



EFRA ANNUAL GENERAL MEETING
HOTEL Holiday Inn, Brussels
Belgium
6-7th of November 2010

Agenda Large Scale

SATURDAY 6th of November 2010.

The meeting started at:

1. CHAIRMAN'S WELCOME Mr Francis Billa

The Large Scale Chairman opened the meeting

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

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

	Touring Cars			Formula	
1				1	
2				2	
3				3	
4				4	
5				5	
6				6	
6				6	
8				8	
9				9	
10				10	
11				11	
12				12	
13				13	
14				14	
15				15	
16				16	
16				16	
18				18	
19				19	
20				20	

COUNTRY	PRESENT	SECTION SUBSCR	EC	EC Re	World	World Re
AUSTRIA						
BELGIUM						
BULGARIA						
CROATIA						
CYPRUS						
CZECH REP.						
DENMARK						
ESTONIA						
FINLAND						

FRANCE						
GEORGIA						
GERMANY						
GREAT BRITAIN						
GREECE						
HOLLAND						
HUNGARY						
IRELAND						
ITALY						
LITHUANIA						
LUXEMBOURG						
MONACO						
NORWAY						
POLAND						
PORTUGAL						
ROMANIA						
RUSSIA						
SLOVAK REP.						
SLOVENIA						
SPAIN						
SWEDEN						
SWITZERLAND						
TURKEY						
TOTAL						

Other persons present:

3. MINUTES OF 2009 SECTION MEETING

31th of October-1th of November 2009— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2009.

The following person was elected to check the minutes of this year:

4. CORRESPONDENCE RECEIVED

5. CHAIRMAN'S REPORT

6. PRESENTATIONS FOR APPLICATIONS EC 2012 AND GP'S 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
2011 May	2011 June	GP	LS TC-F1	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab A-8324 KIRCHBERG an der Raab STYRIA – southeast AUSTRIA 266 m ideal-length (57m straight) 4 - 5 m width
May 2011		GP F1 TC	Large scale F1 TC	Croatia	Track Mini autodrom "Ayrton Senna" Zagreb, Č- Truhelke bb
May 2011		GP	Large Scale TC/F1	Italy	Cremona
21-22 May 2011	28-29 May 2011	GP	1:5 GT	Slovenia	"Na Logu" 5220 TOLMIN, SLO
2011 June 3-5	2011 June	GP	1/5 LS TC+F1	Czech Rep	AUTO-BAYER ARENA Slavkov u Brna/Austerlitz CZECH REPUBLIC
June 2011		GP OR	Large scale OR	Croatia	Track OR Velika Gorica
2011 June		GP	Large Scale 1:6 Off Road	Austria	WMW Buggy Racing Center Fehring Fabrikstrasse A-8350 FEHRING southeast Styria - Austria 360 m long 4 - 6 m width
2011 June 3-5	2011 June	GP	1/5 LS TC+F1	Czech Rep	AUTO-BAYER ARENA Slavkov u Brna/Austerlitz CZECH REPUBLIC
26-6 2011	3-7 or 10-7 2011	GP	Large scale On road TW and F1	Netherlands	Winschoterweg 1A 9723 CG Groningen Nederland
July 2011		EC OR	Large Scale OR	Croatia	Track OR Velika Gorica
2011 18.-24.07.11	25.-31.07.11	EC	1:5 IC Track	Germany	MRC Leipzig
July 2011	August 2011	GP	1 : 5 IC-F1	Spain	Club AUTET
July/ August 2011 2011		EC	Large Scale Off Road	Great Britain	Nene Valley – Great Britain
Dependant on the above application		GP	Large Scale Off Road	Great Britain	Nene Valley – Great Britain
2011 24-25 September	2011 June	GP	EFRA GP 1:5 TC + F1	Switzerland	Lostallo - Switzerland
2011	2011	EC	1/5 1/6 GE BUGGY	Spain	Alcarrás Lleida

2012

26.-27.05 2012		GP	1/5 TC	Luxemburg	Mini Circuit "Ville de Luxembourg" P&R SUD Howald Luxembourg
July 2012		EC	Large scale On road TW and F1	Netherlands	Winschoterweg 1A 9723 CG Groningen Nederland
2012 July		EC	Large Scale 1:6 Off Road	Austria	WMW Buggy Racing Center Fehring Fabrikstrasse A-8350 FEHRING southeast Styria - Austria 360 m long 4 - 6 m width
July 2012	August 2012	EC	EC Large Scale TC + F1	Spain	Club AUTET
2012 July		EC	Only TC	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab A-8324 KIRCHBERG an der Raab STYRIA – southeast AUSTRIA 266 m ideal-length (57m straight) 4 - 5 m width
2012 July		EC	Only F1	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab A-8324 KIRCHBERG an der Raab STYRIA – southeast AUSTRIA 266 m ideal-length (57m straight) 4 - 5 m width
2012		EC	EC Large Scale TC + F1	Switzerland	Lostallo - Switzerland
2013		WC IFMAR	Large Scale 1:6 Off Road	Austria	WMW Buggy Racing Center Fehring Fabrikstrasse A-8350 FEHRING southeast Styria - Austria 360 m long 4 - 6 m width

Final Race calendar 2011

Year/Date	Alt. Date	Status	Country	Venue
22 – 28.08.2011		WC LSTC	France	Brest www.amco29.fr
2011		EC TC/F1	Germany	Leipzig www.modellsportzentrum.de

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue

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.

APPENDIX 5 LARGE SCALE I.C. TRACK RULES

THE RULE SHOULD BE AMENDED TO READ:

1.1.

Existing Rule:

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

- a.) Formula 1
- b.) 1:5 Scale Touring Cars
- c.) 1:6 Scale Off Road Cars

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

Formula 1 EC is to be held the 4 day's before the Euros in 1/5 on the same track.

Proposal:

Instead of EC Formula 1 (together with TC) a single Championship, we think that we must go back to Formula 1 series Championship

Remarks:

Proposed by HAMS

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

2.4

Existing Rule:

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 4 and Maximum 6 series of 10 minutes 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.

If there are 60 drivers or less, 6 rounds.

If there are >60 - <80 drivers, 5 rounds.

If there are more than 80 drivers, 4 rounds.

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.

TIME SCHEDULE FOR COMBINED EC

Friday	09:00-18:00	Registration F1, free practice (ticket system), afternoon one round of timed practice
Saturday	09:00-18:00	3 rounds of qualifying
Sunday	09:00-18:00	Subfinals and Final, Price giving ceremony

Proposal:

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 Sunday morning.

General qualification format for EC's:

Minimum 4 and Maximum 6 series of 10 minutes 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.

If there are 60 drivers or less, 6 rounds.

If there are >60 - <80 drivers, 5 rounds.

If there are more than 80 drivers, 4 rounds.

Sunday 09:00-18:00 Free practice (ticket system)

Monday 09:00-18:00 Free practice (ticket system)

Tuesday 09:00-18:00 Free practice (ticket system)

Wednesday 09:00-18:00 Timed practice /tech inspection/heats

Thursday 09:00-18:00 Qualification heats

Friday 09:00-18:00 Qualification heats, lower finals

Saturday 09:00-17:00 Sub-finals and Final. Price giving ceremony

Remarks: That it takes place, according to the same and the strict size, but from Sunday till Saturday. It allows to keep the same duration. Everybody generally arrived either on Fridays, or Saturday, and in that case, without having the necessity of putting in a request for holidays. Also, the end of the event on Saturdays, would allow of return at home on Sundays, and would offer the possibility of being again for its work from Monday. In this day and age, it seems difficult not to hear and understand this kind of argument, widely developed by the Drivers themselves.

Proposed by EFRA

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

2.4

Existing Rule:

TIME SCHEDULE for EC

EC Tracks must be closed for Large Scale Racing, two weeks prior of the event.

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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.

TIME SCHEDULE FOR COMBINED EC

Friday 09:00-18:00 Registration F1, free practice (ticket system), afternoon one round of timed practice

Saturday 09:00-18:00 3 rounds of qualifying

Sunday 09:00-18:00 Subfinals and Final, Price giving ceremony

Proposal: On EC (and maybe on GP) the main finals must be on Saturday, instead of Sunday. Sunday is a day for going home.

Remarks:

Proposed by HAMS

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

4.1.

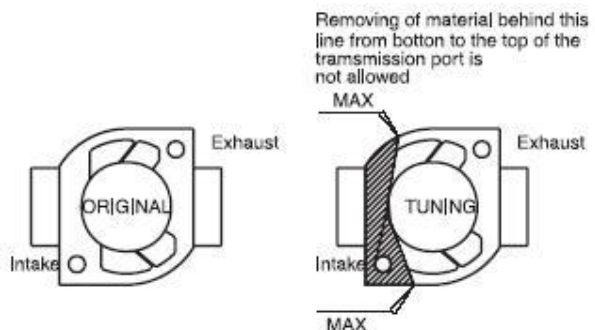
Existing Rule:

ENGINE and FUEL

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 (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 drivers 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.
2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23 cm³, maximum 26 cm³ for F1 and Off Road, pull starter.
3. No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/ distribution engines are allowed.
4. All ignition must be mechanically fixed, only manual static adjustment is allowed.
5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.

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.
7. The Cylinder block must be of a single casting. no independent liners or slipping liners are allowed.



8. The maximum numbers of admission ports is limited to 4.
9. Engine must be air cooled. The air being driven directly by the flywheel.
10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
11. An air filter must be fitted to the carburettor.
12. The maximum venturi diameter of the carburettor is limited to 13 mm.
13. Only fuel admitted will be petrol normally available at street petrol stations. The fuel must be bought at a fuel Station within the vicinity of the event. Details of the fuel station location and opening times should be provided by the race organiser prior to the event commencement, Fuel testing should begin prior to the start of qualification. Special fuel's like Avgas, race fuel etc. are strictly forbidden. The only additive allowed is mass production two stroke oil. Technical inspection may ask for a sealed bottle of that oil, to check it. If a fuel is found suspect, the driver will be asked to mix his fuel at technical inspection, so it can be verified. If an organiser is able to provide fuel at the track, all competitors have to use this fuel. The price of this fuel must not exceed the normal street price by more that 5%. Fuel tests may be made at random during the race. If a fuel is found illegal, the driver will be disqualified from the particular event, he may loose his EFRA license for up to ten years. The fuel tester must be available to the competitors during the event. If a driver want's to protest that decision, he has to make a written protest to EFRA with a deposit of 500.- EUR.

Proposal: 4.1.2. The engine to be a single cylinder, 2 or 4 stroke, maximum **26 cm³** for TC / F1 and maximum **29 cm³** for Off Road, pull starter.

Remarks:

Proposed by **MODELLSPORT ITALY, Ferraro Roberto**

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

4.1.

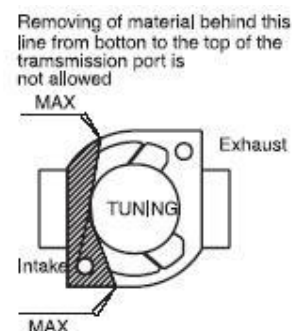
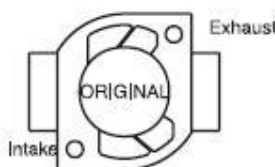
Existing Rule:

ENGINE and FUEL

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 (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 drivers 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.
2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23 cm³, maximum 26 cm³ for F1 and Off Road, pull starter.
3. No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/ distribution engines are allowed.
4. All ignition must be mechanically fixed, only manual static adjustment is allowed.
5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.

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.
7. The Cylinder block must be of a single casting. no independent liners or slipping liners are allowed.



8. The maximum numbers of admission ports is limited to 4.
9. Engine must be air cooled. The air being driven directly by the flywheel.
10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
11. An air filter must be fitted to the carburettor.
12. The maximum venturi diameter of the carburettor is limited to 13 mm.
13. Only fuel admitted will be petrol normally available at street petrol stations. The fuel must be bought at a fuel Station within the vicinity of the event. Details of the fuel station location and opening times should be provided by the race organiser prior to the event commencement. Fuel testing should begin prior to the start of qualification. Special fuel's like Avgas, race fuel etc. are strictly forbidden. The only additive allowed is mass production two stroke oil. Technical inspection may ask for a sealed bottle of that oil, to check it. If a fuel is found suspect, the driver will be asked to mix his fuel at technical inspection, so it can be verified. If an organiser is able to provide fuel at the track, all competitors have to use this fuel. The price of this fuel must not exceed the normal street price by more that 5%. Fuel tests may be made at random during the race. If a fuel is found illegal, the driver will be disqualified from the particular event, he may loose his EFRA license for up to ten years. The fuel tester must be available to the competitors during the event. If a driver want's to protest that decision, he has to make a written protest to EFRA with a deposit of 500.- EUR.

Proposal:

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 (under control in technical inspection) 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 can be balanced.**

10. NO CHANGE

11. NO CHANGE

12. NO CHANGE

13. NO CHANGE

Remarks:

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

Seconded by: **Not Seconded**

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

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

THE RULE SHOULD BE AMENDED TO READ:

4.1.

Existing Rule:

ENGINE and FUEL

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 (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 drivers 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.

2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23 cm³, maximum 26 cm³ for F1 and Off Road, pull starter.

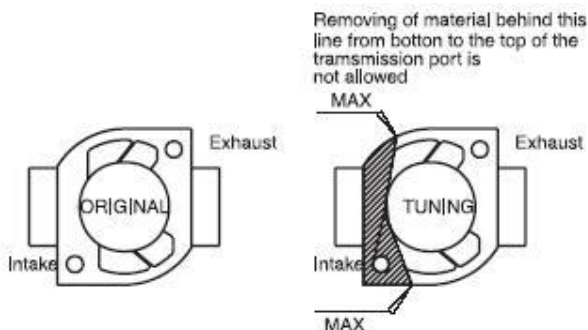
3. No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/ distribution engines are allowed.

4. All ignition must be mechanically fixed, only manual static adjustment is allowed.

5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.

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.

7. The Cylinder block must be of a single casting. no independent liners or slipping liners are allowed.



8. The maximum numbers of admission ports is limited to 4.

9. Engine must be air cooled. The air being driven directly by the flywheel.

10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.

11. An air filter must be fitted to the carburettor.

12. The maximum venturi diameter of the carburettor is limited to 13 mm.

13. Only fuel admitted will be petrol normally available at street petrol stations. The fuel must be bought at a fuel Station within the vicinity of the event. Details of the fuel station location and opening times should be provided by the race organiser prior to the event commencement, Fuel testing should begin prior to the start of qualification. Special fuel's like Avgas, race fuel etc. are strictly forbidden. The only

additive allowed is mass production two stroke oil.
 Technical inspection may ask for a sealed bottle of that oil, to check it.
 If a fuel is found suspect, the driver will be asked to mix his fuel at technical inspection, so it can be verified.
 If an organiser is able to provide fuel at the track, all competitors have to use this fuel. The price of this fuel must not exceed the normal street price by more than 5%. Fuel tests may be made at random during the race. If a fuel is found illegal, the driver will be disqualified from the particular event, he may lose his EFRA license for up to ten years. The fuel tester must be available to the competitors during the event. If a driver wants to protest that decision, he has to make a written protest to EFRA with a deposit of 500.- EUR.

Proposal: Only original engine parts are allowed.

Remarks:

Proposed by HAMS

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended



THE RULE SHOULD BE AMENDED TO READ:

4.4.

Existing Rule:

TYRES

Tyres have to be black. The design of the tyre profile is free. It is not allowed to treat the tyres in the pit area. This means it is clearly forbidden. But if someone use it at home, it is recommended that the chemical components of these products must be harmless for people and environment. Liability at the use of tyre additives lies at the user and manufacturer

Proposal:

Tyres have to be black. The design of the tyre profile is free. **It is not allowed to treat the tyres in any form except tyre warmers. Any use of chemical treatment is prohibited and will lead to immediate disqualification from the event.**

Remarks:

MiniRAE Lite Portable VOC Monitor from REA Systems will be able to detect tyre treatment. This system was used during 1:8th racing in Italy and at different EFRA events with good success.

Proposed by EFRA

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended



THE RULE SHOULD BE AMENDED TO READ:

5.3.7.

Existing Rule:

TYRES

Rim Diameter max.:	107 mm
Rim and fitted tyre Diameter:	max.: 136 mm
Rim and fitted tyre width - front	max.: 75 mm
Rim and fitted tyre width - rear	max.: 80 mm

Only semi pneumatic rubber is allowed. Foam tires are not allowed.

Proposal:

In TC the number of tyres used in qualification during EFRA EC and GP is limited to 2 sets for 4 heats, 3 sets for 6 heats.

Remarks:

limitations of tires. Lot of drivers use the tire treatment. With limitations of using the tires in one event, using the tire treatment is not making any sense.

Proposed by HAMS

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended



THE RULE HAS TYPO ERROR ONLY:

THE RULE SHOULD BE DELETED:

5.4.12.

Existing Rule: Re-Fuelling
Refuelling is only allowed until the cars are called for the start. Cars re-fuelled within 30 sec before the start must start from the Pit.
During a heat or final there is no re-fuelling allowed

Proposal: We propose a new rule taking its place in the point 5.4.12. Existing point 5.4.12 becoming 5.4.13. All the points placed after 5.4.13 must be again numbered, without any change of the rules senses which they cover. – Attention please, furthermore there are already 2 numbered points 5.4.13 -

Remarks:

Proposed by EFRA

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended



THE RULE IS NEW:

5.4.12.

Existing Rule: Re-Fuelling
Re-fuelling is only allowed until the cars are called for the start. Cars re-fuelled within 30 sec before the start must start from the Pit.
During a heat or final there is no re-fuelling allowed

Proposal: This new rule, is proposed for a probationary period of 3 years, that is 2011, 2012 and 2013. During the AGM end of 2013, it could be then renewed or maintained, either purely deleted.
• The ten Drivers raising in finale will owe before the departure of this one:
- To Bring their car, with empty tank in the Technical Inspection room,
- Bring their full fuel jerry can,
- Bring their pipette authorizing them to refuel after the warm up laps,
- Proceed to the filling of their car tank, one by one, in front of the Technical Controllers,
- Do same thing with their pipette,
- Attend the marking, according to the N° of Car in race, of their own jerry can, kept by the Inspection during all the duration of the finale,
- Leave finally their car, until 10 concerned proceeded to the operations above described,
- These will be put back to the Mechanics, just before the departure of the warm up laps.

Remarks: It has only for objective to proceed to new Fuel controls, after arrival of the main finale, the duration of this one (30 '), being able to let suppose that it could not stay enough of fuel inside car tanks, to allow a correct analysis of it.
We are also thinking that procedure is "complicated" and will not be appreciated by the drivers, and we know that they often work until the last minute on their cars.
With the new EFRA tool for fuel tests it will need only 1,5 - 3ml for the analysis. That amount is normally left in the carburetor.
But it, it is in the best of the worlds & it's necessary to:
- Have the tool,
- Have the version of software which is well, on the PC which is well,
- Know how to use it.

As we were able to see it this year, the arrangement of this tool created us, some problems.

Proposed by EFRA

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

5.4.14.

Existing Rule: 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.

Proposal: **Race procedure's as in EFRA App.2 2.4 Qualifying System;**
Semi final duration will be 20 minutes.
The top 5 from each semi final will be promoted to the main final.

Remarks: In rule 5.4.11 we read about the point system. Unfortunately the basis was deleted last year without any discussion.
The EFRA off road rules were developed over a decade to guarantee a maximum fairness to all drivers.
All race management programs know that rules, so no reason not to use it.
The EC this year has given a good example.

Proposed by EFRA

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

5.4.14.

Existing Rule: 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.

Proposal: **QUALIFYING SYSTEM** In each round drivers will score points based on laps and times achieved. For all rounds the maximum number of points given to the fastest driver will be equal to the number of drivers participating the the EC + 5 (five). 2nd fastest will score the maximum minus 2 (two) points. 3rd fastest will score the maximum 3 (three) points. Down to the last position one by one. If a driver has not completed a lap, no points will be awarded in that round. In every, round in the event of a tie the points will be equally awarded to each driver and the first driver not tying will get one point less. In the case of two or more drivers having the same overall points score the next best score determines position. It still unable to resolve with the next best rounds then the driver with fastest laps and times will determine position. Out of 5 (five) completed rounds 3 (three) to count. Out of 3 (three) and 4 (four) completed rounds 2(two) to count. Out of 1 (one) and 2 (two) completed round 1 (one) to count.

Remarks: Proposal for round by round qualifying, much fairer system for off road racing with changing track conditions.

(Please note there are two 2 rules numbered 5.4.14)

Proposed by BRCA

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

9. ELECTION OF SECTION CHAIRMAN.

Election of vice chairman: Wolfgang Petermann is willing to re-stand

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.

The meeting was closed at