



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

SATURDAY 4<sup>th</sup> of November 2017.

### 1. CHAIRMAN'S WELCOME

Mr Javier Garcia

The Chairmen opened the meeting at

### 2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc

COUNTRY	PRESENT	SECTION	WC	EC	EC
		SUBSCR	1.10	1.10	1.8
AUSTRIA	Alain Levy	Y	3	0	4
BELARUS		Y			
BELGIUM		Y			
BULGARIA		Y			
CROATIA	Zvonico Matosic	Y			2
CZECH REP.		Y			3
DENMARK		Y			2
ESTONIA		N			
FINLAND		Y	3	1	1
FRANCE	Alain Gallet	Y	1	6	8
GERMANY	Markus Hammes	Y	5	6	10
GREAT BRITAIN	John Russel	Y	4	6	4
GREECE		N			
HUNGARY		Y			
IRELAND		N			
ITALY	Alessandro Pafundi	Y	8	6	40

LUXEMBOURG		Y			
MONACO	Nathalie Perillo	Y	3	2	5
NETHERLANDS		Y			
NORWAY		Y		1	1
POLAND		N			
PORTUGAL		Y			
RUSSIA		N			
SLOVAK REP.		Y			
SLOVENIA		N			
SPAIN	Pablo Neila	Y	1	1	1
SWEDEN		Y	2	1	1
SWITZERLAND	Giacomo Moretti	Y	4	5	10
TURKEY		Y			
<b>TOTAL</b>			<b>34</b>	<b>35</b>	<b>92</b>

Allocations can be changed till December 21<sup>th</sup> 2017.

Other persons present:

Riccardo Acciari representing Xtreme

Daniele Ielasi representing Novarossi

Nicola Marrone representing Hot Race

Giacomo Delponte representing UFRA tires

### 3. MINUTES OF 2016 SECTION MEETING

November 2016— Vienna, Austria

Matters arising from the minutes:

The minutes were accepted as written at the AGM 2016. **Unanimously.**

The following person was elected to check the minutes for this year: Alain Levy and John Rusell.

### 4. CORRESPONDENCE RECEIVED

1018 mails got it during the year, took me some time to answer to everybody. Also, I assume that we have news ways to communicate with SC (Fb message, Whatsapp, phone calls), but put more work in my back to answer everybody.

Any important correspondence concerning our sections got it during the year. But, according to my conversations with manufacturers, drivers and federations during the year, we have a challenge with technical rules for the future (1/8<sup>th</sup> and 1/10<sup>th</sup>) That's the reason to put on paper in point number 12 (General discussion) to start a discussion in /Technical rules. So, please keep in mind in that matter in technical proposals. We have to have open mind, but before accepting some technical proposal, we have to talk with manufactures mainly and all members involved in technical rules. That will be my compromise for next 2 years.

Anyway, I'm so grateful to see a lot of people sent ideas and proposals to improve.

## 5. CHAIRMAN'S REPORT

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

<https://www.youtube.com/watch?v=tuO1dtRrZ5g&feature=youtu.be>

## 6. PRESENTATIONS FOR APPLICATIONS EC AND GP'S 2018/19

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
2018		GP	Switzerland	Lostallo
2018		GP	Italy	Fiorano
2018		GP	Germany	Turkheim
2018		GP	France	Montbonnot
2018		EC GT	Spain	Alcobendas
2019		EC 40+	Monaco	La Turbie
2019		EC	France	Montbonnot
2019		EC	Croatia	Zagreb

### Final Race calendar for 1/8<sup>th</sup> IC track 2018

Year/Date	Alt. Date	Status	Country	Venue
-----------	-----------	--------	---------	-------

2018	13 <sup>th</sup> – 15 <sup>th</sup> April	GP	Italy	Fiorano
2018	18 <sup>th</sup> - 20 <sup>th</sup> May	GP	France	Montbonnot
2018	15 <sup>th</sup> - 17 <sup>th</sup> June	GP	Switzerland	Lostallo
2018	16 <sup>th</sup> – 21 <sup>st</sup> July	EC	Italy	Cassino
2018	27 <sup>th</sup> Aug – 1 <sup>st</sup> Sep	EC/ EC 40+	Netherlands	Raco 2000

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

Year/Date	Alt. Date	Status	Country	Venue
2019		EC	France	Montbonnot
2019		EC +40	Monaco	La Turbie
2019		EFRA GP SERIES	Germany	Türkheim

#### Applications for 1/10 IC Track

Year/Date	Alt. Date	Status	Country	Venue
2018		GP	Switzerland	Lostallo
2018		GP	Italy	Fiorano
2018		GP	Germany	Turkheim
2018		GP	France	Montbonnot
2019		40+	Monaco	La Turbie
2019		EC	Germany	Turkheim

#### Final Race calendar for 1/10<sup>th</sup> IC track 2018

Year/Date	Alt. Date	Status	Country	Venue
2018	13 <sup>th</sup> – 15 <sup>th</sup> April	GP	Italy	Fiorano
2018	18 <sup>th</sup> - 20 <sup>th</sup> May	GP	France	Montbonnot
2018	15 <sup>th</sup> – 17 <sup>th</sup> June	GP	Switzerland	Lostallo

2018	13 <sup>th</sup> – 18 <sup>th</sup> August	EC	Portugal	Vila Real
2018	27 <sup>th</sup> Aug- 1 <sup>st</sup> sept	EC 40+	Netherlands	Raco 2000
2018	17 <sup>th</sup> Oct – 27 <sup>th</sup> Oct	WC	USA	Homestead/Miami

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

Year/Date	Alt. Date	Status	Country	Venue
2019		EC	Germany	Türkheim
2019		EFRA GP SERIES	Germany	Türkheim
2019		EC +40	Monaco	La Turbie

## 7. ALLOCATIONS

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

**All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 21<sup>th</sup>. December LATEST**

## 8. RULE PROPOSALS 1/8 and 1/10 IC TRACK

**Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.**

### APPENDIX 1 1/8th and 1/10th SCALE I.C. TRACK CARS Combined

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

Existing Rule: **1.2.**

For allocation and re-allocation procedures see Gen. 3.6. and 6.2.

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

For **1/10th ONLY**: 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.

(Exception on General rule 6.2)

**Proposal:**

For allocation and re-allocation procedures see Gen. 3.6. and 6.2.

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

~~For **1/10th ONLY**: 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. (Exception on General rule 6.2)~~

**Remarks:**

Section ranking is used for EURO A & B (EFRA GP SERIES RANKING) and allocations for European Championship and World Championship should come from Federations.

**Proposed by EFRA, Garcia Collado Javier**

**Seconded by: Switzerland** o Not Seconded

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

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

-----  
-----  
**THE RULE IS NEW:**

Existing Rule: **2.1.**

European Championships are held in following classes:

a) The European Championship Sportscars/GT-P/Group-C ECA and ECB will be held on the 4th weekend of July.

The European Championship 1/10th Touring Car Sedan bodies ECA and ECB will be held on the 3rd weekend of August.

In the year there is an IFMAR World Championship outside the EFRA Bloc, dates between EC and WC must be separated with at least 4 free weekends between the finals.

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

It will be open to 64 drivers in the following order: current World Championship (if European) in 1/8th IC on road and 1/10th 200mm IC, current European Championship in 1/8th IC and 1/10th 200mm IC, 25 EFRA A drivers and 35 drivers (or numbers of drivers necessary) to complete 64 allocations. 35 drivers will bump up in Controlled Time Practice during the event. One special EFRA

medal will be awarded to the fastest driver under 17 year in each class. So everybody of 16 years during the race dates, or younger can compete for this medal. One trophy must be awarded by the Organizer for each class.

b) The B-European Championship 1/8th Sportscars/GT-P/Group-C will be open to: All drivers who want to attend the race, except drivers who have been included in European Championship 'A'. The Euro B for 1/10th will be open for: All drivers who want to attend race except drivers who have been included in European Championship 'A'. For both classes: The winner of the B-EC will become EFRA 'A' driver immediately and will retain A-licence for 2 years.

c) The EFRA ranking list is based on the overall result of the EFRA GP series.

The total result of this list will decide upon A and B licence just before European Championship.

d) European Championship 1/8th Track 40+ and 1/10th 200 mm 40+. This will be one combined event. EC 40+: Open to all drivers of 40 years, including those who become 40 that year and older.

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

#### **Proposal:**

#### **NATIONS CUP**

At every European Championship A EFRA will hold a Nations Cup, with drivers competing as a team representing their countries. When race is over, the best two (2) drivers of each country will represent their country at this Nations Cup. Both results will be added together by points (according to the rule 3.3.6) and give the result of their National Team.

#### **Remarks:**

After test of Nations CUP done in Mulhouse (France) in 2017, we are going to introduce final rule to do Nations Cup in European Championship A.

**Proposed by EFRA, Garcia Collado Javier**

**Seconded by: Croatia** 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: 2.4.

General Qualifying format for EC's and GP's: 5 Rounds of Qualifying will be run, irrespective of the number of drivers.

Qualifying is 4 minutes + last lap for 1/8th and 1/10th.

A point system will be used to establish the qualifying result.

With everybody qualifying for Christmas Tree sub-finals other than drivers qualifying directly for the 'Main' Final. The no. 1 ranked driver after completion of the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd to 5th will compete in a 'super-pole' final after completing the last Round of Qualifying. Each driver will drive the 'super-pole' individually on the track, for 6 consecutive laps including warm-up on controlled tyres (from last round). 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

The number of Rounds to count is as follows:

1 Qualifying Round completed -- 1 by laps and total time.

2 Qualifying Rounds completed -- 1 best by laps and total time.

3 Qualifying Rounds completed -- 2 best point scores to count.

4 Qualifying Rounds completed -- 2 best point scores to count.

5 Qualifying Rounds completed -- 3 best point scores to count.

Any Qualifying Round has to be completed for any Heats in that Round to be awarded points that count. Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points etc.

If two (or more) competitors achieve an equal time in any Round they will be awarded equal points.

The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round. (NOTE: drivers not recording a time or having a time disqualified in any Round score points for last place in that Round) Overall Qualifying positions are decided by each drivers 'best' (lowest) points being added together, based on the number of Rounds to count as shown in above table. In the event of a tied position, the driver with the single highest finishing position in either of the best Rounds that counted will be awarded the tie (e.g. 1+3 = 4 beats 2+2 = 4). In the event of a continuing tie then the laps and times from the best points Round will be compared. The driver with the fastest laps and time will be awarded the tie. In the case of a continuing tie, then the times from the second best scores will be compared. Only counting Rounds will be used to decide Qualifying positions (or ties), all other Qualifying Round scores and times will be discarded. If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format as the table above.

#### **Rain procedure:**

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

#### **Proposal:**

General Qualifying format for EC's and GP's: 5 Rounds of Qualifying will be run, irrespective of the number of drivers.

Qualifying is 4 minutes + last lap for 1/8th and 1/10th.

A point system will be used to establish the qualifying result. ~~With everybody qualifying for Christmas Tree sub-finals other than drivers qualifying directly for the 'Main' Final.~~

The no. 1 ranked driver after completion of the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd to 5th will compete in a 'super-pole' final after completing the last Round of Qualifying. Each driver will drive the 'super-pole' individually on the track, for 6 consecutive laps including warm-up on controlled ~~(from last round)~~ 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

The number of Rounds to count is as follows:

- 1 Qualifying Round completed -- 1 by laps and total time.
- 2 Qualifying Rounds completed -- 1 best by laps and total time.
- 3 Qualifying Rounds completed -- 2 best point scores to count.
- 4 Qualifying Rounds completed -- 2 best point scores to count.
- 5 Qualifying Rounds completed -- 3 best point scores to count.

Any Qualifying Round has to be completed for any Heats in that Round to be awarded points that count. Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points etc.

If two (or more) competitors achieve an equal time in any Round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round. (NOTE: drivers not recording a time or having a time disqualified in any Round score points for last place in that Round) Overall Qualifying positions are decided by each drivers 'best' (lowest) points being added together, based on the number of Rounds to count as shown in above table. In the event of a tied position, the driver with the single highest finishing position in either of the best Rounds that counted will be awarded the tie (e.g. 1+3 = 4 beats 2+2 = 4). In the event of a continuing tie then the laps and times from the best points Round will be compared. The driver with the fastest laps and time will be awarded the tie. In the case of a continuing tie, then the times from the second best scores will be compared. Only counting Rounds will be used to decide Qualifying positions (or ties), all other Qualifying Round scores and times will be discarded. If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format as the table above.

**Rain procedure:**

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

**Remarks:**

Clean handbook after many changes last year

Proposed by EFRA, Garcia Collado Javier

Seconded by: **Austria** o Not Seconded

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

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

-----  
-----

**THE RULE SHOULD BE DELETED:**

Existing Rule: **2.7.**

deleted

**Remarks:**

Clear handbook

Proposed by EFRA, Garcia Collado Javier

Seconded by: **WITHDRAW** (TYPO CHANGE) o Not Seconded

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

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

-----  
-----

**THE RULE SHOULD BE DELETED:**

Existing Rule: **2.7.**

deleted

**Remarks:**

clear handbook

**Proposed by EFRA, Garcia Collado Javier**

**Seconded by: WITHDRAW (TYPO CHANGE) o Not Seconded**

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

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

-----  
-----

**THE RULE IS NEW:**

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 2017 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 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 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 soon... - 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:**

Multi brand control tires All associate members tire company can be chosen, the tire company MUST bring on the track, minimum the 80% of tyres which serve for that race, but the associate member may also choose not to participate in that race. For sure company at the end of year not have "advanced tires", because what it does not sell at the first race, sell at second and so on In this way we have for sure the best products for the costumers, because all company want to be the best. One more important point will be the Competition, for sure more competition, more drivers, more fun!

Same price for all the company so 18,00Euro 1/8 and 12,00Euro 1/10. Procedure for control tires would remain the same, with one difference no 1 brand but Multi Brand.

**Remarks:**

we need something different, we need to make people happy, and the only way that i know in a Motorsport is a competition.

**The idea was accepted in the meeting, but agreement will be delay for 1 year to prepare final rule and start with multibrand tyre system in 2019.**

**Proposed by Hotrace, Marrone Nicola**

**Seconded by: Monaco o Not Seconded**

**The proposal: o Passed Unanimously o Passed with 4 for, 2 against and 3 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**

**Proposal:**

**Tires free and not handout tires**

**Remarks:**

**Proposed by Novarossi, Ielasi Daniele**

**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 2017 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 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 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 soon... - 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 **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):

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

- Reused tires will be allowed.

- With the entry fee, **10 set of tires will be automatically assigned to each driver. If any driver want to order more or less than 10 sets of tires must communicate their requirement directly to the Section Chairman. Deadline to order tires will be 30 days prior the event.** Minimum set tires to order

will be 5 sets and no maximum. Official Tire Supplier can provide enough tires for whole event according that drivers ordered in the registration.

- When drivers arrive at the track, they will have their sets (ordered in entry fee) in Official Tire Supplier Area. Sets ordered for free practice will be ready to collect in the OTS area and OTS will give them tickets for Official tires.

- Drivers have to pay for sets that they ordered directly at the track to the Official Tire Supplier. For extra sets that drivers want to order for the Official Race, a ticket system will be used. Drivers will have to pay for tickets to the Official Tire Supplier and they have to give those tickets in the controlled area. Officials will put new sets in a specific box of the driver.

- If the hand out tires have any visible defects (bad gluing, visible damage to tyre or rim)the effected tyre(s) can be exchanged before the official race start by race control. Production tolerance (including shore hardness) will not be considered as a defect. Tyres must be used as they are supplied and will be given out and fitted in the controlled area. (no modifications to the rims, except the hole for the axle, no shore meters can be used to select tyres)

- During their race time, drivers can use tires from their box in the controlled area. After finishing their race time, drivers must leave their tires in their box and leave the pit area without tires. If any tire leaves the pit, it cannot be used in the Official race anymore.

- When drivers finish their participation in the event, they can collect their used or unused tires from the controlled area and keep them.

- For free practice, drivers have free choice of tyres used, but no treatment is allowed. From the start of the controlled timed practice, drivers have to use the Hand-out tires.

- In case of rain (decided by the Race director after consultation with the Section Chairman), any alternative tyre can be used which has not been treated in any way, with the aim to get more or less traction.

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

- Only EFRA registered manufacturers/brands allowed to be Official Tire Supplier. They must be registered at the Official Tire Supplier list before 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. 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 soon...

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

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

**Remarks:**

Update about control tire rule, thanks to the experience got during the year. Regarding tire prices, we will keep same price for 1/8th for 2018 and we have to updated price for 1/10th tires.

**Proposed by EFRA, Garcia Collado Javier**

**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 (grm/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:**

Fuel may only contain methanol (methyl alcohol, CAS number 67-56-1), lubricating oil, a small content of anti-corrosion chemicals and maximum **25% 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 (grm/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:**

25% is better for 3.5 cc Engines

**Due it's a technical rule, it will be delay for 1 year. We will start with 25% nitro in 2019.**

**Proposed by Novarossi, Ielasi Daniele**

**Seconded by: Monaco o Not Seconded**

**The proposal: o Passed Unanimously o Passed with 5 for, 3 against and 1 abstentions.**

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

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

Existing Rule: **5.10.**

Checks at the technical inspection:

a) Before the race all cars will be checked and during the heats the following random checks will be made:

- Weight limit.
- Muffler & motor.
- Body and wing/spoiler.
- Overall dimensions.

The chassis is to be indelibly marked before the race and if a driver wants to change it, he must present the new and the old to the inspection officer.

b) During sub-finals, all cars moving up to the next final plus the next one are to be checked. In addition to the above mentioned checks the following are to be done during sub-finals:

- Weight limit.
- Muffler.
- Body and wing/spoiler.
- Overall dimensions.

- Marking of the chassis.
  - Fuel tank capacity.
- c) The same checks must be made after the Main Final for the top 4 places.

**Proposal:**

Checks at the technical inspection:

a) Before the race all cars will be checked and during the heats the following random checks will be made:

- Weight limit.
- Muffler & motor.
- Body and wing/spoiler.
- Overall dimensions.

The chassis is to be indelibly marked before the race and if a driver wants to change it, he must present the new and the old to the inspection officer.

b) During sub-finals, all cars moving up to the next final plus the next one are to be checked. In addition to the above mentioned checks the following are to be done during sub-finals:

- Weight limit.
- Muffler.
- Body and wing/spoiler.
- Overall dimensions.
- Marking of the chassis.
- Fuel tank capacity.

c) The same checks must be made after the Main Final for the top 4 places.

**Remarks:**

We want this more strong, and not just open the engine, but also pipe!!! If efra make a homologation, must also check the pipe. This we want also so much, a really strong technical inspection.

**Proposed by Novarossi, Ielasi Daniele**

**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: **6.1.**

The engine may have a total capacity of not more than 3.50 cc. A maximum carburettor diameter of 9.00 mm.

**Proposal:**

The engine may have a total capacity of not more than **4** cc. A maximum carburettor diameter of 9.00 mm.

**Remarks:**

Just because the car's and body's now increase really so much the performance The engines can also increase the performance and also the cc.

**Proposed by Novarossi, Ielasi Daniele**

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: **7.1.**

The engine may have a total capacity of not more than 2.11 cc. Engines will be air-cooled, with front rotary valve, two-stroke induction. The engines may have a maximum of four (4) ports in the liner, including the exhaust port, seen with the piston at lowest position. No form of forced induction is allowed. No form of variable port timing.

Only glow plug ignition is allowed. One additional gap in the bottom (skirt) of the piston is allowed. No additional holes in the piston are allowed. Additional slits or holes in the liner for cooling purposes are allowed as long as they do not reach the top of the piston at lowest position. Standard and conical glow plugs are allowed. Reference to "hole" in this rule means any hole that is surrounded completely by material.

**Proposal:**

The engine may have a total capacity of not more than 2.5 cc. Engines will be air-cooled, with front rotary valve, two-stroke induction. The engines may have a maximum of four (4) ports in the liner, including the exhaust port, seen with the piston at lowest position. No form of forced induction is allowed. No form of variable port timing.

Only glow plug ignition is allowed. One additional gap in the bottom (skirt) of the piston is allowed. No additional holes in the piston are allowed. Additional slits or holes in the liner for cooling purposes are allowed as long as they do not reach the top of the piston at lowest position. Standard and conical glow plugs are allowed. Reference to "hole" in this rule means any hole that is surrounded completely by material.

**Remarks:**

Just because the car's and body's now increase really so much the performance The engines can also increase the performance and also the cc.

**Proposed by Novarossi, Ielasi Daniele**

**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: **7.8.**

Bodies:

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

**Proposal:**

Bodies:

Bodies must be a **1/10th** scale touring car in character, **their design** being **inspired by** vehicles that exist or have **existed**, and must comply to the GLOBAL BODY SPEC 1/10th IC Track. Bodies **need to** be sent to the Body shell Homologation Officer for **approval as indicated in appendix 9**. The EFRA Registration Number has to be embossed in the body at an edge of the front window.

**Remarks:**

We believe nowadays it's crucial to help this class survive. We as Xtreme have always been very attentive towards the customers needs, and the demand is for more downforce and a better ease of driving. So we believe that changing the wording of the rule would allow the designer and the manufacturer to improve the body shell functionality without compromising the looks and the purpose of the class. Of course this proposal is also related to the other proposal about rule 1.a of Appendix 9

**Proposed by XTREME, Boni Cristian**

**Seconded by: Switzerland** o Not Seconded

**The proposal:** o Passed Unanimously o **Passed** with 7 for, 0 against and 2 abstentions.

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

-----  
-----

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

Existing Rule: **7.12.**

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

**Proposal:**

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

**Remarks:**

It's not necessary because It's not a technical advantage and I could see during the year a lot of wings only with stickers.

**Proposed by EFRA, Garcia Collado Javier**

**Seconded by: Austria** o Not Seconded

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

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

**THE RULE IS NEW:**

**1/8th ELECTRIC CARS**

11.1 Car must be an 8th scale electrically powered character representation of a racing car within the given dimensions. Maximum width of car is 267 mm, this excludes the body shell which has it's own dimensional rules.

11.2 On all cars braking must be a combination of electronic speed controller and motor (dynamic braking) only via the single speed fixed transmission to the rear wheels.

11.3 All cars must be fitted with a failsafe device, this can also be incorporated into the receiver or speed controller.

#### MODIFIED CLASS (4wd With Suspension)

11.4 Minimum weight to be 2500g (ready to race).

11.5 Batteries to be any commercially available hard cased Lithium Polymer up to maximum of 4s (14.8 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 anytime using the section multimeter must be a maximum of 4.2v per cell (16.8v maximum in total). All batteries must be homologated by EFRA and must be in the EFRA list.

11.6 The brushless motor (Maximum ~~3150kv~~ 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

11.7 Speed controller reverse operation must be disabled.

#### STOCK CLASS (4wd Without Suspension)

11.8 Fixed chassis cars without any moving suspension components .

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

11.10 Batteries to be any commercially available hard cased Lithium Polymer up to maximum of 4s (14.8 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 anytime using the section multimeter must be a maximum of 4.2v per cell (16.8v maximum in total). All batteries must be homologated by EFRA and must be in the EFRA list.

11.11 The brushless motor (Maximum of ~~2650kv~~ - 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.

11.12 Speed controller reverse operation must be disabled

#### BODIES

11.13 Bodies must follow same rules like 1/8th IC cars (see 6.7 to 6.9 Appendix 1).

11.14 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.

11.15 WINGS AND SPOILERS. Wings and spoilers must follow same rule like IC cars (see 6.12 Appendix 1).

#### RACE FORMAT

##### 11.16 QUALIFICATION

1. Heats must be separate between categories: modified and stock. If the number of drivers in one category is less than 10 drivers, all drivers racing in 1/8th electric class must race together and then and results will be separated.

2. The Qualifying Heats will be 5 minutes and the last lap plus the time to complete this last lap up to a max of 40 seconds.

3. 5 Rounds of Qualifying will be run, irrespective of the number of drivers. Qualifying will be 5 minutes + last lap.

4. In Qualifying Rounds the Round by Round point system will be used (same system like IC cars, see 2.4 Appendix 1).

5. The qualifying heats will be a maximum of 10 drivers and where possible equal number of drivers in each.

6. Starting for qualifying heats will be from the start line or pit lane, using the staggered start system (one by one). In each Round, the order of starting Heats will be same like rule 4.2 Appendix 1.

7. The qualifying results will determine the composition of all finals with the top 10 proceeding to the "A" final and so on down.

#### 11.17 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.
4. The winner determined from the combined A finals will be the champion. If the A finals cannot be completed, the awards will be made based on the final Qualifying positions.
5. All finals will be run in 3 legs from slow to fast.
6. If three leg finals are run, then the best 2 out of 3 to count.
7. The winner of a final gets 1 point; the second gets 2 points and so on up to 10 points for the 10th driver. In the event of a tie regarding time in a Final, the points will be equally awarded to each driver and the next driver not tying will be two points more.
8. In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. The driver with the fastest laps and time total will be awarded the tie. In the case of a continuing tie, then the times from the second best position will be compared. When some drivers of a final do not run a final, they will be awarded the remaining points in the order of their car numbers.
9. Cars, which do not pass the start/finish line after the prescribed race time, will be classified according to the number of laps recorded. The "A" finalist with the lowest number of points will be the winner of the International Race.
10. All final results will be published at least 10 minutes before prize giving.
11. There will be awards at least for all "A" finalists, and the winners of any other final. If no round of Final(s) are completed the results of the event are taken on qualifying positions.

#### Remarks:

New rule proposal for 1/8th electric

**Proposed by EFRA, Garcia Collado Javier**

We have 3 amended, which pass unanimously.

11.6 (3150kv) to (2800kv)

11.11 (2650kv) to (2600kv)

We added in the title class 4wd (stock and modified)

**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

---

---

## **APPENDIX 9 PROCEDURE FOR BODY-APPROVAL (1/8 TRACK, 1/10 TRACK, ELECTRIC TRACK & LARGE SCALE)**

This proposal needs to be discussed, and brought back to the general meeting, as it affects other sections.

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

Existing Rule: **1.a.**

Bodies for 1:10th, 1:8 class and Electric Track. Anyone who wishes to have a body tested and homologated must submit 2 samples before December 1st to the body homologation officer. Bodies will be checked and verified between December 1st and february 28th and will be put on the EFRA webpage for publication on March 1st. After publication no other bodies will be added to the list before the end of the running year.

### **Proposal:**

Bodies for 1:10th, 1:8 class and Electric Track. There will be 3 (three) time windows per year during which the bodies can be checked and verified by the homologation officer: the first going from January 1st to February 15th, the second from May 1st to June 15th and the third from September 1st to October 15th. Anyone who wishes to have a body tested and homologated must submit 2 samples of said body during the 28 days (4 weeks) before the opening of each examination window. Within 2 weeks from the end of each examination period, the officer will notify the manufacturers about the results and will update the approved body list accordingly, so that the bodies will become legal.

### **Remarks:**

The developments done on bodyshells throughout the year are conspicuous, therefore we believe it would be good for both EFRA and the manufacturers to have the chance to update the body list at least 3 times a year so that we can maintain a consistent volume of testing, production and sales throughout the year. Especially when a body doesn't pass the examination, with the old rule it would take a year to make modifications and get the body approved. Since we believe that there's big room of improvement over 10th scale bodies, the chance to work in a more dynamic and flexible way would be a huge plus.

**Proposed by XTREME, Boni Cristian**

**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**

## **10. ELECTION OF SECTION CHAIRMAN.**

We have 1 candidate for 1/10<sup>th</sup> Chairman position. Guillaume Lievre from FFVRC

Guillaume Lievre presented his candidature with a speech. After that, Federations voted for the candidate UNANIMOUSLY. Guillaume has been elected for 1 year. 2018.

Javier Garcia was re-elected as a 1/8<sup>th</sup> Section Chairman for next 2 years 2017-2019

## **11. ANY OTHER BUSINESS.**

## **12. ITEMS FOR GENERAL DISCUSSION.**

Technical rules for 1/8th IC cars. We have to talk together in next years to keep alive our section. Actually, due high downforce thanks to new bodies, cars are easy to drive but we have weak link in engines. We need to find solutions in mid term.

**Proposed by EFRA, Garcia Collado Javier**

Section Chairman and the people in the meeting put some ideas in the table to the aim to discuss them in the mid term together with all people involved. (last chance like IC Buggy...)

Actual situation 1/10th IC 200mm. We can see year by year how 1/10th IC section decrease interest from the drivers. We need to find solutions in mid term in following subjects:

- Make car more easy to drive, cheaper and less technical (fun, diff, critical engines...)
- New race formats to be more attractive for new drivers.

**Proposed by EFRA, Garcia Collado Javier**

Section Chairman talked about some new ideas with open mind to try to keep alive the section in the mid-term. 2 finals 20 minutes without tire changes, and other issues could be implemented in the future. Also, the challenge will be to try to find technical solutions to increase drivers in the races.

The Section Chairmen thanked all participants for a constructive meeting, and being no further business the meeting was closed at 18:45h