



EFRA ANNUAL GENERAL MEETING

HOTEL Holiday Inn, Brussels

Belgium

31st of October and 1st of November 2009

Agenda Large Scale

SATURDAY 31th of October 2009.

The meeting started at: 14:10

1. CHAIRMAN'S WELCOME

Mr Wolfgang Stumpf

The Large Scale Chairman opened the meeting

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Ireland, Slovenia, Hungary, Russia, Greece

Member Countries presents, section subscription, allocations etc:

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

1	BOWEN DAVID	GB
2	VESELI DARIO	HR
3	ROSKAM HESSEL	NL
4	FELDMANN MARKUS	D
5	WEISER MICHAEL	A
6	MARTELLI GIANMARCO	I
6	ARNALDI BERNARD-ALAIN	F
8	VAN WIJK JEFFREY	NL
9	BERNAUER JENNIFER	D
10	WYATT CORMAC	IRL
11	MÜLLER SVEN	D
12	MIELKE MICHAEL	D
13	KÖRNER MAX	D
14	BRIERE MATTHIEU	F
15	REULING JEROEN JR	NL
16	KOOPMAN PATRIK	NL
16	PETER MIKO	HU
18	ODDIE IAN	GB
19	AMAT JOSEP	E
20	SAMPIETRO OLIVIER	F

COUNTRY	PRESENT	SECTION SUBSCR	EC	EC Re	EC OR 6	EC OR 6 Re
AUSTRIA	Ed Prochaska		9			
BELGIUM	Curt Sonnevile		4			
BULGARIA						
CROATIA	Zvonimir Matosic		5			
CYPRUS						
CZECH REP.	Tomáš Dospíšil		14			
DENMARK	Michael Lissau		5			
ESTONIA						
FINLAND						
FRANCE	Francis Billa		8			

GEORGIA					
GERMANY	Jürgen Bell		25		
GREAT BRITAIN	Ian Oddie		6		
GREECE			2		
HOLLAND	Cor Roskam		6		
HUNGARY			1		
IRELAND			2		
ITALY	Stefano Acciari		5		
LITHUANIA					
LUXEMBOURG	Marco Claus				
MONACO	Patrick Rinaldi		1		
NORWAY	Kjetjl Kristiansen		4		
POLAND					
PORTUGAL	Miguel Farenda		3		
ROMANIA					
RUSSIA			1		
SLOVAK REP.					
SLOVENIA					
SPAIN	Carlos Peracho		5		
SWEDEN	Frederick Scholander		5		
SWITZERLAND	Stephan Perazzi		15		
TURKEY					
TOTAL	17		126		

Other persons present: Chris Hardesty, Maurice Favre, Ante Dujic

3. MINUTES OF 2008 SECTION MEETING

1th 2th of November 2008— Lyon, France

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2008. Accepted unanimously

The following person was elected to check the minutes of this year: Zvonimir Matosic, Ketjl Kristiansen.

4. CORRESPONDENCE RECEIVED

There was no correspondence received.

5. CHAIRMAN'S REPORT

This year I was present as Referee at the EFRA GP of Italy in Bologna, it was raining cats and dogs. Than at the EFRA GP of Croatia, held in Zagreb and at the EFRA GP of Czech Republic in Slavkov. I also was present at the European Championship in Great Britain. The winner this year was Markus Feldmann from Germany, the old and new Champion.

I was prepared to travel to South Africa but after all the discussion and information we had about, I don't book anything and this seems to be the best way, because last not least no Europeans participate, so it was no must for me to be present.

In case of the running time I decided to retire after making this job as the LS Chairman now since approximately 20 years, also to make some things slower and now it is the time to say good bye.

6. PRESENTATIONS FOR APPLICATIONS EC 2009 AND GP'S 2009, WC 2011

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
7.8.9/05/10	9.10.11/07/10	GP EC	1/5 LS OFF Road	France	Circuit TOP OCEAN Zone de BEL AIR 29460 HANVEC +33 2 98 28 44 38
May 2010	March 2010	GP	Large Scale TC/F1	Italy	Cassino
28.-30.05.10	Possible in the time from 01.05.10 – 29.08.10	GP	1:5 IC Track	Germany	MRC Leipzig
06/2010	05/2010 07/2010	GP EC	1/5 LS TRACK	France	Circuit TOP OCEAN Zone de BEL AIR 29460 HANVEC +33 2 98 28 44 38
Any date except july		GP	1:5 LS Track	Holland	Baanvelden 13 Rucphen
01.-02.05.2010		GP	1:5 IC-TC+ F1	Croatia	Zagreb (ayrton senna memorial)
2010 14.-16. May	2010 04.-06. June	GP	1:5 IC-TC+ F1	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab A-8324 KIRCHBERG an der Raab STYRIA – southeast AUSTRIA
2010		GP	Large Scale 1:6 Off Road	Austria	WMW Buggy Racing Center Fehring Fabrikstrasse A-8350 FEHRING southeast Styria - Austria
25-27 June 2010	11-13 September 2010	GP	EFRA GP 1:5 TC+ F1	Switzerland	Lostallo
June/July/ August 2010		GP	Large Scale Off Road	Great Britain	Nene valley – Great Britain
2010 July	2011 July	EC	Large Scale 1:6 Off Road	Austria	WMW Buggy Racing Center Fehring Fabrikstrasse A-8350 FEHRING southeast Styria - Austria
		GP	Large Scale Off Road	Croatia	
29.07- 01.08.2010		Intern. race	International Race 1:5 F1+Truck 24h TC	Switzerland	Lostallo
Received late 2011					
2011 April		GP or Warm- Up	LS Touring	Austria	Niederösterreiching in Sollenau Blumauerstr. 2601 Sollenau
2011 18.-24.07.11	25.-31.07.11	EC	1:5 IC Track	Germany	MRC Leipzig
2011 July		EC	LS Touring	Austria	Niederösterreiching in Sollenau Blumauerstr. 2601 Sollenau
July, 2011		EC	LARGE SCALE	Spain	ARCA, ALCOBENDAS (Madrid) SPAIN

July 2011		EC	Large Scale	Italy	Bologna (Futura)
2011		EC	LS	Portugal	Track: Vila Real
2011		EC	LS	Switzerland	Lostallo

Final Race calendar 2010

Year/Date	Alt. Date	Status	Class	Venue
17.-18.04.		GP	Large Scale TC/F1	Cassino / Italy www.pistarme.com
1.-2.05.2010		Intern. Race.F1 TC	HR	Zagreb /Croatia www.croatiamodel.hr
7.-9.05.2010	9.10.11/07/10	GP	1/5 LS OFF Road	Brest / France www.amco29.fr
14.-16. 05.2010		GP	1:5 IC-TC+ F1	BERNDORF/ KIRCHBERG a. d. Raab/ Austria www.morac-graz.at
28.- 30.05.2010		GP	Large Scale Off Road	Velika Gorica/Croatia www.v-max.hr
5.-6.06.2010		Intern. Warm up	CZ	Slavkov / Czech Republic www.arclavkov.cz
18.- 19.06.2010		GP	1:5 LS Track	Ruphen/ Holland www.macdebaanbrekers.nl
25.- 27.06.2010		GP	Large Scale 1:6 Off Road	Fehring / Austria www.wmw-fehring.at
08.- 18.07.2010		EC TC/F1	CZ	Slavkov / Czech Republic www.arclavkov.cz
27.07.-01.08.		EC	Large Scale 1:6 Off Road	Fehring / Austria www.wmw-fehring.at
29.07- 01.08.2010		Intern. race	1:5 F1+Truck 24h TC	Lostallo / Switzerland www.mrtm.ch
13.- 15.08.2001		GP	Large Scale Off Road	Kort.Great Britain www.kernowoffroadtrack.co.uk
27.- 29.08.2010		GP	Large Scale TC/F1	Leipzig / Germany www.modellsportzentrum.de
03.- 05.09..2010		GP	Large Scale Off road	Elshout / Holland www.mrce-offroad.nl
11.- 13.09.2010		GP	EFRA GP 1:5 TC+ F1	Lostallo / Switzerland www.MRTM.ch
22.- 24.10.2010		GP	1/5 LS TRACK	Brest / France www.amco29.fr

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2011		WC LSTC	France	Brest www.amco29.fr
2011		EC TC/F1	Germany	Leipzig www.modellsportzentrum.de

7. ALLOCATIONS

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

8. RULE PROPOSALS APPENDIX 5

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

DELETE:

Existing rule: 1.1 There will be two annual events called European Championships to determine the European Champion in:

- a.) ~~1:4 Scale GT/ Saloon~~, Formula 1
- b.) 1:5 Scale Touring Cars

~~The EC 1:4 Formula 1 and the EC 1:5 Touring.....~~

Remark: After now more than 5 years without activity in quarter scale it is time to clean up the handbook

Proposed by: EFRA Section Chairman

Seconded by :Austria **Not Seconded**

Passed unanimously

THE RULE IS NEW

Existing rule: 1.1 Formula 1 Large Scale Euro Championship series consist 6 Grand Prix ...

We want to open discussion, and we want to have opinion of all Federations in Large Scale in intention to increase the level of LS F1 Eurochampionship. And if it necessary we can go on single Championship.

Remark: Not many drivers in F1 on GP.

Proposed by: HAMS Croatia

Withdrawn

Seconded by: **Not Seconded**

THE RULE SHOULD BE AMENDED TO READ

Existing rule: 1.1 There will be two annual events called European Championships to determine the European Champion in:

- a.) 1:4 Scale GT/ Saloon, Formula 1
- b.) 1:5 Scale Touring Cars

The EC 1:4 Formula 1 and the EC 1:5 Touring cars can be combined during two consecutive weekends at the same venue.

Formula 1 Large Scale Euro Championship series. consist 6 Grand Prix races.

According to EFRA GP races. The best 3 results taking account. Points shall be given as follows
- GP 2 75, 71,

Proposal: 1.1 There will be two annual events called European Championships to determine the European Champion in:

a.) ~~1:4 Scale GT/ Saloon~~, Formula 1

b.) 1:5 Scale Touring Cars

The EC Formula 1 and the EC 1:5 Touring cars ~~can~~ **will** be combined during two consecutive weekends at the same venue.

~~**Formula 1 Large Scale Euro Championship series. consist 6 Grand Prix races.**~~

~~**According to EFRA GP races. The best 3 results taking account. Points shall be given as follows - GP 2 75, 71,**~~

Remark: *The system we use now is not working for the F1, not many drivers at the GP's*

Proposed by: Namac Netherlands

Seconded by: Norway **Not Seconded**

_____ **The proposal:**

Passed Unanimously **Passed with 14..... for, 1..... against and2.. abstentions.**

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

THE RULE IS NEW

Rule: 1.1 *Formula 1 EM is to be held the 4 day's before the Euros in 1/5 on the same track, instead of how it is done today.*

Remark:

Proposed by: Denmark

Seconded by: Holland **Not Seconded**

_____ **The proposal:**

Passed Unanimously **Passed with ...16.... for, against and ...1... abstentions.**

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

THE RULE SHOULD BE AMENDED TO READ

Existing rule: 1.2 The results of the EFRA-GP's combined with that of the European Championship, will give the EFRA ranking list.

The Ranking list will be a continually updated one, for every new EFRA GP or EC/WC added, the oldest one will be deleted.

Proposal: The results of the EFRA-GP's ~~combined with that of the European Championship~~, will give the EFRA ranking list.

The Ranking list will be a continually updated one, for every new EFRA GP ~~or EC/WC added,~~ ????????? the oldest one will be deleted.

Remark: note EFRA secretary: ~~or EC/AC added~~ –supposed to delete? Words missing on proposal so assume NOMAC wants to have them deleted.

Proposed by: Nomac Netherlands

Seconded by: Denmark **Not Seconded**

_____ **The proposal:**

Passed Unanimously **Passed with ...16.... for, against and ..1 abstentions.**

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

THE RULE SHOULD BE AMENDED TO READ

Existing rule: 1.3 The number of drivers in one race meeting is limited for GP's to 110 and for EC's to 150. There are running 2 section F1 Euro and GP, in case of more than 110 attendees wants to subscribe the numbers must be limited for each section to 76 TC and 34 F1 = 110 drivers in total.

If 2 weeks before an EFRA GP one class is oversubscribed and the second class does not reach the allowed number, these places can be given to the drivers on the waiting list in the other class.

Proposal: 1.3 The number of drivers in one race meeting is limited for GP's to 110 and for EC's to ~~150~~ **120 for TC and 60 for F1.**

There are running 2 section F1 ~~Euro and GP~~ **and TC in GP series**, in case of more than 110 attendees wants to subscribe the numbers must be limited for each section to 76 TC and 34 F1 = 110 drivers in total.

If 2 weeks before an EFRA GP one class is oversubscribed and the second class does not reach the allowed number, these places can be given to the drivers on the waiting list in the other class.

Remark: *When you have 150 drivers(did not happen last year, only 111) the total tracktime is too short. Most of the drivers come from far and spend a lot of money to compete at the euro's, so they deserve tracktime.*

Proposed by: Nomac Netherlands

Seconded by: Austria **Not Seconded**

Withdrawn

THE RULE SHOULD BE AMENDED TO READ

Existing rule: 1.4 Qualification for the European championships and World championships 1:5th Touring Cars:

20 places for the European championships and 7 places for the World Championships for the following year's meeting/s to be offered to the highest ranked drivers competing in the large scale efra gp series. The remainder to be split as per normal between countries as outlined in general rule 3.6.

Only the EFRA GP meetings to count for the points system, with the drivers best 4 meetings out of the 6 to count (or 50% plus 1 counting, e.g., 5 out of 8 meetings).

Points system to use: 1 = 50, 2 = 47, 3 = 45, 4 = 44, 5 = 43, ... 10 = 38, 11 = 35, 12 = 34 ... TQ = 1 extra point

Proposal: 1.4 Qualification for the European championships and World championships 1:5th Touring Cars **and F1:**

20 places for the European championships and 7 places for the World Championships for the following year's meeting/s to be offered to the highest ranked drivers competing in the large scale efra gp series. The remainder to be split as per normal between countries as outlined in general rule 3.6.

Only the EFRA GP meetings to count for the points system, with the drivers best ~~4~~ **3** meetings out of the ~~6~~ **4** to count (or 50% plus 1 counting, e.g., 5 out of 8 meetings).

Points system to use: 1 = 50, 2 = 47, 3 = 45, 4 = 44, 5 = 43, ... 10 = 38, 11 = 35, 12 = 34 ... TQ = 1 extra point

Remark: By reducing the number of GP's we think the interest of the drivers to take part at 3 or 4 GP's will be higher.

Proposed by: Nomac Netherlands

Seconded by: Denmark **Not Seconded**

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

Only the EFRA GP meetings to count for the points system, with the drivers best **3** meetings out of the ~~6~~ to count .

Amendment seconded by Croatia

The proposed amendment

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

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

The original proposal, together with the amendment:

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

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

THE RULE SHOULD BE AMENDED TO READ

Existing rule: 2.1. Duration of the races:
Free practice max. 8 minutes
Heats 10 minutes (plus the last lap and time of the last lap)
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)
Final Saloon 30 minutes (plus the last lap and time of the last lap)
Final Formula 1 45 minutes (plus the last lap and time of the last lap)
SPECIAL REGULATIONS F1
Single EC
3 rounds of timed practise Qualification heats:
3 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.

Proposal: 2.1. Duration of the races:
Free practice max. 8 minutes
Heats 10 minutes (plus the last lap and time of the last lap)
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)
Final Saloon 30 minutes (plus the last lap and time of the last lap)
Final Formula 1 45 minutes (plus the last lap and time of the last lap)
SPECIAL REGULATIONS F1
Single EC
3 rounds of timed practise Qualification heats:
4 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.~~**

Remark:

Proposed by: Nomac Netherlands

Seconded by: Great Britain **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

Existing rule: 2.2. a) The EFRA Christmas Tree will be used.
b) All other drivers are allowed to race a sub-final.
c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next final.

Semi-final: The first 4 drivers from each semi- final progress up to the final together with the next 2 drivers with the best times from the 2 semi-finals combined.

d) In the event of different weather conditions during the semi-finals the first five from each semi-final will move up to the final.

e) It is not allowed to drive a model car on any other place than the track and the marked track pit lane .

Proposal: 2.2. a) The EFRA Christmas Tree will be used **for TC and F1. The first 4 drivers after qualifying are directly qualified for the main final.**

b) All other drivers are allowed to race a sub-final.

c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next final.

Semi-final: The first ~~3~~ **2** drivers from each semi- final progress up to the final together with the next 2 drivers with the best times from the 2 semi-finals combined.

d) In the event of different weather conditions during the semi-finals the first ~~four~~ **three** from each semi-final will move up to the final.

e) It is not allowed to drive a model car on any other place than the track and the marked track pit lane.

Proposed by: Nomac Netherlands

Seconded by: **Not Seconded**

THE RULE SHOULD BE AMENDED TO READ

Proposal: 2.4 **TIME SCHEDULE for EC**

EC Tracks must be closed for Large Scale Racing, two weeks prior of the event. No cars are allowed on the track before Monday morning.

General qualification format for EC's:- Minimum of 4 and Maximum of 6 series of 10 minute heats depending on the number of drivers. **The number of series, time schedule and heat order to be announced prior to the first round of qualification.**

Monday	09:00-18:00	Free practice (ticket system).
Tuesday	09:00-18:00	Free practice (ticket system).
Wednesday	09:00-18:00	Free practice (ticket system).
Thursday	09:00-18:00	Timed practice, tech inspection/heats.
Friday		Qualification heats.
Saturday		Qualification heats, lower finals.
Sunday	09:00-17:00	Sub-finals and final

Remark: Allows the organizers more freedom to decide the number of rounds depending on the number of drivers, weather etc

Proposed by: BRCA

Seconded by: France Not Seconded

The proposal:

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

THE RULE SHOULD BE AMENDED WITH THE FOLLOWING WORDING:

Existing Rule: 4. GENERAL Technical Specifications

4.1. ENGINE and FUEL

NO CHANGE

1. Only one marked **mass production** engine allowed. In case of rain situation, a second engine could be allowed during the time of wet track. The race director (**or his substitute**) 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.

2. NO CHANGE

3. NO CHANGE

4. All ignition timing must be mechanically fixed, only manual static adjustment is allowed. **The ignition must be the one delivered with the standard mass production engine. Any possibility to adjust the ignition from the outside on electronic way is prohibited.**

5. NO CHANGE

6. Only open deck admission ports are allowed.

The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder bore at all times. **No parts or material can be added.**

7. NO CHANGE

8. NO CHANGE

9. Engine must be air cooled. The air being driven directly by the **original** flywheel. **The flywheel cannot be modified.**

10. NO CHANGE

11. NO CHANGE

12. NO CHANGE

13. NO CHANGE

4./6./9. Wording withdrawn

Remark: There are several objectives aimed by this amendment:

- To **limit** the increase of costs.
- Obligation to have **only** original ignition, as we do not know the exact content, and do not have the technical possibility to check the existence of other parameters.
- Make impossible **any** outside adjustment from electronics means.
- Forbid the addition of parts or materials.

Limit strictly to original flywheels

Proposed by: FVRC FRANCE

Seconded by: Austria Not Seconded

_____ The proposal was amended by ...Great Britain..... and seconded by

THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:

1. Only one marked ~~mass production~~ engine allowed. In case of rain situation, a second engine could be allowed during the time of wet track. The race director (**or his substitute**) 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 in the quarter or semi final asking for engine replacement will be placed at 11th place of the next lower final . All other divers that need to replace an engine will start from place eleven in their final. Each driver is only allowed to use a maximum of 2 engines per event.

The proposed amendment

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

The original proposal, together with the amendment:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE HAS TO BE AMENDED

Existing rule:4.1.ENGINE and FUEL

~~**For QS: The engine must be a single cylinder, pull start, 2 or 4 stroke, maximum 26 cm³, magneto ignition, Turbocharging or compressor are not allowed.**~~

For Formula 1, Off Road and Fifth Scale Saloon:

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.
2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23 cm³, maximum 26 cm³ for F1, **QS** and Off Road, pull starter.
3. No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/ distribution engines are allowed.
4. All ignition timing must be mechanically fixed, only manual static adjustment is allowed.

Remark: If we do not longer have a quarter scale racing, the rule is needless.

Proposed by: Section chairman

Seconded by: Denmark

Not Seconded

_ The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE HAS TO BE AMENDED

Existing rule:4.2.3 No refuelling allowed during racing for all cars in 1:5 Touring Cars and Off Road. Refueling is allowed only in Formula 1 and **QS**.

Remark: If we do not longer have a quarter scale racing, the rule is needless.

Proposed by: Section chairman

Seconded by: Norway

Not Seconded

___ The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED

Existing rule: 4.3.c Variable ratio transmission is not allowed.

Proposal: *New- 2-speed gearbox (only in Formula 1) is allowed*

Remark:

1. Powerfull engines cost to much, cca 800,00 euro and most of them are not original, using specials parts which are not available for everyone. Using the 2-speed gearbox we think that we can use normal 23 and 26 engines, and also if somebody want to use the 2-speed gearbox with specials engines – that's not work.
2. Normally, Formula 1 (real) is always faster car, than Touring cars.

Proposed by: HAMS CROATIA

Seconded by: **Not Seconded**

THE RULE HAS TO BE DELETED

5.1 1:4 Scale

~~A 1:4 scale car must be to genuine 1:4 scale, and based on an existing 1:1 scale car.~~

5.1.1 GENERAL REQUIREMENTS:

~~The car must comply with the following dimensions:~~

~~Width (GT/Saloon) Maximum 530 mm~~

~~Height Maximum 400 mm~~

~~Tyre width – front maximum 90 mm~~

~~Tyre width – rear maximum 120 mm~~

~~Tyre width is the overall width of the tire at any time during the race. It is not the width of the rims.~~

~~Weight GT/Saloon: Minimum 12 kg~~

~~Fuel tank – capacity Maximum 1000 cm³ with the air cleaner, fuel pipe and without any removable pieces inside.~~

5.1.2 BODY

~~The car must have a Saloon or GT, derived from existing 1:1 Scale cars either used in motorsports, tuned up road versions or historic cars. It must be properly fixed to the chassis. Saloon and GT bodies must cover the top of the wheels at the centre of the axle when viewed from the top.~~

~~The bodies must be made 1:4 scale with a tolerance of 10% in all dimensions and must be carefully adapted from a 1:1 scale existing car. Open bodies (including Formula Cars) must carry a minimum of driver arms, shoulders and helmet (in scale) in the place where the driver normally is located. It is not allowed to cut out the windshield, but a maximum size hole of 6 sq cm is allowed for the antenna or fuel bottle if necessary.~~

~~No major parts of the body may be lost during racing. Damage must be repaired in the pits immediately if so directed by the Race Director. It is not allowed to cut holes into the body. If there are holes shown on the 1:1 scale body for either intake or output of air then it is allowed to cut them out.~~

~~Only bodies that are approved by EFRA will be allowed to race in EFRA GP and EC events. The body must have a EFRA Registration Number moulded in. The cut outs for Group "C" must follow the following definition:~~

~~Side windows and rear windscreen may be removed. It is not allowed to bend windows to the outside – all parts of the vehicle must be covered, except:~~

- ~~a) cooling head of engine~~
- ~~b) air filter~~
- ~~c) aerial (max. 10 mm)~~
- ~~d) outlet pipe of muffler~~
- ~~e) fuel filler cap~~
- ~~f) roll-over bar~~

~~Only if these parts are extending the body. Cut outs for above mentioned parts are to have no more than 10 mm clearance. In addition to this, the following holes are allowed:~~

- ~~g) for muffler outlet~~
- ~~h) for fuel filler cap (50 mm when viewed from above)~~
- ~~i) for radio switch (max. 10 mm)~~
- ~~j) for spark plug, spark shoe (max. 20 mm)~~
- ~~k) fuel mixture valve (max 15 mm)~~

~~The start numbers must be placed according to the drawing (and the corresponding picture) . For Formula cars the side pots had to be used to fit the starting number. About the design of the Car numbers see 5. General Requirements EFRA Events 5.2.5~~

5.1.3 BUMPER

- a) A bumper must be fitted to the car chassis.
b) Bumpers must be designed in a way that they fill the front part of a car body completely. The material used must be flexible like PURIM or other foams that are used in car construction to absorb energy. PURIM type foam min 50 mm height and minimum 50 mm overhang on

Remark: *If we do not longer have a quarter scale racing, the rule is needless.*

Proposed by: Section chairman

Seconded by: Norway

Not Seconded

The proposal:

Passed Unanimously **Passed with** for,

Rejected with for,

Amended

THE RULE SHOULD BE AMENDED

Existing rule: 5.3.3 BODY

Bodies have to follow

Proposal: 5.3.3 BODY

Bodies have to follow the description in point 5.3.2. They have to be properly fixed to the chassis and must cover the outer edge of the wheels at the centre of the axle when viewed from the top.

It is not permitted to cut the windscreen out. The side and rear windows may be cut out for cooling. It is not allowed to open them by cutting out only some holes. Also it is not allowed to mould air channels into the side windows to guide air into the interior.

The body shells have to be painted and all windows to remain clear.

All parts of the car have to be covered by the body. Only the radio antenna is allowed to come outside. All openings in the body have also to be in the existing 1:1 race car.

It is not allowed to modify the car-body by cutting it over the marked trim lines or to widen it by heating it or parts of it.

The start numbers must be placed according to the drawing (and the corresponding picture) . About the design of the Car numbers see 5. General Requirements EFRA Events 5.2.5

~~**If the race meeting has started, a competitor is only allowed to change the body shell in case of damage to a body shell of the same brand and car design.**~~

Only allowed for manufactures:

Aerodynamic modifications at the front, the sides and the rear below the wheel hub centre are free subject to the requirements for ground clearance, overall length and overall width.

The modifications have to correspond to the original. The materials have to be the same as that of the bodyshell. The homologation number has to be engraved. A photo of the modification 1:1/1:5 have to be sent to the responsible Homologation Officer.

Remark: *No brand of car manufacturers have a relation to one body. Drivers choose what they like and what they think is best on the track.. We do not need this rule for spectators, first we have to take care of spectators. Very good PR of Efra and organising clubs is very important.*

Proposed by: NOMAC Netherlands

Seconded by: Sweden **Not Seconded**

_____ **The proposal:**

- Passed Unanimously** **Passed with** for, ... against and abstentions.
 Rejected with ...4... for, ...11... against and3 abstentions. **Amended**

THE RULE SHOULD BE AMENDED

PROPOSAL:

5.4.14 Race procedure's as in EFRA Large scale except;
Semi final duration will be 20 minutes.
The top 5 from each semi final will be promoted to the main final

Remark: *There is no need for the semi finals in off road to be 30 minutes.
Even if the weather is similar for each semi final, the conditions are quite often different as the track changes and the system of first 4 from each semi and next fastest 2 isn't fair.*

Proposed by: BRCA

Seconded by: Austria **Not Seconded**

_____ **The proposal:**

- Passed Unanimously** **Passed with ...16.... for, against and1.. abstentions.**
 Rejected with for, against and abstentions. **Amended**

9. ELECTION OF SECTION CHAIRMAN.

Wolfgang Stumpf will not restand

Candidates: Ian Oddie/ Cor Roskam/ Francis Billa

Francis Billa was elected

10. ANY OTHER BUSINESS

The meeting was informed, that there will be a postal vote regarding 2 rule changes in LS F1.

A new front wing according to actual Formula 1 and the increase of the race duration from 45 to 50 minutes with only one fuel stop.

Together with that postal vote the countries will send in the requests for allocation for the EC LS off road.

Deadline for the answer is set to November 30th.

11. ITEMS FOR GENERAL DISCUSSION.

The meeting was closed at 18:45

Read and accepted by the auditors at 22:20. 31.10.09