



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

Agenda 1:8 IC Track

SATURDAY 1st OF NOVEMBER 2008.

The meeting will start at (see General Agenda).

1. CHAIRMAN'S WELCOME Mr Sander de Graaf

Welcome !

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World Re
AUSTRIA								
BELGIUM								
CROATIA								
CYPRUS								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND								
FRANCE								
GEORGIA								
GERMANY								
GREAT BRITAIN								
GREECE								
HOLLAND								
HUNGARY								
IRELAND								
ITALY								
LUXEMBOURG								
NORWAY								
POLAND								
PORTUGAL								
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN								
SWEDEN								
SWITZERLAND								
TOTAL								

Other persons present:

3. MINUTES OF 2007 SECTION MEETING

5th -6th of November 2007— Brussels, Belgium

Matters arising from the minutes:

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

Seconded by: **Not Seconded**

Passed Unanimously **Passed with** for,

 against and abstentions.

4. CORRESPONDENCE RECEIVED

!!.....

5. CHAIRMAN'S REPORT

See enclosed report that was handed out to the meeting / send out before 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	Alt. Date	Status	Country	Venue
26 Apr 2009	28 June 2009	GP	Holland	MACH
10 May 2009		GP	Swiss	Lostallo
11 oct 2009	25 oct 2009	GP	Monaco	La Turbie, Monaco
22 mar 2009	20 sep 2009	GP	Italy	Montecchio Maggiore Vicenza
August	May	GP	Austria	Sollenau
7 jun	21 jun	Int race	Monaco	Fiorano track Italy

Final Race calendar 2009

Year/Date	Alt. Date	Status	Country	Venue
2009	13-23 aug	WC	Swiss	Lostallo
2009	29-31 may	EC-B	Italy	Cassino, Pista RME
2009	Aug/sep	EC40+ /235mm	Spain	Madrid/Alcobendas

Future Race calendar Championships 2010

Year/Date	Alt. Date	Status	Country	Venue
		EC40+	France	Amac mONTEUX
		EC40+	Austria	Sollenau
		EC40+	Austria	Styria
		EC40+	Swiss	Lostallo
		EC-A	Italy	Asti

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.

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 EFRA AGM annually. **According the following table.**

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

The proposal:

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

Proposed rule to read

Appendix 1 1

Existing Rule:

1/8th 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 and re-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 first 20 drivers from the section ranking have automatically an allocated place for the next European Championship and World Championship if there is a WC in that year.

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.

1.5 Applications for all EC's must be done in writing by using the applications forms to be presented at the annual AGM section meeting

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: *F.B.A Belgium*

Seconded by: **Not Seconded**

The proposal:

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

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 1 5.13

The body must be made from a flexible material and be painted properly. When initially entered in a meeting the body must be neatly finished.

To add:

The body must be made from a flexible material **from at least 0.75 mm (0.03 inch) thickness (so the body shell will last more than 1 heat)** and be painted properly. When initially entered in a meeting the body must be neatly finished.

Purpose: More body shells are made from a thinner material to save weight to gain performance but can be damaged to easy. This can take a huge part from budget of the driver, a thicker body shell lowers the amount of shells really needed for a event

Proposed by: *Nomac Netherlands*

Seconded by: **Not Seconded**

The proposal:

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

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 1 5.7.

Existing Rule:

5.7 Exhaust System/ Inlet silencer

Each motor must be equipped with an exhaust system and 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 pas 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: 5.7 Exhaust System/ Inlet silencer

Each motor must be equipped with an exhaust system and inlet silencer to reduce the amount of noise generated by the car. The muffler and the INS Box must be approved by EFRA. See enclosed design in appendix 8.

In any case the noise must to be lower than 83 Db's; the noise control could be done during the race using a Db-meter approved by EFRA. The measurement has to be done at 10 meter of distance and 1 meter high.

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, 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.

Purpose: Independently the equipment is constructed the noise level must not higher than 83db. EFRA needs to make sure that the measurement is possible and can be done always in the same way.

Proposed by: S.R.C.C.A Switzerland

Secoded by: **Not Secoded**

The proposal:

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 1 5.7.

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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 1/8th IC Off Road Section.

This is valid as per today 2nd July 2008

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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 Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 1 5.7

Existing Rule:

5.7 Exhaust System/ Inlet silencer

Each motor must be equipped with an exhaust system and 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 pas 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: 5.7 Exhaust System/ Inlet silencer

NOTE: There was a problem with the proposal tool when entering the text but the suggested text should be exactly that of the rules 2007!!

Each motor must be equipped with an exhaust system and inlet silencer to reduce the amount of noise generated by the car. The muffler must be of a 3-chamber type. Purpose: Muffler rules introduced in 2008 has not shown that has sound 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 fact not fiction...). The 2008 rules are not good for the newcomers to the sport as even experienced drivers find it very difficult. Decreasing the sound level is important and we are not against it but there needs more design and development time from the manufacturers. Rushing a decision means that end-users (=drivers) will be the ones doing testing and that can't be right (=very costly). Therefore, we strongly recommend that EFRA takes one step back and take the following actions: 1) Go back to 2007-rules for mufflers 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 muffler is free as long as the db level is not broken i.e. EFRA should not dictate the design. 4) Actual measurement should be handled by a professional institution/lab that can consistent recreate the measurement procedures. 5) New muffler (as described in point 2-4) above to be introduced in 2010 which leaves the manufacturer's time for design and sufficient testing

Proposed by: Sweden

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

To reinstate the 2007 muffler homologation list until problems have been resolved

Remark: *The problem is engines overheating to excessive temperatures*

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

Seconded by: *Not Seconded*

The proposal:

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

Rejected with for, against and abstentions. *Amended*

Mufflers 3000 series:

Rule 5.7 Mufflers;

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 debit. 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).

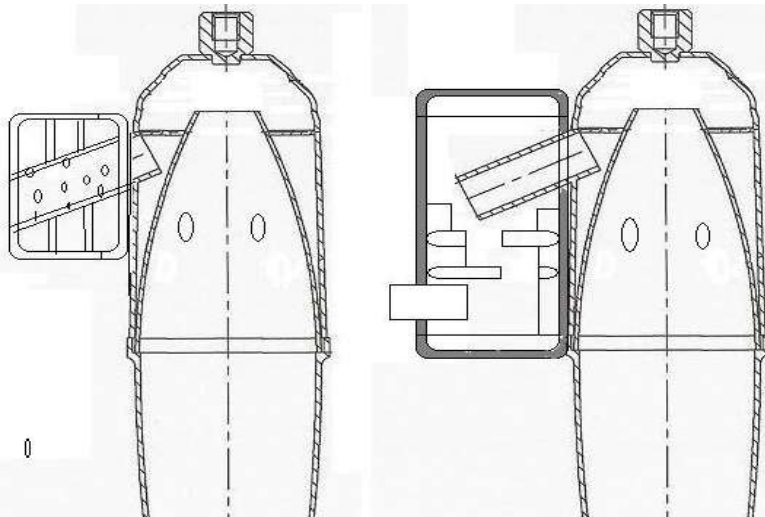
- The noise level with the new mufflers is less, but not as much as expected.
- The bottom power which was a little bit less has been compensated by adjusting the clutch systems.
- The fuel problem has not been solved, power and consumption is still the same as 2007, or even higher.
- Checking of the 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 carburettor 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 is very critical for 5 minutes and is the main reason of overheating as people try to lean up the engine too much. This was already the problem with the 2007 mufflers, but the new muffler has not solved this
- The Off-Road Class has for the moment no problems with the new muffler, since they do not rev-up the engines as much as in On-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 EFRA.

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 motorsports.

A first sample was shown in Portugal and seems to work (noise level – 5/6 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 the next 2 years at least around 84-85 dB's and it must be removable to control it inside. Finally the goal for January 1st 2011 will be 82 dB's.

Due to this adjustment of the current muffler rule for 1:8th, the 1/10th section chairman has already told the manufacturers to postpone the proposed 1/10th muffler rule for at least one year. INS boxes will be mandatory for next year in the 1/10th 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 in On-Road, but you need to be careful in adjusting. Going back to the 2007 mufflers is not a good option, because some of them are far too loud. 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 periods, which is not always the good opportunity to test mufflers and motors.

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

As for homologation fees EFRA will be flexible for all those manufacturers that had a muffler homologated in 2008 and who will come up with a new pipe for 2009.

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 formatted 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 EFRA on pushing to accept the rule, but the manufacturers also have to take some responsibility, since they were quit late with their designs. After all EFRA 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. EFRA needs to be focused on the environmental consequences of our hobby. In a lot of countries tracks are closing down because of to much noise.

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

With this in mind EFRA we want to propose the following only for 2009:

Rule 5.7

Use of the 3000 series of mufflers, manifolds free.

The use of partly the mufflers of the 2007 list, from i.e. EFRA2040 till 2060, with or without an extra silencing unit. EFRA will do some tests to search for the better mufflers and give a list with the chairman's report

Use of any new 3100 series of mufflers which are equipped with an extra silencer or comply to a far better noise level as the 3000 series.

However this will not solve the problem of fuel consumption, which was already critical in 2007.

So the following rule changes will be added;

Rule 4.4; Heats of 7 minutes with a mandatory pit stop

Or

Rule 5.20 and 5.1 ; 8mm carburettor diameter with 16% of nitro.

Proposed by EFRA committee

Seconded by: Not Seconded

Passed Unanimously Passed with for, 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

I will all depend on the results achieved for the AGM by the manufacturers but in General it will mean:

Fixed design for Off-Road according to specs and a 3 chamber muffler with a free design, complete with extra silencer build on, or build in to achieve a maximum noise level of 83 dB's (for 2011).

Proposed by: EFRA committee

Seconded by: Not Seconded

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

Appendix 1 5.17

a) Group C: Cars eligible for this class are those that have been used under "Group C" rules in the FISA Sportscar World Championship.

b) GT1/GT2-Cars: Cars eligible for this 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, Marcos etc.
The cut-out of the body at the rear is free after the rear axle, but rear lights must be fitted if the original is equipped with these.

c) GT-P cars, eligible for this class are those that are or have been racing in the FIA "GT-P" class (see Le Mans 1999), or the Petit Lemans Series in America.

d) Proto type 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 axles viewed from the top. All bodies must be homologated by EFRA.

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



Proposed by: S.R.C.C.A Switzerland

Seconded by: Not Seconded

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

9. ELECTION OF SECTION CHAIRMAN.

Mr Sander de Graaf of Holland is willing to stand again.

10. ANY OTHER BUSINESS,

Discussion items for the future.

For 2010 only 3000 series and 3100 series of mufflers, 8mm carburettor diameter, 16% of nitro.

For 2011 lower rear end of the body, max 150mm including gurney strip.

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

11. ITEMS FOR GENERAL DISCUSSION.