



## Minutes Large Scale

**SATURDAY 3<sup>rd</sup> OF NOVEMBER 2007.**

The meeting started at: 14:05

### 1. CHAIRMAN'S WELCOME

Mr Wolfgang Stumpf

The Large Scale Chairman opened the meeting

### 2. APOLOGIES FOR ABSENCE

Apologies have been received from: France, (J-L. Molat), Hungary; Slovenia

Member Countries presents, section subscription, allocations etc:

20 places are allocated according to App. 5-- 1.4

1	Feldmann Markus	D
2	Oddie Ian	GB
3	Weiser Michael	A
4	Bernauer Jennifer	D
5	Mielke Michael	D
6	Veseli Dario	HR
7	Wohlert Clark	D
8	Ruster Guido	D
9	Schummer Jörg	D
10	Wyatt Cormac	IRL
11	Müller Sven	D
12	Kiwitt Matthias	D
13	Roskam Hessel	NL
14	Martelli Gianmarco	I
15	Sampietro Olivier	F
16	Klug Sascha	A
17	Bayer Martin	CZ
18	Utz Ernst Peter	D
19	Dvorszky Thomas	A
20	Körner Max-Daniel	D

COUNTRY	PRESENT	SECTION SUBSCR	EC	Direct	EC Re	World	World Re
AUSTRIA	Mr. Prochaska		7	2			
BELGIUM	Mr. Sonnevile		7		1		
CROATIA	Mr. Masosic		5	1			
CYPRUS							
CZECH REP.	Mr. Kubicka		8	1			
DENMARK	Mr. Lissau		9				
ESTONIA							
FINLAND							
FRANCE	Mr. Favre		14	1			
GEORGIA							

GERMANY	Mr. Bell		6	10	4		
GREAT BRITAIN	Mr. Oddie		13	1			
GREECE							
HOLLAND	Mr. Roskam		11	1			
HUNGARY			5				
IRELAND			4	1			
ITALY			4	1			
LUXEMBOURG	Mr. Claus		3		1		
NORWAY	Mr. Kristiansen		4				
POLAND							
PORTUGAL			9				
ROMANIA							
RUSSIA							
SLOVAK REP.							
SLOVENIA			1				
SPAIN			3				
SWEDEN	Mr. Scholander		7				
SWITZERLAND	Mr. Perrazzi		10				
TURKEY							
<b>TOTAL</b>			<b>131</b>	<b>19</b>			

Other persons present: Several Delegates showed up for short visits

### 3. MINUTES OF 2006 SECTION MEETING

4<sup>th</sup> -5<sup>th</sup> of November 2006— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2006.

The following person was elected to check the minutes of this year: Mr. Zvonimir Matosic, Mr. Michael Lissau

### 4. CORRESPONDENCE RECEIVED

Correspondence was received regarding the LS of road series and the wish was expressed, that EFRA Officials should be present at that meetings.

Email were received from Australia regarding the WC. Advise was requested and many drawings, explanations and information's were given to the organiser.

### 5. CHAIRMAN'S REPORT

A very busy season is finished now. I was present at all of the 6 EFRA GP's, on five of them as main referee, the EC in Kirchberg, Austria and the World Championship in Brisbane, Australia. The Formula 1 EC was held as series of these 6 GP,s with 4 Results counted together, the winner was the Hungarian driver Gabor Cerkuti. The Saloon EC winner was Markus Feldmann from Germany, the WC winner was Martin Lissau from Denmark.

The first EFRA GP was at the track of San Lazzaro, near Bologna, best weather conditions, 81 drivers and very small camping possibilities. I had to make a rule clarification there, that the Formula cars had to follow the GP format in the number of the training, timed practise and the heats and lower finals. It was a very close time schedule there. The second GP was in Zagreb, Croatia, 32 drivers found the way, like always a perfect organized race and best weather again. The third GP was Kirchberg in Austria, 118 drivers and luck with the weather. The fourth GP was in Leipzig, Germany, hot summer weather, 73 drivers and enough space for everyone. The fifth GP was in Lostallo, Switzerland, 84 drivers, best summer weather and well known facilities. The sixth and last GP this year was in Brooklands, Great Britain, everyone was waiting for the rain who don't show up, 35 drivers come to this final GP.

This GP series was a big success and I was told that EFRA had to continue with this idea. If we do so in the future, the lesson was that if there is an EC and a EFRA GP as a warm up race,

don't count this for the Formula series, like the coming year in Luxembourg. This race normally is overfilled with Saloon drivers, so there is no space for the Formula anymore. This year in Kirchberg we saw a restriction in the number of participants at the Austrian EFRA GP, who was the warm up for the EC.

The EFRA EC race was booked out complete, highest level summer temperatures and a crowded camping area. A lot of discussion about the radio impound, missing modules and radios. An accident occurs with a car into the spectator's area, hitting a boy there and it shows the importance of having the insurance papers at the desk all the time. And the way for the ambulance was blocked by people who don't want to carry the goods a longer distance. This was not the fault of the organizer, some smart persons are riding on the back of the others, like always.

At the WC in Brisbane, I had to be there as the EFRA representative, some rain show up at the weekend before the event, but best weather all the time. I spent most of my time in the tech inspection, it gave some discussions about measuring width of the cars and size of the wings. A lot of people think that a world championship is like a friendship race on a parking lot and a maximum measurement need some additional tolerances. Because in this country the danger of poison snakes is given, there was real no discussion about open shoes or sandals.

## 6. PRESENTATIONS FOR APPLICATIONS EC 2009 AND GP'S 2008

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
			Italy	Bologna
20.-21.09.08		IR TC/EFRA GP Final F1	Croatia	Zagreb
<b>10-11/05/08</b>		<b>EFRA GP TC</b>	<b>Luxembourg</b>	<b>Mini Circuit Ville de Luxembourg</b>
<b>17-18/05/08</b>		<b>EFRA GP TC/F1</b>	<b>Switzerland</b>	<b>MRTM/Lostallo</b>
<b>07-08/06/08</b>		<b>EFRA GP TC/F1</b>	<b>Great Britain</b>	<b>Brooklands</b>
<b>21.-22.06.08</b>		<b>EFRA GP TC/F1</b>	<b>Austria</b>	<b>Sollenau</b>
09-10/08/08		EFRA GP TC/F1	Spain	Madrid
<b>16-17/08/08</b>		<b>EFRA GP TC/F1</b>	<b>Slovenia</b>	<b>Tolmin</b>
<b>31/08-01/09/08</b>		<b>EFRA GP TC/F1</b>	<b>Holland</b>	<b>Apeldoorn</b>
14-15/06/08		EFRA GP LS OR	Great Britain	Nottingham
5.-6.07.08		EFRA GP LS OR	France	Lyon
09.-10.08.08		EFRA GP LS OR	Czech Republic	Mariánské Lázně
13.-14.09.08		EFRA GP LS OR	Austria	Fehring
2009		EC	Holland	Apeldoorn
<b>2009</b>		<b>EC</b>	<b>Great Britain</b>	<b>Brooklands</b>
2009		EC	Croatia	Zagreb
2010		EC	Slovenia	Tolmin
2010		EC	Italy	Bologna

## Final Race calendar 2008

Year/Date	Alt. Date	Status	Country	Venue
1-4//05/08		EFRA GP TC/F1	Switzerland	MRTM/Lostallo
10-11/05/08		EFRA GP TC	Luxembourg	Mini Circuit Ville de Luxembourg
07-08/06/08		EFRA GP TC/F1	Great Britain	Brooklands
21-22/06.08		EFRA GP TC/F1	Austria	Sollenau
15-20/07/08		EC	Luxembourg	Mini Circuit Ville de Luxembourg
16-17/08/08		EFRA GP TC/F1	Slovenia	Tolmin
31/08-01/09/08		EFRA GP TC/F1	Holland	Apeldoorn
20-21/09/08		IR TC/EFRA GP Final F1	Croatia	Zagreb
14-15/06/08		EFRA GP LS OR	Great Britain	Nottingham
05-06/07/08		EFRA GP LS OR	France	Lyon
09-10/08/08		EFRA GP LS OR	Czech Republic	Mariánské Lázně
13-14/09/08		EFRA GP LS OR	Austria	Fehring

## Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
14-19/07/09		EC	Great Britain	Brooklands

## 7. ALLOCATIONS

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

## 8. RULE PROPOSALS

### **RULE SHOULD BE AMENDED**

5.4.9 Race Format

To be followed Appendix 2.1:8 IC Off Road

*The status of the EFRA races in this class will be the EFRA Grand prix one or International Race. The format of the races will be the same of the EFRA GP at Appendix 2 1:8th iC off road. The combined result of the Grand Prix in one season will produce an EFRA ranking list and an European Series Large Off Road Winner.*

**Proposed by: EFRA Committee**

**Seconded by: Holland**

Not Seconded

**The proposal:**

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

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

### **RULE SHOULD BE REWORDED FOR BETTER UNDERSTANDING**

App.5 -- 4.1.1

Existing Rule :-

1. Only one marked engine allowed. In case of rain situation, a second engine could be allowed during the time of wet track. The race director may decide an engine replacement of the same type or repair in case of failure. The replaced engine will be kept in race control till the end of the event. A driver asking for engine replacement will be placed at the end of the grid at his first final. Each driver is only allowed to use a maximum of 2 engines per event.

UK suggestion for better wording :

1. Engines have to be marked (sealed). Only one marked engine is allowed.  
The race director (or deputy) may decide to allow an engine replacement of the same type or repair in case of failure. If replaced, the original engine will be kept in race control until the end of the event. A driver using a replacement engine will **start from the place eleven in his/her first final**. Each driver is only allowed to use a maximum of 2 engines per. event.  
In addition to the above, and only in the case of a rain situation, a further unmarked engine could be allowed, but only during the time of wet track.

Proposed by: EFRA Committee

Seconded by: Sweden  Not Seconded

The proposal:

- Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.  
 Rejected with ..... for, ..... against and ..... abstentions.  Amended  
withdrawn
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**THE RULE SHOULD BE AMENDED**

App.5--1.3

The number of drivers in one race meeting is limited *for GP's to 100, for the EC to 150.*

Proposed by: EFRA Committee

Seconded by: Sweden  Not Seconded

The proposal:

- Passed Unanimously  Passed with ...10.... for, ..... against and ...3... abstentions.  
 Rejected with ..... for, ..... against and ..... abstentions.  Amended
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**THE RULE SHOULD BE AMENDED**

App.5—2.1

Special Regulations F1

**Single EC**

3 rounds of timed practise

Qualification heats:

6 heats 10 minutes (plus the last lap and time of the last lap) Rolling starts. Half finals 30 minutes

***In case of the EC in a series of GP's***

***Following the time schedule of the GP (timed practise and heats following the time schedule of a single day) Half finals 30 minutes.***

Proposed by: EFRA Committee

Seconded by: Norway  Not Seconded

The proposal:

- Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.  
 Rejected with ..... for, ..... against and ..... abstentions.  Amended
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**THE RULE SHOULD BE AMENDED**

App.5—2.1

**Number of heats in GP Formula 1 series**

INSTEAD OF 6 HEATS WE **PROPOSE 3 HEATS**

Proposed by: HAMS, Croatia

Seconded by: Sweden  Not Seconded

The proposal:

- Passed Unanimously  Passed with 11..... for, ...1... against and ..... abstentions.  
 Rejected with ..... for, ..... against and ..... abstentions.  Amended

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**THE RULE SHOULD BE AMENDED**

App.5—2.4

TIME SCHEDULE FOR GP SERIE F1

On Thursday, the track is closed.

**Proposed by: HAMS, Croatia**

**Seconded by: Austria**  **Not Seconded**

**The proposal:**

**Passed Unanimously**  **Passed with .....** for, .....

 against and ..... abstentions.

**Rejected with .....** for, .....

 against and ..... abstentions.  **Amended**

**Withdrawn**

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**THE RULE SHOULD BE AMENDED**

App.5—2.1

Sub-finals min 15 minutes, max. 20 minutes up from the 1/32 final **and 30 minutes for semi finals** (plus the last lap and time of the last lap)

**Proposed by: BRCA**

**Seconded by: Switzerland**  **Not Seconded**

**The proposal:**

**Passed Unanimously**  **Passed with .....** for, .....

 against and ..... abstentions.

**Rejected with .....** for, .....

 against and ..... abstentions.  **Amended**

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**THE RULE SHOULD BE AMENDED**

App.5—2.9b

It is not allowed for any of the race officials to change the time of the stop and go penalties during the race meeting.

**The driver have three laps time to come in**

Three stop and go penalties for one car.....

**Proposed by: EFRA Committee**

**Seconded by: Great Britain**  **Not Seconded**

**The proposal:**

**Passed Unanimously**  **Passed with .....** for, .....

 against and ..... abstentions.

**Rejected with .....** for, .....

 against and ..... abstentions.  **Amended**

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**THE RULE SHOULD BE AMENDED**

App.5—4.4

It is not allowed to treat the tires in the pit area. **This means it is clearly forbidden.** But if someone use it at home, it is recommended that the chemical .....

**Proposed by: EFRA Committee**

**Seconded by: Denmark**  **Not Seconded**

**The proposal:**

**Passed Unanimously**  **Passed with ...11....** for, ...1... against and ..... abstentions.

**Rejected with .....** for, .....

 against and ..... abstentions.  **Amended**

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**THE RULE SHOULD BE AMENDED**

App.5—5.2.2 Tyres

**5.2.2 TYRES**

Tyres must be semi-pneumatic rubber grooved type (4 grooves) Min. depth 1 mm before the start.

In case of rain the use of rain tyre can be allowed by the race director.

Only 2 complete sets of tyres are allowed for the heats and will be marked by technical inspection with the registration number of the driver.

**For EC Series during EFRA GP's only one set of marked tyres is allowed during the three rounds of qualification.**

**Proposed by: EFRA Committee**

**Seconded by: Denmark**

**Not Seconded**

**The proposal:**

**Passed Unanimously**  **Passed with ...11... for, ..... against and .....1 abstentions.**

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

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**THE RULE SHOULD BE AMENDED**

App.5—5.2.2

**TYRES**

**ONLY 1 (ONE) COMPLETE SETS TYRES ARE ALLOWED FOR THE HEATS AND WILL BE .....**

**Proposed by: HAMS, Croatia**

**Seconded by:**

**Not Seconded**

**The proposal:**

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

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

**Withdrawn**

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**9. ELECTION OF SECTION CHAIRMAN.**

**Mr Wolfgang Stumpf Austria, unanimously re-elected,**

**Mr. Wolfgang Petermann, Vice Chairman, unanimously re-elected**

**10. ANY OTHER BUSINESS,**

Discussion about the future need of radio impound.

**11. ITEMS FOR GENERAL DISCUSSION.**

Tyre costs. One of the possibilities to minimise tyre costs in Large Scale touring car racing would be the limitation of tyres that can be used during one meeting. Does any country has experience with that in Large Scale?

The meeting recommends to use this on National levels.

The meeting was closed at 17:47

Read and checked Zvonimir Matosic

Read and checked Michael Lissau.