



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

**Minutes Large Scale**

**SATURDAY 6<sup>th</sup> of November 2010.**

The meeting started at: 13:32

**1. CHAIRMAN'S WELCOME**

Mr Francis Billa

The Large Scale Chairman opened the meeting

**2. APOLOGIES FOR ABSENCE**

Apologies have been received from: Greece, Ireland, Luxembourg, Finland, Czech Republic, Slovenia  
Member Countries presents, section subscription, allocations etc:

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

Touring Cars			Formula		
1	<b>ARNALDI BERNARD ALAIN</b>	F	1	<b>VAN WIJK JEFFREY</b>	NL
2	<b>PREVOT CEDRIC</b>	FR	2	<b>WOHLERT CLARK</b>	D
3	<b>VAN WIJK JEFFREY</b>	NL	3	<b>MITTELSTADT MARTIN</b>	D
4	<b>SCHUMMER JORG</b>	D	4	<b>NETTEN PIETER</b>	NL
5	<b>ISLER RENATO</b>	CH	5	<b>POLLMULLER MICHAEL</b>	D
6	<b>SAMPIETRO OLIVIER</b>	FR	6	<b>KOK DE JOHN</b>	NL
6	<b>BRAUER TOM</b>	D	6	<b>GLOOR MARKUS</b>	CH
8	<b>VESELI DARIO</b>	HR	8	<b>BIERBACH LUTZ</b>	D
9	<b>VERBRUGGHE GIOVANNI</b>	BE	9	<b>BICHSEL UELI</b>	CH
10	<b>WOHLERT CLARK</b>	D	10	<b>RICHNER ROLAND</b>	CH
11	<b>WURSTER DANIEL</b>	D	11	<b>POELMANS JIMMY</b>	B
12	<b>MULLER SVEN</b>	D	12	<b>PROCHASKA EWALD</b>	AT
13	<b>ROSKAM HESSEL</b>	NL	13	<b>CORNELISEN MARCEL</b>	NL
14	<b>REULING JEROEN</b>	NL	14	<b>BUYL MARTIN</b>	NL
15	<b>ODDIE IAN</b>	GBR	15	<b>WILD ANDREAS</b>	CH
16	<b>MIELKE MICHAEL</b>	D	16	<b>JEZEQUEL ROBERT</b>	FR
16	<b>WEISER MICHAEL</b>	AT	16	<b>ISLER THOMAS</b>	CH
18	<b>RUSTER GUIDO</b>	D	18	<b>THEPAUT FABRICE</b>	FR
19	<b>BOWEN DAVID</b>	GBR	19	<b>HERVOUET JEREMY</b>	FR
20	<b>BERNAUER JENNIFER</b>	D	20	<b>STEGMAYER HRVOJE</b>	HR

COUNTRY	PRESENT	LSOR	EC	EC Re	World	World Re
<b>AUSTRIA</b>	Ewald Prochaska	1	6		1	
<b>BELGIUM</b>			2		2	
<b>BULGARIA</b>						
<b>CROATIA</b>	Ante Dujic	15	4		2	
<b>CYPRUS</b>						
<b>CZECH REP.</b>			6		3	
<b>DENMARK</b>	Michael Lissau	5	6		3	
<b>ESTONIA</b>						

<b>FINLAND</b>			2			
<b>FRANCE</b>	Maurice Favre	10	10		18	
<b>GEORGIA</b>						
<b>GERMANY</b>	Jürgen Bell	15	25		5	
<b>GREAT BRITAIN</b>	Ian Oddie	4	5		13	
<b>GREECE</b>					1	
<b>HOLLAND</b>	Cor Roskam	15	8		8	
<b>HUNGARY</b>	Clark Wohlert		2		2	
<b>IRELAND</b>			1		1	
<b>ITALY</b>	Aldo Buffano		4		4	
<b>LITHUANIA</b>						
<b>LUXEMBOURG</b>			2			
<b>MONACO</b>						
<b>NORWAY</b>	Fran Clementz		4		1	
<b>POLAND</b>						
<b>PORTUGAL</b>	Miguel Fazenda				5	
<b>ROMANIA</b>						
<b>RUSSIA</b>						
<b>SLOVAK REP.</b>						
<b>SLOVENIA</b>						
<b>SPAIN</b>	Alfonso Pineda	10	5		5	
<b>SWEDEN</b>	Frederick Scholander		3		4	
<b>SWITZERLAND</b>	Ernesto Camponovo		15		2	
<b>TURKEY</b>						
<b>TOTAL</b>		<b>14</b>	<b>75</b>	<b>108</b>	<b>77</b>	

Other persons present: **Cees Koopman, Zvonimir Matosic, Dallas,**

**The places for the EC off road will be finalised before 01.December 2010.**

### 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: Michael Lissau, Ian Oddie

### 4. CORRESPONDENCE RECEIVED

### 5. CHAIRMAN'S REPORT

To take the succession of a Personality such that of the Wolfgang STUMPF, is not easy matter, in reason mainly of its very big experience and perfect knowledge of the world of Large Scale Racing Models Cars. I was used to it of best that I was able to, began to learn, and continue to make it, with a single objective: act in interest of all, without exception, and of that of the Categories composing Large Scale. 1/5 th Tourism Cars, and F1 + 1/6 th Off Road.

For my first year, I was helped in it by **Wolfgang PETERMANN** a lot, who showed a big patience to me, and whom I am anxious to thank warmly here, publicly.

Other, present in this room, also brought me their help, sometimes rough, but always courteous, during the Team Managers meetings : their perfect knowledge of rules allowed them to guide me in my work. I

think especially of Cor ROSKAM and Michael LISSAU, in the others also, but it is them especially that I also want to thank.

I would have been happy to go to attend the first **EFRA** GP of the season to **Cassino** in Italy. After a small misunderstanding between Organizers and me, it was not able to be made, and would not anyway have been made, because it's this weekend there that the Icelandic volcano nailed planes on the ground in good part of Europe.

I thus started the season by the refereeing of an Off Road **EFRA** GP in **Brest** (France), which very correctly took place, for which our Dutch Friends Drivers won the first places of finale.

I then was to arbitrate the European Championships Warm-up of F1 and TC to **Slavkov** (Czech Republic).

Nothing to indicate, if it is not possibly, an a little bit low, regrettable participation for the Organizer who had gone to a lot of trouble.

**Martin BAYER** remained "Master at Home", having won both main finals: Formula 1 and Tourism Car.

The period of the 3 European Championships came by following: F1 and TC to **Slavkov**, for the equivalent of 12 days, followed by Off Road, for 7 days to **Fehring** in Austria. With trips time, more a small private visit in Prague of 5 days, granted with pleasure to my Wife, it made almost one month out of doors (in July 7th / August 2nd). I have to admit that it was a little bit long, and that we appreciated the return home.

Dane **Martin LISSAU** was crowned F1 Europe Champion.

German **Markus FELDMANN**, once again Tourism Car Europe Champion.

Finally, our Britain Friend **Ian ODDIE**, already titled in track to Lostallo in 2005, this time took away the Off Road European Championship. Bravo to them three.

In anticipation of the organization of the 2011 European Championship, I was to arbitrate the **EFRA** GP in Leipzig (Germany), for which I drafted and made the report allowing to hope for a good organization such as planned by the rules. The winners were: the French Cédric PREVOT in TC, and the German Clark WOHLERT in F1.

I finished this season by the refereeing of the **EFRA** GP Track in Brest, where will take place the **2011 Tourism Car World Championship**. Two very nice invitations this only year, successful candidates of the Brest's Organizers to allow us to land otherwise all, at least large number of problems in anticipation of the event.

The winners were: the French Olivier SAMPIETRO in TC, and the local Driver Robert JEZEQUEL in F1.

The next year will be a "charged" season between the European and the World Championships. I stay at the entire disposal of Organizers, to go to attend to their national Grand Prix, as LS Chairman, but also and especially as **EFRA** Referee, in an objective of limitation of the costs.

I wish you a good end of present year and hope to see you all, next year.

## 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
May 2011	2011 June	GP	LS TC-F1	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab
May 2011		GP	Large scale TC/F1	Croatia	Track Mini autodrom "Ayrton Senna" Zagreb,
May 2011		GP	Large Scale TC/F1	Italy	Cremona
21-22 May 2011	28-29 May 2011	GP	Large Scale TC/F1	Slovenia	"Na Logu" 5220 TOLMIN, SLO

3-5 June 2011	2011 June	GP	Large Scale TC+F1	Czech Rep	AUTO-BAYER ARENA Slavkov u Brna/Austerlitz
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
26-6 2011	3-7 or 10-7 2011	GP	Large scale TC/F1	Netherlands	Winschoterweg 1A 9723 CG Groningen Nederland
July 2011		EC OR	Large Scale OR	Croatia	Track OR Velika Gorica
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		EC	Large Scale Off Road	Great Britain	Nene Valley – Great Britain
2011 Dependant on the above application		GP	Large Scale Off Road	Great Britain	Nene Valley – Great Britain
24-25 September 2011	2011 June	GP	Large Scale TC + F1	Switzerland	Lostallo - Switzerland
2011	2011	EC	1/5 1/6 GE BUGGY	Spain	Alcarrás Lleida
<b>2012</b>					
26.-27.05 2012		GP	1/5 TC	Luxemburg	Mini Circuit "Ville de Luxembourg" P&R SUD Howald
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
<b>July 2012</b>	<b>August 2012</b>	<b>EC</b>	<b>EC Large Scale TC + F1</b>	<b>Spain</b>	<b>Club AUTET</b>
2012 July		EC	Only TC	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab A-8324 KIRCHBERG an der Raab
2012 July		EC	Only F1	Austria	STOEHR-RING BERNDORF/ KIRCHBERG a. d. Raab A-8324 KIRCHBERG an der Raab
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

## Final Race calendar 2011

Year/Date	Alt. Date	Status	Country	Venue
18.-20.03.11		GP OR LS	Austria	<a href="http://www.wmw-fehring.at">www.wmw-fehring.at</a>
25.-27.03.11		GP TC/F1	Spain	<a href="http://www.autet.com">www.autet.com</a>
15.-17.04.11		GP OR LS	Netherlands	<a href="http://www.mach-one.nl">www.mach-one.nl</a>
29.04-01.05.11		GP TC/F1	Croatia	<a href="http://www.hams.hr">www.hams.hr</a>
13.-15.05.11		IFMAR warm up	Brest.	<a href="http://www.amco29.fr">www.amco29.fr</a>
20.-22.05.11		GP OR LS	Great Britain	<a href="http://www.nenevalleyraceway.co.uk">www.nenevalleyraceway.co.uk</a>
27.-29.05.11		GP TC/F1	Italy	<a href="http://www.circuitostrativari.it">www.circuitostrativari.it</a>
03.-05.06.2011		Warm up EC	Germany	<a href="http://www.euro-leipzig.de">www.euro-leipzig.de</a>
17.19.06.11		GP OR LS	Croatia	<a href="http://www.v-max.hr">www.v-max.hr</a>
24.-26.06.11		GP TC/F1	Netherlands	<a href="http://www.real80.nl">www.real80.nl</a>
18.-24.07.11		EC TC	Germany	<a href="http://www.modellsportzentrum.de">www.modellsportzentrum.de</a> <a href="http://www.euro-leipzig.de">www.euro-leipzig.de</a>
25.-31.07.11		EC LS OR	Croatia	<a href="http://www.v-max.hr">www.v-max.hr</a>
18. – 28.08. 11		WC LSTC	France	<a href="http://www.amco29.fr">www.amco29.fr</a>
24-25.09.11		GP TC/F1	Switzerland	<a href="http://www.mrtm.com">www.mrtm.com</a>
07.-09.10.11		GP TC/F1	Austria	<a href="http://www.morac-graz.at">www.morac-graz.at</a>

## Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2012		EC TC	Spain	<a href="http://www.autet.com">www.autet.com</a>
July/ August 2012		EC LS OR	Great Britain	<a href="http://www.nenevalleyraceway.co.uk">www.nenevalleyraceway.co.uk</a>

## 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 Hungary  Not Seconded

The proposal:  Passed Unanimously  Passed with .12... for,1 .... 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.

If we have less than 100 drivers the event starts on Monday morning. (amended)

Sunday	09:00-18:00	Free practice (in full heats made by the organiser)
Monday	09:00-18:00	Free practice (in full heats made by the organiser)
Tuesday	09:00-18:00	Free practice (in full heats made by the organiser)
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: ..Hungary.....  Not Seconded

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

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

If we have less than 100 drivers the event starts on Monday morning.

The amendment:  Passed Unanimously

**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.

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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

withdrawn

**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.

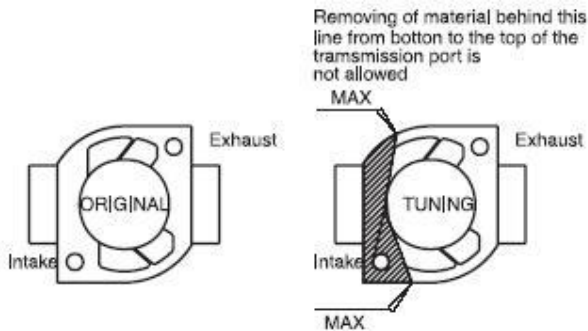
2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23 cm<sup>3</sup>, maximum 26 cm<sup>3</sup> for F1 and Off Road, pull starter.

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 cm<sup>3</sup>** for TC / F1 and maximum **29 cm<sup>3</sup>** for Off Road, pull starter.

**Remarks:**

**Proposed by** MODELLSPORT ITALY, Ferraro Roberto

**Seconded by:** .....  **Not Seconded**

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

4.1.

**Existing Rule:**

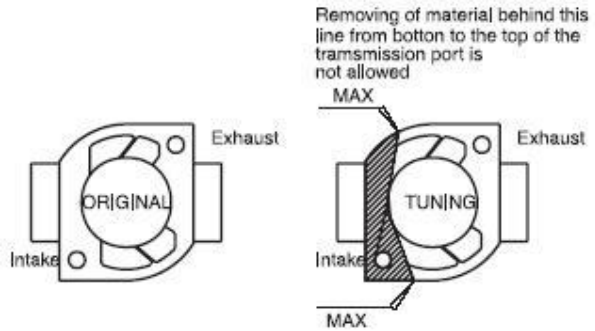
**ENGINE and FUEL**

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 cm<sup>3</sup>, maximum 26 cm<sup>3</sup> 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: .Spain.....  Not Seconded

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

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

A driver changing engine will receive an automatic stop and go in his first final.

The proposal:  Passed Unanimously  Passed with ...8. for, ..2.. against and .... abstentions.

Delete all technical changes in the engine rule proposal. (mass production//balanced)

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

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

**4.1.**

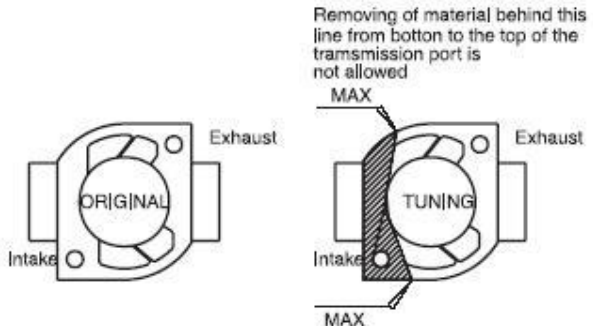
**Existing Rule:**

**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 cm<sup>3</sup>, maximum 26 cm<sup>3</sup> 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 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**

**withdrawn**

**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: ...Croatia.....  Not Seconded

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

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

Oil of wintergreen, paragon and other strong smelling products are prohibited. (Tyre treatment will stay like in previous years.)

The amendment:  Passed Unanimously  Passed with .10... for, .... against and ..2.. abstentions.

**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: .Hungary.....  Not Seconded

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

Rejected with ..3.. for, ..10.. 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: ..Great Britain.....  Not Seconded

The proposal:  Passed Unanimously  Passed with .7... for, ...6. 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:** ..Denmark.....  **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:** ..Denmark.....  **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 Re-elected.

**10. ANY OTHER BUSINESS**

The section will form a working group to get a set of rules regarding engines used in LS. The main task is to reduce the costs of engines and to get the electronic systems away for LS racing. The result will be voted at the AGM 2011 and be enforced directley for 2012.

Frederick Scholander asked the section to pass the task to the EFRA Board to get environments rules.

Cor Roskam pointed out that EFRA GP Organisers need samples of National licences to be sure that the drivers owns a legal licence. Licences must be checked at every EFRA event.

## 11. ITEMS FOR GENERAL DISCUSSION.

Frederick Scholander asked the Chairmen to work out a better running of the section-meeting.  
Ian Oddie put the question forward if the section would accept water cooled engines in the future.

The meeting was closed at 21:05  
Read and accepted by Michael Lissau and Ian Oddie at 21:55