EFRA ANNUAL GENERAL MEETING

HOTEL Holiday Inn, Brussels
Belgium
5-6th of November 2011

Agenda Large Scale

SATURDAY 5th of November 2011.

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 2010 SECTION MEETING

6-7th of November 2010— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2010.

The following persons were elected to check the minutes of this year:

4. CORRESPONDENCE RECEIVED

The Vice Chairman received two engines for checking if they comply to the EFRA LS engine rules. Both engines had some minor problems and will be revised before they will reach the market in 2012. The Vice Chairman also received a request from Australia to homologate a Holden Commodore. That must be refused, because EFRA does not recognise that race Series. This request was the reason for a proposal at this meeting. During the end of the season, a race organiser was upset about the EFRA ranking list F1, because no EFRA Licence number was include. He also found out (logically) that there were many drivers listed without EFRA Licence. Something we must talk about later:

5. CHAIRMAN'S REPORT

I have here reached the end of my second complete year of exercise as Chairman. I hope that it will not be the last one, and that this first mandate will be followed, of at least an other one. At the moment, I believe that you know me all, or almost. I continued to do my best, always with the same main objective: act in interest of all, without exception, and it, for all the categories included in the LS section: Tourism Cars, Formula 1 and 1/6th Off Road. Also, you noticed it, I try to answer all your questioning or communications, in a lapse of time as in brief as possible, and it, all year round.

With my Vice Chairman we form a team that works "correctly".

I thus began the season with the refereeing of the first **EFRA** Grand Prix to Almussafes (Spain), where will take place the **2012 TC European Championship**. This first GP was a success in number of participants (19 Formula 1 and 44 Tourism cars, among which 1 no show), **only** if we take into account the massive participation of the Spanish and Portuguese Drivers, whom we did not then see again during the season in the exception of young and talented **David PEREZ.**

I continued by going to arbitrate **EFRA** GP in Zagreb (Croatia), where I was cordially invited by the Club, in the Person of his President, **Zvonko MATOZIC** (also President of the Croatian Federation) which is for me, and for the Organisers settled by a **loud failure**: 9 Formula 1 and 10 Tourism Cars. This type of participation so weak has to bring us to a serious reflection as for the utility to organize 6 **EFRA** GP a year, when the rule specifies that each category can organise only 3 at most.

I then went to arbitrate the EC TC Leipzig Warm-up. To indicate, another weak participation with 41 engaged, among which a lot of no shows, partially compensated with last minute commitments.Very regrettable for the Organiser, who committed the spending at the level of the number of expected Drivers, in my opinion, useless.

We have to think of Organisers's protection, on the financial plan, if we want to avoid a degradation of this situation, which seems to keep increasing. The nearness of the World Championship in Brest this year, no doubt had a fatal influence, the Drivers having of to make budgetary choices, and to take into account their possibilities of holidays, what is perfectly understandable.

But then, **it's not necessary to send a commitment,** by dreaming, once again in the respect due to the Organisers, which is mandatory, if we want to continue to find volunteers for the coming years. It's there, one of the bases of the elementary education!

Strictly identical situation, with 28 committed, also for the same "economic" reasons, for the 1/5th **IFMAR** World Championship Warm-up in Brest, where I went, at the request of our President, as **EFRA** Representative only.

The even worse situation in **EFRA** GP Off Road 1/6th, to Velika Gorica, (Croatia) being of use as Warm-up to the July European Championship, where I was so friendly invited as **EFRA** Referee, by **Ante DUJIC**, Club V-MAX's President with only 22 committed Pilots, and 8 no shows! The meteo forecasts which turned out right, regrettably, are certainly a reason of this large number of "*desertions*" (totally disrespectful for the Organiser, once again), and forced us to cancel all finales, because of the state of the track, totally impracticable, and to publish the results on the only qualifications's basis.

As long as I speak about this subject: In many events this year (EFRA GP and Warm-Ups), there was an important number of no show. It's not correct on behalf of the Drivers who register in these races, then do not go there, because the Organisers make their decisions in consequences.

In knowledge that they make investments in equipment, in food, even in staff, and that then it is useless.

I thus call back the Organisers, whom they can and normally have to lean on the point of the general rules 8.4.4. In page 73 of the EFRA Handbook 2011: last sentence.

- "and may involve: Payment in advance, sending a picture for accreditation".

Otherwise, it's their strictest right not to take into account the registration of the Driver that does not send its payment.

This year of "great journeys" continued in the second half of July (4214 km in 15 days as information...), with both European Championships Tourism Cars to **Leipzig**, with planned 115 Drivers, (98 classified) what is better than last year to Slavkov, but thanks to an important German delegation, "*playing at home*", Winner the Czech **Martin BAYER**, and Off Road to Velika Gorica, with 73 Drivers, Winner **Kay KOOPS** from Netherlands. This category seems to be in an ascending curve, in spite of a lower number of engaged with regard to Fehring last year (98 planned, 86 classified). Effects of the economic crisis, doubtless …

Enrique ESTEVE Valencia **/** Autet Club's President, accompanied with 2 Members of his Club, came to Leipzig the last 3 days of the European Championship 2011 (in application of rules), to learn here the maximum, and to insure the best organisation as possible of the competition to come in 2012 "*at home*". Thanks to him. I have full confidence in the Spanish Organisers, who have at their disposal, beautiful and adapted infrastructures, voluntary Members, and **normally**, a particularly convenient climate. They received in due course, my technical report including the recommendations to be observed with the aim of this organisation.

This "*European*" season finished for me - But not for you, I suppose... - in Brest, where I was the **EFRA** Representative for the1/5th TC **IFMAR** World Championship. Personal reasons obliged me to leave the event on August 22nd in the morning. I'm, nevertheless satisfied as Chairman at first, because the title was taken away by an European, what is hardly surprising, I admit it, but also as French, because it's **Guillaume SOLON**, from Brest's Club, who is the new World Champion.

I shall not speak about my refereings in French Championship, but you can so appreciate the season's amplitude which ends, whether it's for you Drivers, Accompagnants, as for us, Officials.

You were able to notice that I write and publish my reports on the **EFRA** website, including this one, by trying to introduce some "*educational*" aspects there, that it concerns the necessary politeness and the respect owed to the Organisers,either some "*very*" strong rules reminders, that large number of Drivers (especially in Off Road), always ignores, what is **abnormal**.

If you don't estimate this way of making, thank you for formulating me your remarks, and I will try to cure.

During this year, Wolfgang or I, were approached repeatedly, by number of Drivers, Officials and even Manufacturers, who asked us to propose a rule about tires limitation number, used in EFRA GP, as it works well since years in F1. A new rule will be proposed during this section meeting. We shall see what will be the result.

I would like to finish, by regretting that the Engines working group, not worked in fact**, **until the very last minute. Those proposals sent via the BRCA are the right move into a better future and should be supported by all of you.

The next season will again be loaded with and little easy "to organize" between European Championships TC in **Valencia / Autet in Spain**, at once followed by the Off Road to **Nene Valley in England**. It will be very difficult, so much to the Drivers participating in both (Whose well about ten we counted, by means of some of you), that to the Officials to make a so long movement in a very brief lapse of time. Maybe let's shall speak about it, during the present meeting.

I wish you a very good end of year, and hope largely, if you grant me your trust for a new 2 years mandate, within **EFRA**, to find you all still, the next season.

Then, as the last year, I shall remain at the entire disposal of everybody (Drivers, Federations, Manufacturers, etc.) to answer their various questions, but also and especially Organisers, to go to attend their National GP, or as Chairman, or as **EFRA** Referee, in an objective of their costs's limitation.

6. PRESENTATIONS FOR APPLICATIONS EC 2013 AND GP'S 2012

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.

ear/Date	Alt. Date	Status		Country	Venue
April 2012	July	GP	Large Scale Off Road	Great Britain	Nene Valley – Great Britain
20-22 April 2012		GP	Large Scale Off Road	Netherlands	Mach-One Circuit Stipdonkse Goorweg Helmond Netherlands
2012 May	2012 June	GP	EFRA GP 1:5 TC + F1	Austria	WMW Buggy Racing Center Fehring Fabrikstrasse A-8350 FEHRING southeast Styria - Austria 360 m long 4 - 6 m width
2012	2012		EFRA GP 1:5	Switzerland	Lostallo - Switzerland

June(6) 9-10	May(5) 19-20	GP	TC + F1		
August 2012	July 2013	GP	1:6 LS Off road	Spain	Alcarrás Lleida
2012 August (8) 15 -19	2012 June (6) 22-26	IR	1:5 TC (24h) 1:Truck Cup LS F1 World Cup	Switzerland	Lostallo - Switzerland
September 2012		GP	Large Scale TC/F1	Italy	Cremona
2013					
July 2013		EC	Large Scale 1:6 Off Road	Netherlands	Mach-One Circuit Stipdonkse Goorweg Helmond Netherlands
August 2012	July 2013	EC	Large Scale 1:6 Off Road	Spain	Alcarrás Lleida
2013 July		EC	EC Large Scale 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
2013		EC	EC Large Scale TC + F1	Switzerland	Lostallo - Switzerland
2013	2014	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 2012

Year/Date	Alt. Date	Status	Country	Venue
2012		EC TC	Spain	www.autet.com
July/ August 2012		EC LS OR	Great Britain	www.nenevalleyraceway.co.uk

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

Proposal: 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 2WD and 4WD

Remarks: Necessary change to establish the new class OR6 4WD also to EFRA for EC.

Proposed by DMC

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

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

Proposal: 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
There will not be a 1;5 touring car European Championship event held in the same year as an IFMAR World Championship event held in Europe

Remarks: additional sentence

Proposed by BRCA

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

2.5.3.

Existing Rule: Qualification Order and Finals.
-1 After all series have been completed the Qualification order is established, by taking the best result of each driver.
-2 In case of more than one driver recording identical best results of qualifications the next best result is taken.
-3 In the case of more than one driver recording identical results in a final, the driver starting with the higher start number is classified as the faster, e.g. if number 5 and 2 have equal times, 5 is deemed to have higher final placing.
-4 The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by teammanagers majority vote.
-5 Starting order for the drivers who moved up to the final is based on number of laps and time.
In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc.

Proposal: Qualification Order and Finals.
-1 After all series have been completed the Qualification order is established, by taking the best result of each driver.
-2 In case of more than one driver recording identical best results of qualifications the next best result is taken.
-3 In the case of more than one driver recording identical results in a final, the driver starting with the higher start number is classified as the faster, e.g. if number 5 and 2 have equal times, 5 is deemed to have higher final placing.
-4 The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by teammanagers majority vote.
-5 Starting order for the drivers who moved up to the final is based on number of laps and time.
In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc. –
6 The 4 top qualifiers are directly placed in the main final

Remarks: When the 4 top qualifiers are directly placed in the mainfinal, the drivers in the semi finals have more change to reach the mainfinal because the 4 fastest drivers are not present in the semi's.
It brings also the importance of the qualificatons back, in the excisting system its not important if you qualify as 1th, 2th, 3th or 14th.

Proposed by NOMAC

Seconded by: ..... o Not Seconded

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

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

THE RULE IS NEW:

4.

Existing Rule: **GENERAL Technical Specifications**

Proposal: 4.2.4

The Engines adjustments and warming are strictly forbidden in pits and working areas. They are allowed only on tables supplied by the Organisers, and in the proximity of pit lane, and of the Rostrum.

Remarks: This proposal is made to protect Drivers's and Mechanics's health, but to protect also the quality of their hearing.

Proposed by EFRA

Seconded by: ..... o Not Seconded

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

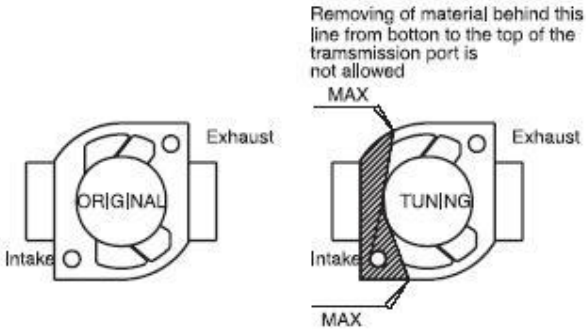
o Rejected with .... for, ... against and .... abstentions. o Amended

THE RULE IS NEW:

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 changing engine will receive an automatic stop and go in 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 cm^3, maximum 26 cm^3 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. The ignition must be the one delivered with the standard engine. Any possibility to adjust the ignition from the outside on electronic way is prohibited.
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 licence 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.ENGINE and FUEL

Current rule

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 changing engine will receive an automatic stop and go in his first final. Each driver is only allowed to use a maximum of 2 engines per event

Proposal

For Touring cars, Formula 1, Off Road:

1. Only two verified engine can be allowed.

To each driver is only allowed to use a maximum of 2 engines per event.

Current rule

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

Proposal

2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23,00 cm^3 for Touring cars, maximum 26,00 cm^3 for Formula 1, maximum 29,00 cm^3 for Off Road, all only pull starter.

No electrical starter is allowed.

Current rule

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

Proposal

3. No Turbo charging, No Fuel injection, No Supercharging, No Wankel, No Reed valve, No rotary

valve/distribution engines are allowed. The intake fuel must be only by piston-port.

Current rule

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

Proposal

4. The complete ignition system allowed only from mass production. No prototype will be permission.

Current rule

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

Current rule

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.

Current rule

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

Proposal

7. The Cylinder block must be of a single cast material only from mass production. No prototype will be permission.

No other type material is permission. No independent liners or slipping liners are allowed. No head-separate or removable is permission.

Current rule

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

Current rule

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

Proposal

9. Engine must be only air cooled. The air being driven only by one flywheel directly connected Ignition rotor system. No liquid cooled, No extra flywheel is permission.

Current rule

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

Proposal

10. The Crankcase engine block must be of cast material only from mass production. No prototype will be permission. No other type material is permission. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.

Current rule

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

Proposal

11. An air filter must be fitted to the carburetor, which allows the reduction of noise.

Current rule

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

Proposal

12. The maximum venturi diameter of the carburetor is limited to 13,00 mm. measured in the narrowest of the carburetor.

Current rule

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 licence 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.

Remarks: we believe that this EFRA engine regulation for as an attachment,

might be a good compromise to limit costs and ensure proper security.

We ask the your cooperation. Thanks

Best regards

Ing.Roberto Ferraro

MODELLSPORT ITALY

Proposed by MODELLSPORT ITALY, Ferraro Roberto

Seconded by: ..... o Not Seconded

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

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

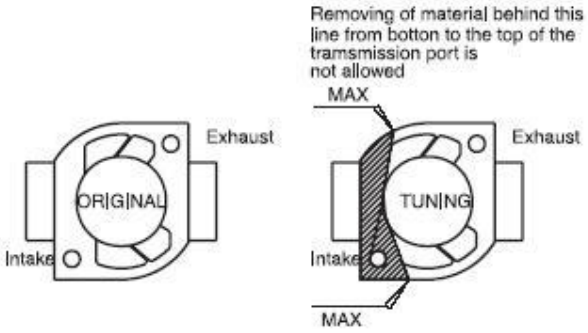
THE RULE SHOULD BE AMENDED TO READ:

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 changing engine will receive an automatic stop and go in 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 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. The ignition must be the one delivered with the standard engine. Any possibility to adjust the ignition from the outside on electronic way is prohibited.
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.
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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.
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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:

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:
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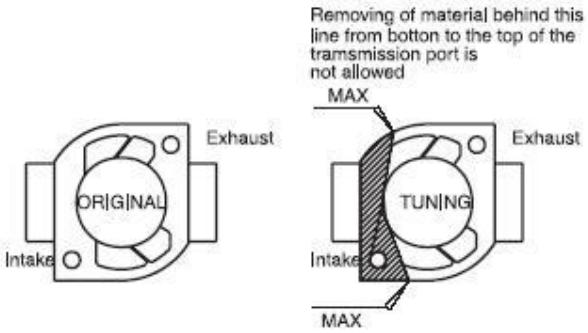


8. The maximum numbers of admission ports is limited to 4.
9. Engine must be air cooled. The air being driven directly by the flywheel.
10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
11. An air filter must be fitted to the carburettor.

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 with no significant influence over the power performance of the mixture.
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 licence 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.

Remarks: As seen at L.S: Off Road euros there might be new "mass production two stroke oil" with a huge effect over the performance of the engines.

Proposed by EFRA

Seconded by: ..... o Not Seconded

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

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

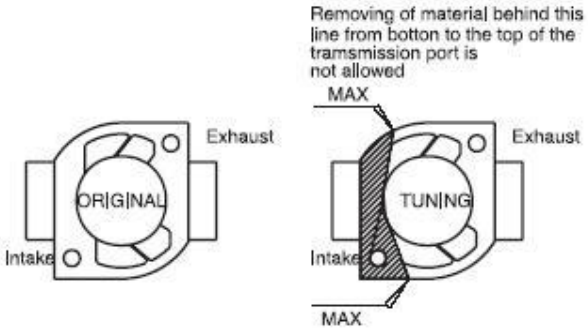
THE RULE SHOULD BE AMENDED TO READ:

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 changing engine will receive an automatic stop and go in 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 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. The ignition must be the one delivered with the standard engine. Any possibility to adjust the ignition from the outside on electronic way is prohibited.
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 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 licence 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: **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 changing engine will receive an automatic stop and go in 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 and Off Road, pull starter.
3. No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/ distribution engines are allowed.
4. The ignition timing must be mechanically fixed, only manual static adjustment is allowed. The flywheel can only have 1 (one) pair of magnetic poles (ie one north and one south). The ignition coil must be a single combined unit (low and high tension circuits built into one - unit)
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.
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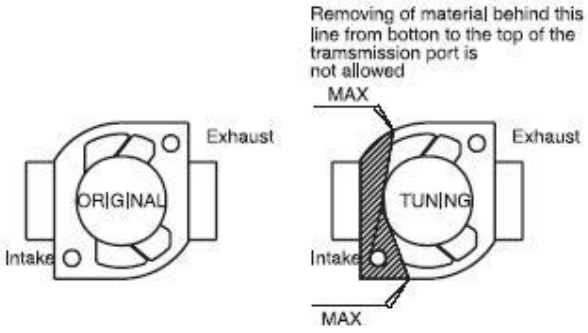

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If a driver want's to protest that decision, he has to make a written protest to EFRA with a deposit of 500.- EUR.

Remarks: All reasons and explanations will be given at the large scale section agm (4.1.4)

Proposed by BRCA

Seconded by: ..... o Not Seconded

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

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

---

THE RULE SHOULD BE AMENDED TO READ:

4.1.

Existing Rule: **ENGINE and FUEL**

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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 changing engine will receive an automatic stop and go in 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 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. The ignition must be the one delivered with the standard engine. Any possibility to adjust the ignition from the outside on electronic way is prohibited.
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.
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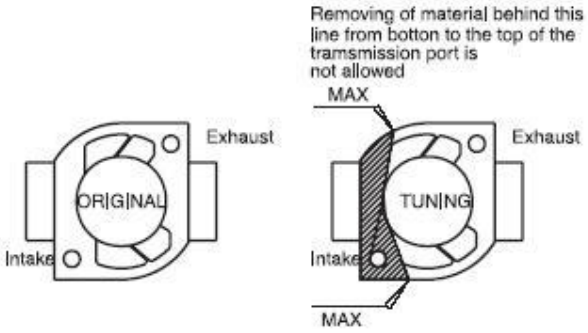

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11. An air filter must be fitted to the carburettor.
12. The maximum venturi diameter of the carburettor is limited to 13 mm.
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Technical inspection may ask for a sealed bottle of that oil, to check it.
If a fuel is found suspect, the driver will be asked to mix his fuel at technical inspection, so it can be verified.
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If a fuel is found illegal, the driver will be disqualified from the particular event, he may loose his EFRA licence for up to ten years. The fuel tester must be available to the competitors during the event.
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Proposal:

ENGINE and FUEL
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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.
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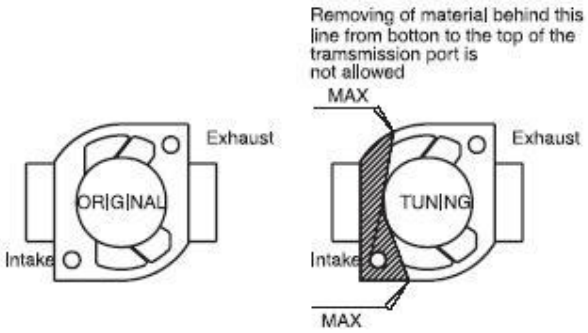

8. The maximum numbers of admission ports is limited to 4.
9. Engine must be air cooled. The air being driven directly by the flywheel which must be cast/manufactured as one piece (ie the fan and flywheel combined, no separate pieces).
10. The crankshaft must be of split shaft configuration, with enclosed 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.
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If a driver want's to protest that decision, he has to make a written protest to EFRA with a deposit of 500.- EUR.

Remarks: (4.1.9)
Reason & explanation will be given at the large scale section agm

Proposed by BRCA

Seconded by: ..... o Not Seconded

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

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

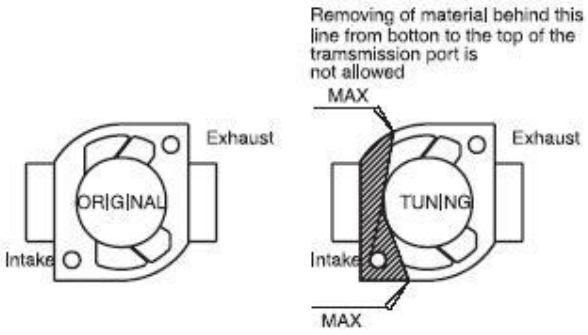
---

THE RULE SHOULD BE AMENDED TO READ:

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 changing engine will receive an automatic stop and go in 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 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. The ignition must be the one delivered with the standard engine. Any possibility to adjust the ignition from the outside on electronic way is prohibited.
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.
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If an organiser is able to provide fuel at the track, all competitors have to use this fuel. The price of this fuel

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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: **ENGINE and FUEL**

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2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23 cm^3, maximum 26 cm^3 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. The flywheel can only have 1(one)pair of magnetic poles (ie one north and one south)
5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.

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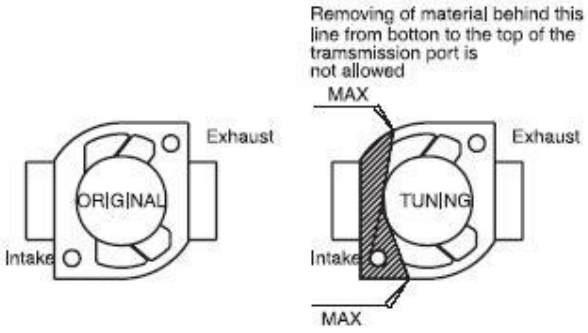

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If a driver want's to protest that decision, he has to make a written protest to EFRA with a deposit of 500.- EUR.

Remarks: This is number 1 of large scale proposals
Reason and explanations will be given at the large scale section agm

Proposed by BRCA

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

4.1.

Existing Rule: **ENGINE and FUEL**

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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. The ignition must be the one delivered with the standard engine. Any possibility to adjust the ignition from the outside on electronic way is prohibited.
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.
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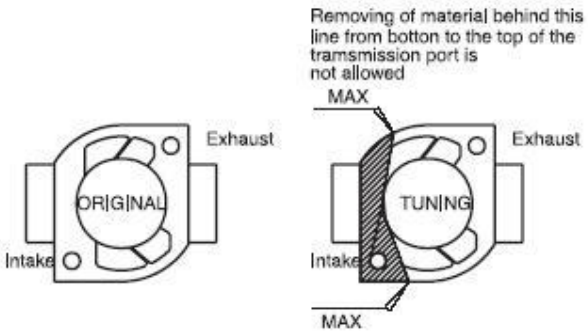

8. The maximum numbers of admission ports is limited to 4.
9. Engine must be air cooled. The air being driven directly by the flywheel.
10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
11. An air filter must be fitted to the carburettor.
12. 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 licence for up to ten years. The fuel tester must be available to the competitors during the event.
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Proposal:

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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. The ignition must be the one delivered with the standard engine. Any possibility to adjust the ignition from the outside on electronic way is prohibited.
An ignition contains only: ignition coil,capacitor and ignition contact.
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.
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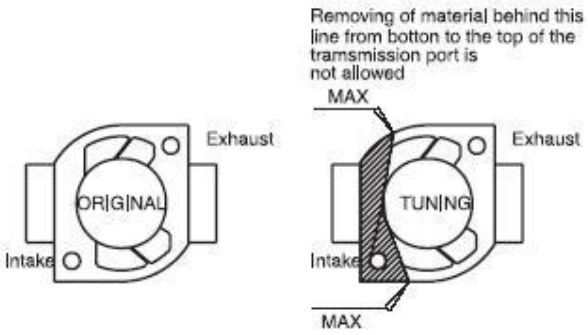

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Remarks:

Proposed by EFRA

Seconded by: ..... o Not Seconded

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

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

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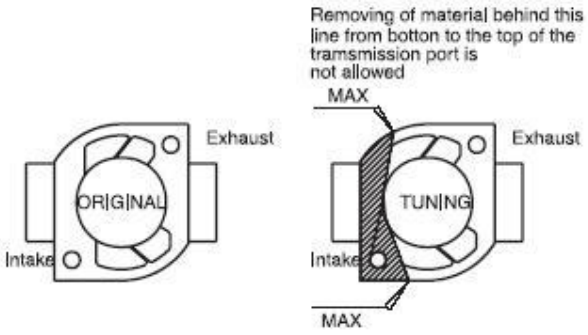


8. The maximum numbers of admission ports is limited to 4.
9. Engine must be air cooled. The air being driven directly by the flywheel.
10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
11. An air filter must be fitted to the carburettor.
12. 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

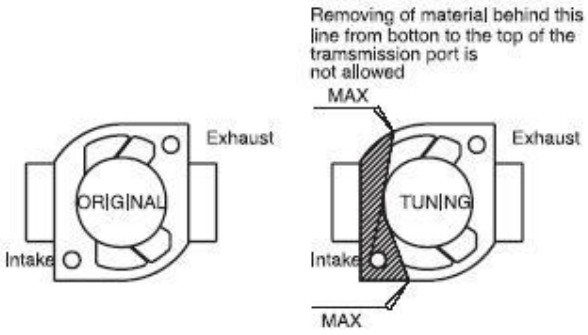
must not exceed the normal street price by more that 5%. Fuel tests may be made at random during the race. If a fuel is found illegal, the driver will be disqualified from the particular event, he may loose his EFRA licence for up to ten years. The fuel tester must be available to the competitors during 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: **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 changing engine will receive an automatic stop and go in 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 cm^3, maximum 26 cm^3 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. The ignition must be the one delivered with the standard engine. Any possibility to adjust the ignition from the outside on electronic way is prohibited.
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 od admission ports is limited to 4.
9. Engine must be air cooled. The air being driven by the flywhell The number of magnets is limited to two. They must be included in the outside diameter of the flywheel. Behind the flywheel no extra stator/rotor is allowed 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 licence 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.

Remarks: Keep it simple and reliable.

Proposed by EFRA

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

4.2.1.

Existing Rule: Maximum noise level is 81dB (A) measured at 10 metres, 1 metre above the track.
The race director has the authority to decide a different method of measuring (using the EFRA noise trap) as long, as the result will be the same.
If a car produces a noise level much in excess of the other cars, it is the Race Director's decision on

whether this car is allowed to race.
Exhausts have to be of minimum three chamber type. No open exhausts or pipes are allowed.
The total exhaust have to be inside the body, with the exception of the tailend of the pipe, which may protrude the body not more than 10 mm.
The body may be cut out at that point max. 20 mm more than the tailend diameter.
Max. inside diameter tail end 13 mm.

Proposal:

Maximum noise level is 81dB (A) measured at 10 metres, 1 metre above the track.
The race director has the authority to decide a different method of measuring (using the EFRA noise trap) as long, as the result will be the same.
If a car produces a noise level much in excess of the other cars, it is the Race Director's decision on whether this car is allowed to race.
Exhausts have to be of minimum three chamber type. No open exhausts or pipes are allowed.
The total exhaust have to be inside the body, with the exception of the tailend of the pipe, which may protrude the body not more than 10 mm.
No adjustable or moving parts are allowed in manifold or muffler. The body may be cut out at that point max. 20 mm more than the tailend diameter.
Max. inside diameter tail end 13 mm.

Remarks:

Stop the increase of power and minimize the costs.

Proposed by EFRA

Seconded by: ..... o Not Seconded

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

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

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THE RULE SHOULD BE AMENDED TO READ:

4.3.

Existing Rule:

CAR
a. The car has to have a functioning brake, which has to be capable of keeping the car stationary whilst the engine is running.
b. A mechanical failsafe has to be fitted to the carburettor which returns the throttle to a closed position in case of breaking of the throttle linkage.
c. Variable ratio transmission is not allowed.
d. Only 2WD (rear-wheel drive) cars are allowed.
e. No other function than steering and throttle/brake are allowed to operate with radio control by the driver. Any other electronic or hydraulic systems are not allowed in the car, with the acceptation of electronic failsave to stop the car in case of radio failure and the hydraulic brake system.

f. The use of an electronic failsafe system is highly recommended.
g. The ignition kill switch must be on his original place on the engine and the window on this side must be cut. The position must be market with an E (size 20 mm) on the bodyshell. To create more safety, it is allowed to have a second kill switch fixed near the rear window to allow easy access. This kill switch should be away from hot or moving parts.

Proposal:

CAR
a. The car has to have a functioning brake, which has to be capable of keeping the car stationary whilst the engine is running.
b. A mechanical failsafe has to be fitted to the carburettor which returns the throttle to a closed position in case of breaking of the throttle linkage.
c. Variable ratio transmission is not allowed.
d. Only 2WD (rear-wheel drive) cars are allowed. In class Offroad 4WD only all-wheel-drive cars are allowed.
e. No other function than steering and throttle/brake are allowed to operate with radio control by the driver. Any other electronic or hydraulic systems are not allowed in the car, with the acceptation of electronic failsave to stop the car in case of radio failure and the hydraulic brake system.

f. The use of an electronic failsafe system is highly recommended.
g. The ignition kill switch must be on his original place on the engine and the window on this side must be cut. The position must be market with an E (size 20 mm) on the bodyshell. To create more safety, it is allowed to have a second kill switch fixed near the rear window to allow easy access. This kill switch should be away from hot or moving parts.

Remarks: Necessary change to establish the new class OR6 4WD also to EFRA for EC.

Proposed by DMC

Seconded by: ..... o Not Seconded

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

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

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THE RULE SHOULD BE AMENDED TO READ:

5.2.2.

Existing Rule:

TYRES
Tyres must be semi-pneumatic rubber.
In case of rain the use of rain tyre can be allowed by the race director.
Only 2 complete sets of tyres are allowed for the heats and will be marked by technical inspection with the registration number of the driver.
For EC Series during EFRA GP´s only one set of marked tyres is allowed during the three rounds of qualification.

Proposal:

TYRES
Tyres must be semi-pneumatic rubber.
They must be molded in one piece
In case of rain the use of rain tyre can be allowed by the race director.
Only 2 complete sets of tyres are allowed for the heats and will be marked by technical inspection with the registration number of the driver.
For EC Series during EFRA GP´s only one set of marked tyres is allowed during the three rounds of qualification.

Remarks:

Proposed by EFRA

Seconded by: ..... o Not Seconded

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

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

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THE RULE SHOULD BE AMENDED TO READ:

5.3.

Existing Rule:

1:5 Scale TOURING CARS
There is one series to recognise in accordance to the 1:1 scale series namely the Touring Car Championship Series, following FIA class 2 Super Touring Car, FIA Group N and Touring Cars Super 2000.

Proposal:

1:5 Scale TOURING CARS
There is one series to recognized in accordance to the 1:1 scale series namely the Touring Car Championship Series, following FIA class 2 Super Touring Car, FIA Group N and Touring Cars Super 2000.
4-door touring cars raced in national series like Australian V8 Supercars, CTCC ;German Procar, Italian Super Stars should be also allowed with the only restriction that rear wing has to follow 6.4.2.

Remarks:

Proposed by EFRA

Seconded by: ..... o Not Seconded

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

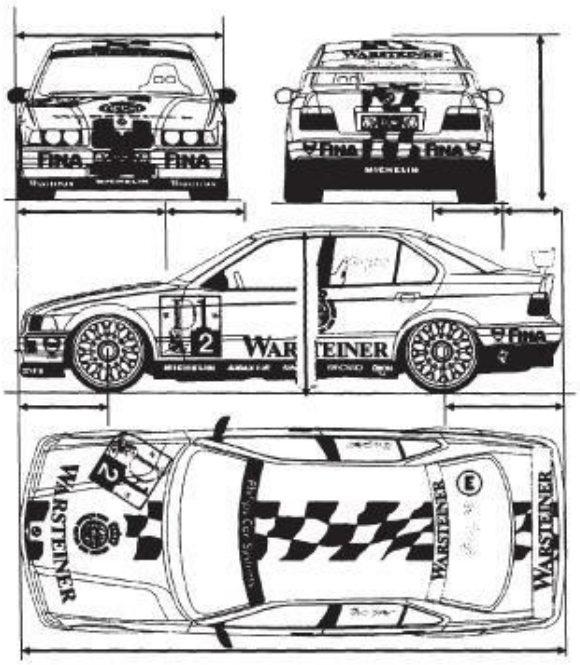
o Rejected with .... for, ... against and .... abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

5.3.2.

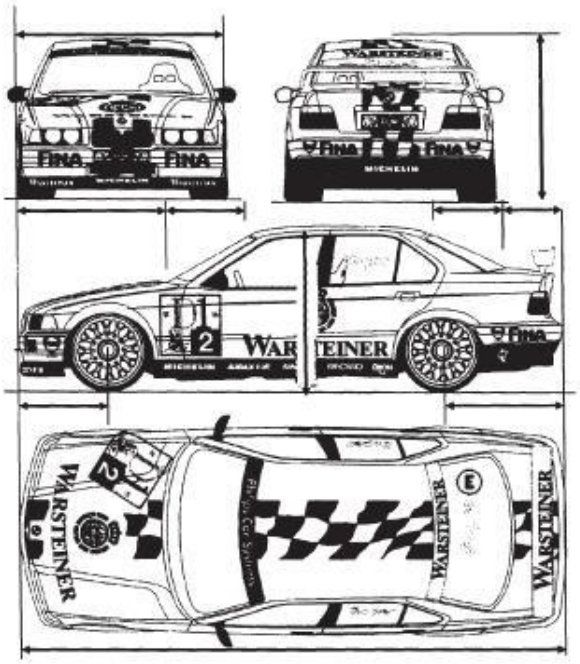
Existing Rule:

All 1:5 cars have to be genuine scale in all details and proportions and be a fully detailed model of an existing 1:1 touring race car. If the allowed tolerances are used, then all parts of the model in that particular view have to be within the same sign (wheelbase-, length,- //wheelbase+, lenght+). Mixtures of car design's are not allowed.
The minimum length of a Super Touring Car is 4.200 mm that gives a minimum length of 798 mm in scale including max.-tolerance.
All bodies that are produced world-wide, descend from a original touring car racing and are commercially available, under consideration of Paragraph 5.3, will be allowed.
Only bodyshells that are approved by EFRA will be allowed to race in EFRA sanctioned events. The EFRA-homologation number have to be permanently engraved or moulded in within the space normally used for car-registration numbers at the rear end of the model.



Proposal:

All 1:5 cars have to be genuine scale in all details and proportions and be a fully detailed model of an existing 1:1 touring race car. If the allowed tolerances are used, then all parts of the model in that particular view have to be within the same sign (wheelbase-, length,- //wheelbase+, lenght+). Mixtures of car design's are not allowed.
The minimum length of a Super Touring Car is 4.200 mm that gives a minimum length of 798 mm in scale including ~~max.-tolerance.~~
~~All~~ max.-tolerance.
All recognized cars must have a minimum length of 4,200 mm/165.35 in.
All bodies that are produced world-wide, descend from a original touring car racing and are commercially available, under consideration of Paragraph 5.3, will be allowed.
Only bodyshells that are approved by EFRA will be allowed to race in EFRA sanctioned events. The EFRA-homologation number have to be permanently engraved or moulded in within the space normally used for car-registration numbers at the rear end of the model.



Remarks:

Proposed by EFRA

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

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: 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.
Limitation of the number of used tires during a whole EFRA GP. First proposal: to align the number of tires used in qualifications as in Formula 1, that is 2 pairs marked with the Driver's registration number. Second proposal: same thing, but to limit for the totality of an event GP, in 4 sets of tires, also marked with the Driver's registration number. The Driver is free to use his tires according to his choice. At each end of rounds, cars would be called to the inspection for check of the used tires.

Remarks: Objective: equalize the chances of the paying and not paying Drivers, and limit the increase of the costs.

Proposed by EFRA

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

5.4.

Existing Rule: **Large Scale Off - Road Rules**
Technical requirements for Large scale off road racing.

Proposal: **Large Scale Off - Road Rules**
Technical requirements for Large scale off road ~~racing.~~ racing with 2WD and 4WD.

Remarks: Changes for establishing new class OR6 4WD at EFRA.

Proposed by DMC

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

5.4.3.

Existing Rule: Exhaust: The exhaust system may never produce more than 81 DB measured at 10 meters distance and 1 meter from the ground. The exhaust must be fitted under the body shell . The exhaust end pipe may be

outside the shell. This pipe must be fitted so the rearward or to the ground and within the size off the car. In case of the exhaust system produces more noise than the 81 DB the race director and /or the referee can order the car to come in for a noise check. If the car exceeds the allowed limits it needs to be repaired to enter the race (again)

Proposal: Exhaust: The exhaust system may never produce more than 81 DB measured at 10 meters distance and 1 meter from the ground.. All cars to be equipped with an air - box to reduce the intake noise of the carburettor and a second muffler (in case, that a two chamber exhaust is used) or a three chamber type muffler. All three chambers must be designed that way, that the exhaust fumes will pass it and then have to change direction twice to get the max. possible noise reduction. The design of that additional silencer is free, but with both systems together, the max. noise level must not be over 81 dB (A). The exhaust must be fitted under the body shell . The exhaust end pipe may be outside the shell. This pipe must be fitted so the rearward or to the ground and within the size off the car. In case of the exhaust system produces more noise than the 81 DB the race director and /or the referee can order the car to come in for a noise check. If the car exceeds the allowed limits it needs to be repaired to enter the race (again)

Remarks: We belong at the moment to the second Off Road European Champioship there. We can thus suppose that this race is going to become an institution, as in Tourism Cars, and we necessarily have to take measures against noise.

Indeed on 2 championships first ones, it was proceeded to one very large number of measures, and no car is in the acceptable limit. It is thus necessary to equip these cars also with one air box, plastic, by avoiding the carbon, about which we know that in Tourism Cars, it produces opposite effects to those waited.

Proposed by EFRA

Seconded by: ..... o Not Seconded

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

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

---

THE RULE SHOULD BE AMENDED TO READ:

5.4.4.

Existing Rule: Fuel tank and fuel
The max content of the fuel tank till the carb is 700 cc
The allowed fuel may only exists of Lead-free gasoline, oils and additives.
Forbidden are all special fuels and extra's as Avgas, octane boosters and race fuel.

Proposal: Fuel tank and fuel
The max content of the fuel tank till the carb is 700 ~~cc~~
~~The~~ cc for 2WD and 800 cc for 4WD.
The allowed fuel may only exists of Lead-free gasoline, oils and additives.
Forbidden are all special fuels and extra's as Avgas, octane boosters and race fuel.

Remarks: Experience from 3 years driving 4WD at summer time. Necessary changes for establishing new class OR6 4WD at EFRA.

Proposed by DMC

Seconded by: ..... o Not Seconded

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

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

---

THE RULE SHOULD BE AMENDED TO READ:

5.4.5.

Existing Rule: Only 2 wheel rear drive is allowed
Cars with electric drive, propellers or rocket-fuel drive are not allowed
Cars can only have 1 gearing: no multispeed transmissions allowed

Proposal: Only 2 wheel rear drive is ~~allowed~~
~~Cars~~ allowed in 2WD-class. Only all-wheel drive is allowed in 4WD-class.
Cars with electric drive, propellers or rocket-fuel drive are not allowed
Cars can only have 1 gearing: no multispeed transmissions allowed

Remarks: Necessary change to establish the new class OR6 4WD also to EFRA for EC.

Proposed by DMC

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

5.4.8.

Existing Rule:

Tires and wheels

Wheels diameter	max 120 mm, with max 65 mm
Tires: max diameter	170mm with max 75 mm

Only tires made for off road use are allowed
The wheels have to be made for Large scale

Proposal:

Tires and wheels

	2WD	4WD
Wheels diameter	max 120 mm, with max 65 mm	max 160 mm, with max 65 mm
Tires: max diameter	170mm with max 75 mm	190mm with max 75 mm

Only tires made for off road use are allowed
The wheels have to be made for Large scale

Remarks: 4WD established this big wheels and is preferred. Necessary changes for establishing new class OR6 4WD at EFRA.

Proposed by DMC

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

5.4.8.

Existing Rule:

Tires and wheels

Wheels diameter	max 120 mm, with max 65 mm
Tires: max diameter	170mm with max 75 mm

Only tires made for off road use are allowed
The wheels have to be made for Large scale

Proposal:

Tyres and Wheels wheels Wheels;- maximum diameter	max 120 mm, with max 65 mm
Tires: max of 120mm and width of 65mm Tyres;- maximum diameter	170mm with max 75 mm

Only tires of 170mm and width of 75mm Only wheels and tyres designed and made for large scale off road use are allowed and they must be commercially available

Remarks: reason and explanation will be given at the large scale section agm

Proposed by BRCA

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

5.4.9.

Existing Rule:

Chassis, Body measurements
Only original large scale lexan body shells are allowed
The body must be fully painted except for the windows

Motorstop access must be easy .
The chassis must be flat underneath and no screws may extend
Car size

Max length	820 mm
Max with	480 mm with full compressed suspension
Max height	360 mm with full compressed suspension

Proposal: Chassis, Body measurements
Only original large scale lexan body shells are allowed
The body must be fully painted except for the Motorstop windows and except offroad.
Motorstop access must be easy .
The chassis must be flat underneath and no screws may extend
Car size

Max length	820 mm
Max with	480 mm with full compressed suspension
Max height	360 mm with full compressed suspension

Remarks: Body is mostly full painted at offroad.

Proposed by DMC

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

5.4.10.

Existing Rule: Wing
The wing must be made from a flexible material

Max size	300 mm x 140 mm
Overhang max	150 mm from the middle of the rear drive shafts

Proposal: Wing
The wing must be made from a flexible material

Max size	300 mm x 140 mm, offroad 4WD 315 mm x 140 mm
Overhang max	150 mm from the middle of the rear drive shafts

Remarks: Changes for establishing new class OR6 4WD at EFRA. Some actual cars are a bit wider.

Proposed by DMC

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

5.4.11.

Existing Rule: Race
The European Championship will be run as a single event (large scale euro rules), This rule is valid from 2010
Racers with equal points: the racer with the highest single finish will be rewarded the tie: if still tied, the second best finish position etc. In case of a continue tie the tie will be rewarded to the highest finish the last race both drivers entered. All drivers entering the European Championship must have a valid EFRA Licence
An EFRA licence must be obtained from the native country

Proposal: Race
The European Championship will be run as a single event (large scale euro rules), This rule is valid from 2010
Racers with equal points: the racer with the highest single finish will be rewarded the tie: if still tied, the second best finish position etc. In case of a continue tie the tie will be rewarded to the highest finish the last race both drivers entered.

Remarks: Delete the last both sentences.

This rule is already included in the Chapter 4, General Rules: International Drivers Licenses point: 41.4.

Proposed by EFRA

Seconded by: ..... o Not Seconded

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

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

THE RULE SHOULD BE AMENDED TO READ:

5.4.15.

Existing Rule:

Tracks
a) Size: Minimum preferred total length: 200 meter.
Minimum preferred width between marking/lanes: 3.5 meter for GP's 4 meter for an EC.
The point most far away from the middle of the drivers rostrum can be 60 meters
b) The track design can be made by the organiser. Obstacles as trees, etc cannot be inside the track area.
The drivers view to the track must be free without obstacles of any sort.
The track must be made with a reasonable variety of small and large corners, left as well as right handed.
The straights must have different lengths.
c) Marking
The lanes must be clearly viewable by the competitors on the rostrum and the track markers must be chosen in such way the cars will not be damaged if they hit the track markers. The track markers must be solid enough not to be moved by a single contact.
d) Track markings
The organiser must make sure a car can never come into the public. Safety of the public, drivers, mechanics and race directors / assistants must be maintained all time by a save and functional track surrounding.
The track markers must be situated so that corner cutting is highly impossible and cars cannot enter another lane easily. Track markers can be made of wood, fire hoses filled with sand, rubber hoses etc.
By choosing the track markers the safety of the public is far more important as preventing damage to the cars.
e) Start / Finish
There must be a clearly visible start/finish line. On the finish line the timing loop must be placed in such way the cars may not damage it. In case of a loose track surface the markings for start finish can be made on the track markers.
All finals make use of a formula 1 starting grid. 10 start boxes will be marked so the difference between the cars 1 -3 will be 4 meters. The cars with the even numbers will be placed in the same way with 4 meters between 2 – 4 etc Car 2 will start minimum 2 meters beside the number 1 car but will be placed 2 meters back from the number 1 car and will be 2 meters in front off the number 3 car and so on.
f) Pits: It needs to be separated from the track Pits entrance and exit needs to be at least 1 meter width.
g) The drivers preparation area needs to be within a reasonable distance of the track. It needs to have pit tables for all drivers and 220 volts available. Only drivers, mechanics and race officials can enter the pit area. They have to show ID cards, made available by the organiser to identify. Each driver should receive a card for himself and 2 cards for mechanics.

Proposal:

Tracks
a) Size: Minimum preferred total length: 200 meter.
Minimum preferred width between marking/lanes: 3.5 meter for GP's 4 meter for an EC.
The point most far away from the middle of the drivers rostrum can be 60 meters
b) The track design can be made by the organiser. Obstacles as trees, etc cannot be inside the track area.
The drivers view to the track must be free without obstacles of any sort.
The track must be made with a reasonable variety of small and large corners, left as well as right handed.
The straights must have different lengths.
c) Marking
The lanes must be clearly viewable by the competitors on the rostrum and the track markers must be chosen in such way the cars will not be damaged if they hit the track markers. The track markers must be solid enough not to be moved by a single contact.
d) Track markings
The organiser must make sure a car can never come into the public. Safety of the public, drivers, mechanics and race directors / assistants must be maintained all time by a save and functional track surrounding.
The track markers must be situated so that corner cutting is highly impossible and cars cannot enter another lane easily. Track markers can be made of wood, fire hoses filled with sand, rubber hoses etc.
By choosing the track markers the safety of the public is far more important as preventing damage to the cars.
e) Start / Finish
There must be a clearly visible start/finish line. On the finish line the timing loop must be placed in such way the cars may not damage it. In case of a loose track surface the markings for start finish can be made on the track markers.
All finals make use of a formula 1 starting grid. 10 start boxes will be marked so the difference between the cars 1 -3 will be 4 meters. The cars with the even numbers will be placed in the same way with 4 meters between 2 – 4 etc Car 2 will start minimum 2 meters beside the number 1 car but will be placed 2 meters

back from the number 1 car and will be 2 meters in front off the number 3 car and so on.
f) Pits: It needs to be separated from the track Pits entrance and exit needs to be at least 1 meter width.
g) The drivers preparation area needs to be within a reasonable distance of the track. It needs to have pit tables for all drivers and 220 volts available. Only drivers, mechanics and race officials can enter the pit area. They have to show ID cards, made available by the organiser to identify. Each driver should receive a card for himself and 2 cards for mechanics
h) Only weather resistant track surfaces such as Astro turf to be used at European Championships

Remarks: Additional subsection h

Proposed by BRCA

Seconded by: ..... o Not Seconded

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

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

9. ELECTION OF SECTION CHAIRMAN.

Election of chairman: Francis Billa is willing to re-stand

Other candidates proposed: Ian Oddie

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.

APPENDIX 5 LARGE SCALE I.C. TRACK RULES

1.1.

Suggestion: To be discussed in Large Scale Section Meeting.

Is it possible for the EC Off Road on 2012 to Nene Valley (England) to begin exceptionally on Tuesdays and to finish Sunday?

It will allow the Drivers who participate in 2 events, and Officials also, to make a very long movement, in a more reasonable lapse of time. If we leave the dates of the end in Saturday for the TC in Spain: there is no choice! And of the beginning for the Off Road in Sunday (or on Monday according to the number of committed) to Nene Valley, it will be almost impossible to be on the spot for the Drivers and concerned Officials, in due course.

Proposed by EFRA

1.1.

Suggestion: The 4WD 1:6 Scale Off Road Cars are driven in some European countries and Germany has established a Championship parallel to the 2WD section. It would be great to take this class to the EFRA.

Some of our best 2WD-drivers changed to 4WD and also some drivers are driving both classes. The races take nearly the same time, because summary of drivers is nearly the same. The racetracks usually can serve both classes. Driving together in the same run is not possible on most of the tracks and 2WD 4WD should be done behind each other.

To some rules the necessary changes are proposed.

Proposed by DMC

[redacted]

The meeting was closed at