an alternative solution asked by EFFRA. The old design of 2007 did not create a small window for adjustment, so focusing on that we asked them to concentrate on the tailpipe and try to make an extra silencing unit for that. You can see silencing units based on this on "guns", but also in some touring car classes and motorbikes. A first example was shown in Portugal and seems to work (noise level = 5/5 dB/s). But there are more possibilities. We asked all the manufacturers to concentrate on such a solution. It has to comply with the following rules: it must limit the noise for a single car for at least around 84-85 dB and it must be removable to control it in track. Finally the goal for January 1<sup>st</sup> 2011 will be 82 dB/s.

Due to the adjustment of the current muffler rule for 1:8", the 1/10" section chairman has already told the manufacturers to postpone the proposed 1/10" muffler rule for at least one year. NS boxes will be mandatory for next year in the 1/10" class, so manufacturers were asked to concentrate on that subject.



Sample of possible solutions, both must be removable and opened for inspection. By adding an extra silencer like this the actual performance of the engine does not change. It will be possible to use a big part of the old mufflers together with such a solution.



We must not forget that there is an amount of new mufflers in the market. Not all is totally lost, since they can be used for Off-Road. They still work periods, which is not always the good opportunity to test mufflers and motors. That has also to do with the performance in motor evolutions and the fact that some homologations of the last 2 years were done during the winter.

So the goal for 2009 will be to make the rule more flexible and step away from the former design of a 3 chamber muffler. Use part of the 2007 mufflers (still in-chamber, but flexible) in combination with an extra silencing unit, as described here above. As regards manifolds, they will be the same as long as the noise limit does not go over the maximum.

I am not going to discuss who will be blamed for this, the matter for a less noisy muffler was first discussed in Sweden, July 2006 and the former design was already on paper in 2007. However testing has started very late and when the decision was made in November 2007 no big races had been run with the new pipe. So you can blame EFFRA on putting to accept the rule, but the manufacturers also have to take some responsibility. Since they were quite late with their designs. After all EFFRA is not a muffler manufacturer and has no skills to make mufflers and test them under all circumstances and look for motor performance and/or side effects. EFFRA needs to be focused on the environmental consequences of our hobby. In a lot of countries trade are closing down because of too much noise.

Furthermore EFFRA will invest what it can do to make the traction lower on the cars.

**Rule 5.7:**  
 With this in mind EFFRA we want to propose the following only for 2009/2010 (mandatory):

Proposed by: Sweden  
 Succeeded by:  Passed Unanimously  Passed with ..... against and ..... abstentions.  
 Rejected with ..... for, ..... against and ..... abstentions.  Amended

So the following rule changes will be added:  
 Rule 4.4:  
 Heats of 7 minutes with a mandatory pit stop

Proposed by: LUX  
 Succeeded by:  Passed Unanimously  Passed with 10..... against and ..... abstentions.  
 Rejected with ..... for, ..... against and ..... abstentions.  Amended

THE RULE SHOULD BE AMENDED TO READ

When the above is accepted we need to change Appendix 8, rule 1, General  
 Proposed by: EFFRA committee  
 Succeeded by:  Not Succeeded

Proposed by: EFFRA committee  
 Succeeded by:  Passed Unanimously  Passed with ..... against and ..... abstentions.  
 Rejected with ..... for, ..... against and ..... abstentions.  Amended

THE RULE SHOULD BE AMENDED TO READ

Appendix 1 8.17  
 a) Group C cars eligible for the class are those that have been used under "Group C" rules in the FIA Sportscar World Championship.

b) GT 1/GT-2 cars. Cars eligible for the class are those that are or have been racing in FIA GT Class. This can be either GT1 or GT2 cars like McLaren F1, Porsche 968 GT1, Ferrari F40, Maroon etc.  
 The cut-off of the body at the rear is the rear axle, but rear lights must be fitted if the original is equipped with these.

d) Prototype CAN-AM cars, eligible for this class are those that are of have been racing in any official championship

Homologation procedure, For all types of cars, the body shape behind the rear axle is not subject to control.

The outer edge of the wheels must be covered at the centre of the axle. All bodies must be homologated by EFRA.

The homologation number of the body must be visible, during the parking it will be possible to maintain transparent or semi-transparent the EFRA number, (see the picture).



Proposed by: S.R.C.A Switzerland

Recorded by: Monaco  Not Recorded

Passed Unanimously  Passed with 8 ..... for, 1 ..... against and 5 ..... abstentions.

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

### 9 ELECTION OF SECTION CHAIRMAN

Mr Sander de Graft of Holland is willing to stand again and was elected for another period of 2 years.

### 10 ANY OTHER BUSINESS.

Discussion Items for the future.

only 3000 series and 3100 series of mufflers, 8mm carburettor diameter, 18% of nitro.

lower rear end of the body, max 150mm including gurney strip.

2011 width of rear tires to minus 5 mm of on front and rear.

The Items here above were discussed and will be tested within the next year to make some definitive proposals for the next AGM's

Meeting closed at 22.10 hours

### 11. ITEMS FOR GENERAL DISCUSSION