



EFRA ANNUAL GENERAL MEETING

HOTEL Holiday Inn, Brussel.

Belgium

3rd and 4th of November 2012

Agenda Large Scale

SATURDAY 3rd OF NOVEMBER 2012.

The meeting started at:

1. CHAIRMAN'S WELCOME

Mr Ian Oddie

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	Roskam Hessel	NL	1	Wohlert Clark	D
2	Van Wijk Jeffery	NL	2	Grigic Marko	HR
3	Veseli Dario	HR	3	Ziglioli Daniele	I
4	Catalani Andrea	IT	4	Mittelstadt Martin	DE
5	Lissau Martin	DK	5	Gloor Markus	CH
6	Tolenaars Kevin	NL	6	Heland Cato	NO
6	Mielke Michael	DE	6	Minkovic Ivan	HR
8	Weiser Michael	AT	8	Pollmueller Michael	DE
9	Marrone Nicola Costantino	IT	9	Poelemans Jimmy	B
10	Flakowski Christoph	DE	10	Frosch Andreas	CH
11	Feldmann Markus	DE	11	Stegmayer Hrvoje	HR
12	Verbrugghi Giovanni	BE	12	Richner Roland	CH
13	Martelli Gianmarco	IT	13	Grüb Markus	D
14	Napranvnik Alexander	DE	14	Reis Alexander	D
15	Harleman Marco	NL	15	Wild Andreas	CH
16	Reuling Jeroen	NL	16	Sutter Peter	CH
16	Knudsen Peter	DK	16	Stegmayer Marta	HR
18	Unterberger Bernhard	AT	18	Bichesel Ueli	CH
19	Ketter Falko	DE	19	Isler Thomas	CH
20	Weigerding Marco	DE	20	Laurenza Ivan	I

COUNTRY	PRESENT	SECTION SUBSCR	EC	EC Re	EC Off road	World	World Re
AUSTRIA							
BELGIUM							
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 2011 SECTION MEETING

5th and 6th of November 2011— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2011.

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

4. CORRESPONDENCE RECEIVED

Complaints regarding Large scale meetings in France clashing with Efra Gp's (Italy, Austria and Spain).

Numerous questions via emails regarding rules asking for clarifications.

The use of tyre additives in the pits, a rule clarification was issued on the efra web site.

5. CHAIRMAN'S REPORT

To be given at the meeting

6. PRESENTATIONS FOR APPLICATIONS EC 2014 AND GP'S 2013

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
05-2013	09-2013	EFRA GP Off road	Great Britain	Nene Valley

05-2013	06-2013	EFRA GP TC/F1	Germany	Leipzig
05-2013	06-2013	EFRA GP TC/F1	Austria	Kirchberg
10-12-05 2013		EFRA GP TC/F1	Switzerland	Lostallo
05-2013	04-2013	EFRA GP TC/F1	Italy	Cremona
15-16-06 2013	22-23-06 2013 or May	EFRA GP TC/F1	Czech rep	Slavkov
09-2013	05-2013	EFRA GP TC/F1	Croatia	Zagreb
09-2013	08-2013	EFRA GP TC/F1	Netherlands	Groningen
July 2014		EC	Austria	Kirchberg
2014		EC	Portugal	Vila Real

Final Race calendar 2013

Year/Date	Alt. Date	Status	Country	Venue
August 2013		EC Off road	Spain	Alcarrás, Lleida
3 rd -11 th August 2013		IFMAR WC	Switzerland	Lostallo

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

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:

Existing Rule: APPENDIX 5 LARGE SCALE I.C. RULES

Proposal: APPENDIX 5 LARGE SCALE I.C. RULES

Remarks: Appendix 5 – General: Studying actions “against” the problems of consumption and fuel limitation due to the bad spectacles offered in the final minutes of a semifinal or final with cars running at idle. Proposals:

- a. Increase the fuel tank to 800cc
- b. Reduce the Semi-Final duration to 25 minutes
- c. Do not allow, in any case, the re-fuelling.

Proposed by

AECAR

**Seconded by: Not
Seconded**

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

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

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: APPENDIX 5 LARGE SCALE I.C. RULES

Proposal: APPENDIX 5 LARGE SCALE I.C. RULES

Remarks: Appendix 5 – General: Looking to the future evolution and/or introduction of 4wd classes... set as limit in these 4wd categories the “30 cc.”
There are already 29 cc engines and is easy to find up to 30 cc motors in the industrial market.
If this is accepted as a standard some companies may start developing these engines which would be powerful and economical at the same time, because they could power through the engine itself and due to expensive preparations.

**Proposed by
AECAR**

**Seconded by: Not
Seconded**

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

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

THE RULE SHOULD BE AMENDED TO READ:

1.

Existing Rule: RACE FORMAT

Proposal: RACE FORMAT

Remarks: 2) Appendix 5 – 1 Race Format: Separate on dates the on road and off road EC’s with a minimum of two weeks between them to facilitate the participation of a Team in both competitions and allowing them to be at home in between. Teams can miss practice days just because the distance between both venues.

**Proposed by
AECAR**

**Seconded by: Not
Seconded**

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

Rejected with for, against and abstentions.

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 2WD. 4WD only EFRA GP, Can be used as an open class to fill up the number of participants at the EC.
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
- Proposal:** There will be two annual events called European Championships to determine the European Champion in:
a.) 1:5 Scale Touring **Cars**
b) 1:6 Scale Off Road Cars 2WD. 4WD only EFRA GP, Can be used as an open class to fill up the number of participants at the EC.
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 The European championship Formula 1 will be run in conjunction with the 4 EFRA GP, with 3 results held for the attribution of the European Champion Title.**
- Remarks:** Already stated in chapter 3.3.2, sentence 2., General rules. Otherwise the first line of the old rule 1.1 is self-contradictory.

Part of the text from General rules 3.3.2 to be moved here for better readability.

**Proposed by
ZMOS**

**Seconded by: Not
Seconded**

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

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

THE RULE SHOULD BE AMENDED TO READ:

1.1.

- Existing Rule:** There will be two annual events called European Championships to determine the European Champion in:
a.) Formula 1
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c) 1:6 Scale Off Road Cars 2WD. 4WD only EFRA GP, Can be used as an open class to fill up the number of participants at the EC.
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
- 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. 4WD only EFRA GP, Can be used as an open class to fill up the number of participants at the EC.
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 For the F1 European Championship F1 the point system according to chapter 1.4 will be used. For an event used as a drop result also the TQ point will not count.**

Remarks: Prevent discussions giving clear guidelines.

Proposed by
ZMOS

**Seconded by: Not
Seconded**

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

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

THE RULE SHOULD BE AMENDED TO READ:

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 2WD. 4WD only EFRA GP, Can be used as an open class to fill up the number of participants at the EC.
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

Proposal: **2WD and 4WD.**
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: It was successful to have 4WD as a GP at the EC in 2012 and there will be more drivers, if 4WD will be a EC in 2013.

Proposed by
DMC

**Seconded by: Not
Seconded**

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

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

THE RULE SHOULD BE AMENDED TO READ:

1.4.

Existing Rule: Qualification for the European championships and World championships 1:5th Touring Cars and F1:

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

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

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

Proposal:

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

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

Only the EFRA GP meetings to count for the points system, with the drivers best 3 meetings out of the 4 to count . **If there are less than 4 EFRA GP's then they will all count**

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

Remarks:

We have a maximum of 4 GP's now, and if there are less than 4 GP's (as with the off road this year with only 2) then they should all count.

Proposed by Ian Oddie, Ian Oddie

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:

1.4.

Existing Rule:

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

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

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

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

Proposal:

If a concourse competition is held at an EC, only cars and bodies that are used in the race are eligible.

Remarks:

The car and body put forward for a concourse competition should be the one that's being/going to be used, not just for show.

Proposed by Ian Oddie, Ian Oddie

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

2.

Existing Rule: RACE PROCEDURE

Proposal: RACE PROCEDURE

Remarks: 7)Appendix 5 – 2 Race Procedure – Include a total number of qualifying runs –ruled in the handbook-. Already fixed/ruled for F1. Do not allow to change the number of qualifying runs by the Team Managers (meeting.

Proposed by
AECAR

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

2.1.

Existing Rule:	Duration of the races:	
	Free practice max.	8 minutes
	Heats	10 minutes (plus the last lap and time of the last lap)
	Sub-finals min.	15 minutes, max. 20 minutes up from the 1/32 final and 30 minutes for semi finals (plus the last lap and time of the last lap)
	Final Saloon	30 minutes (plus the last lap and time of the last lap)
	Final Formula 1	50 minutes, 1 single fuel stop (plus the last lap and time of the last lap)

SPECIAL REGULATIONS F1

Single EC

3 rounds of timed practise

Qualification heats:

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

Proposal:

Duration of the races:

Free practice max. 8 minutes Heats 10 minutes (plus the last lap and time of the last lap)

Sub-finals min. 15 minutes, max. 20 minutes up from the 1/32 final and 30 minutes for semi finals (plus the last lap and time of the last lap) Final Saloon 30 minutes (plus the last lap and time of the last lap) Final Formula 1 50 minutes, 1 single fuel stop (plus the last lap and time of the last lap)

SPECIAL REGULATIONS F1

3 rounds of timed practise

Qualification heats:

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

Remarks: Already stated in chapter 3.3.2, sentence 2., General rules. Otherwise self-contradictory.

Proposed by
ZMOS

Seconded by: **Not Seconded**

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

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

THE RULE SHOULD BE AMENDED TO READ:

2.4

Existing Rule:

TIME SCHEDULE for EC

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

No cars are allowed on the track before 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 There are less than 100 drivers the event starts on Monday morning.

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		qualification heats
Friday		qualification heats, lower finals
Saturday	09:00 - 17:00	sub-finals 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 -

Remarks:

3) Appendix 5 – 2.4 - Time Schedule for EC: Reduce the European Championships just to 5 competition days, from Tuesday to Saturday inclusive, including free practice. The reason is to reduce costs -stay and materials costs, i.e. tyres cost with too many practice days...-

Proposed by
AECAR

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.

Existing Rule: RACE FORMAT

Proposal: RACE FORMAT

Remarks: Ask EFRA to propose IFMAR the same rule about the “Championship reduction to 5 days” for the World Championships. We believe that this rule would enhance the participation of teams from other continents to make compatible the competition with a few days of family holidays.

Proposed by
AECAR

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:

3.

Existing Rule: TRACKS

Proposal: TRACKS

Remarks: Appendix 5 – 3 Tracks - Make a list of services and mandatory minimum conditions to be able to host an European Championship, conditions for the Organization and Drives comfort. As an example: generous minimum space on tables, food varied and economic (Valencia was a good example, Nene Valley was not), displays in boxes to monitor the race, free powerful wifi for drivers (as a very powerful way of promotion: teams can access facebook, twiter, and forums to promote the event, follow up the results, and so on..), enough room to clean up the cars (water, compressed air facilities), and so on...

Proposed by
AECAR

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:

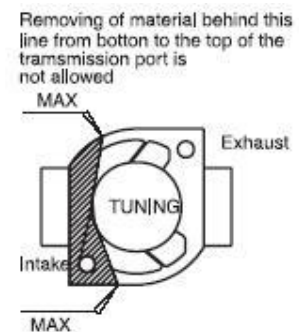
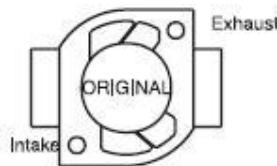
4.1.

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 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.

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.



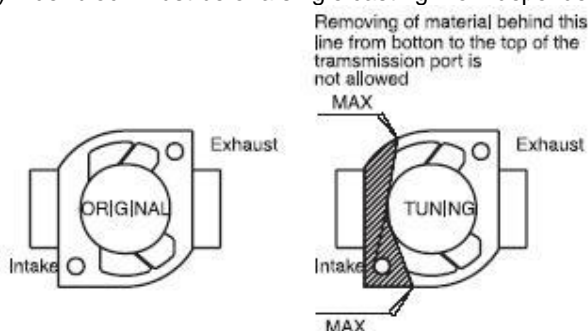
8. The maximum numbers of admission ports is limited to 4.
9. Engine must be air cooled. The air being driven directly by the flywheel.
10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
11. An air filter must be fitted to the carburettor.
12. 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: 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.
- The engine to be a single cylinder, 2 or 4 stroke, maximum 23 cm³, maximum 26 cm³ for F1 and Off Road, pull starter.
 - No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/ distribution engines are allowed.
 - 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). **There can only be a maximum of 2 coils (either a single combined LT and HT coil with the standard type ignition or two LT coils with the external ignition systems) working with the flywheel/rotor**
 - No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.
 - 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.
 - The Cylinder block must be of a single casting. no independent liners or slipping liners are



- allowed.
- The maximum numbers of admission ports is limited to 4.
 - Engine must be air cooled. The air being driven directly by the flywheel.
 - The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
 - An air filter must be fitted to the carburettor.
 - The maximum venturi diameter of the carburettor is limited to 13 mm.
 - 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: Limit the number of coils behind the flywheel cover. Further explanations/reasons will be given at the agm and perhaps add a simple diagram to clarify the magnets/coils.

Proposed by Ian Oddie, Ian Oddie

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

THE RULE SHOULD BE AMENDED TO READ:

4.2.

Existing Rule: EXHAUST/NOISE REDUCTION

Proposal: EXHAUST/NOISE REDUCTION

Remarks: 1) Appendix 5 – 4.2 Exhausts: Forbid the use of titanium or other exotic metals in the manufacture of the exhaust system and holders. Allow the use of steel and aluminum in all its variations and thicknesses.
The reason is cost reduction. A titanium exhaust does not add any advanced improvement to the car performance or technique, doubles the price of a steel or aluminum exhaust and is a very fragile and exposed part of the car that can easily be destroyed in a weak side impact. Because these exhausts are already on the market their use must be allowed at least one year more after the application of this rule.

Proposed by
AECAR

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

4.2.3.

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

Proposal: No refuelling allowed during racing for all cars in 1:5 Touring Cars and Off Road.
Refueling is allowed only in Formula 1 **during the main final.**

Remarks: Rule clarification in F1, refueling is only allowed in the 50 minute main final.

Proposed by Ian Oddie, Ian
Oddie

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

2.1.

Existing Rule: Duration of the races:

Free practice max.	8 minutes
Heats	10 minutes (plus the last lap and time of the last lap)
Sub-finals min.	15 minutes, max. 20 minutes up from the 1/32 final and 30 minutes for semi finals (plus the last lap and time of the last lap)
Final Saloon	30 minutes (plus the last lap and time of the last lap)
Final Formula 1	50 minutes, 1 single fuel stop (plus the last lap and time of the last lap)

SPECIAL REGULATIONS F1

Single EC

3 rounds of timed practise

Qualification heats:

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

Proposal:

Duration of the races:

Free practice max. 8 minutes Heats 10 minutes (plus the last lap and time of the last lap) Sub-finals min. 15 minutes, max. 20 minutes up from the 1/32 final and 30 minutes for semi finals (plus the last lap and time of the last lap) Final Saloon 30 minutes (plus the last lap and time of the last lap) Final Formula 1 50 minutes, 1 single fuel stop (plus the last lap and time of the last lap)

SPECIAL REGULATIONS F1

Single EC

3 rounds of timed practise

Qualification heats:

3 heats 10 minutes (plus the last lap and time of the last lap) Rolling starts. **Half finals 30 minutes, 1 single fuel stop (plus the last lap and time of the last lap). Drivers will be called in at the begin of the last two minutes of the preparation time for refueling. The pit lane will be closed 30 seconds prior to the end of the preparation time. Drivers still in the pit lane will start from there, or at the back of the field (Position 10 +) depending on the position of the start and finish line. Decision to be made by the race director, to be published in the team manager meeting.**

Remarks:

This was already a common procedure for all EFRA GP's until the EFRA GP in Austria 2012, despite the current reading the current reading of the rule book. This amend will give clear instructions for all participants and also the race director.

**Proposed by
ZMOS**

**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:

4.4.

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.

Oil of wintergreen, paragon and other strong smelling products are prohibited.

Proposal: To be added after the chapter above.

4.5 GENERAL TECHNICAL RULES

All technical specifications, volumes and dimensions stated in the following chapter have to be fulfilled during the whole race time and are subject to the technical inspection after the heat.

Remarks: Even if that might be common understanding, it needs to be put down in writing to give the technical inspection and the race officials a clear baseline for decision making.

Proposed by
ZMOS

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

4.4.

Existing Rule:

TYRES

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

Oil of wintergreen, paragon and other strong smelling products are prohibited.

Proposal:

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. **If someone uses treated tyres, he would be disqualified.**

Remarks:

The treatment of tyres should be forbidden. Nobody can say by peace of conscience, what is harmless. Many many years everybody used asbestos until somebody found out, that cancer of the lung is the consequence.

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:

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.

Oil of wintergreen, paragon and other strong smelling products are prohibited.

Proposal:

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.

Oil of wintergreen, paragon and other strong smelling products are prohibited.

Remarks:

Appendix 5 – 4.4 Tyres. - Apply a control system limiting tyres brand and model to use for each championship / year. The reason for this "control tyres" is to limit the wheels that must be purchased to attend a competition, once at the track every driver finds the most of them will not be used because the most suitable are other brand/model.

Proposed by
AECAR

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

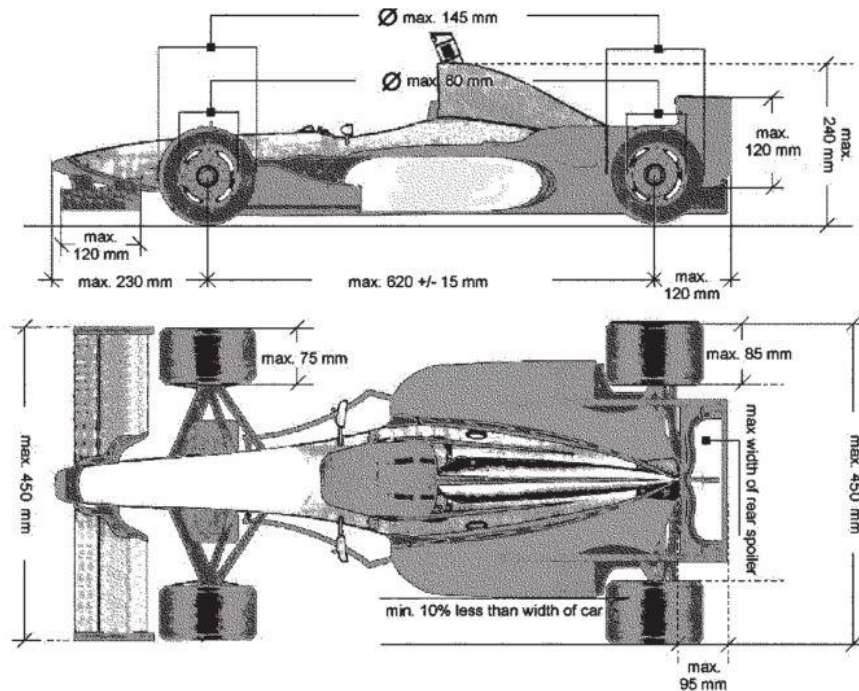
THE RULE SHOULD BE AMENDED TO READ:

5.2.1.

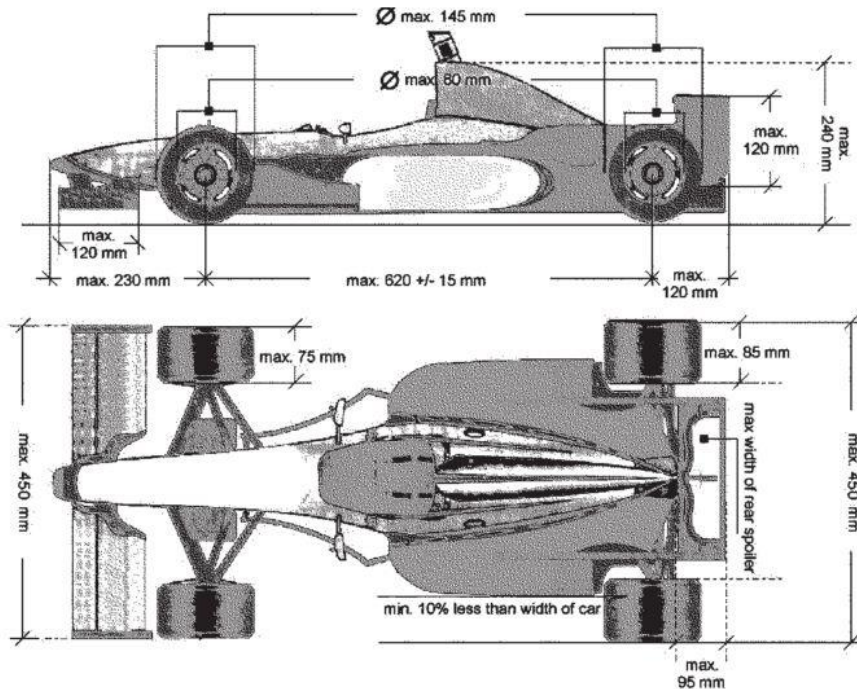
Existing Rule: TECHNICAL SPECIFICATIONS

Minimum weight dry	10.000 g
Width Formula maximum	450 mm (incl. tyres)
Height maximum	250 mm
Wheel base	620 mm +/-15 mm
Fuel tank - capacity	Maximum 700 cm ³ with the air cleaner, fuel pipe and without any removable pieces inside.
Tyres front diameter	142 mm +/- 5% = 134,9-149,1mm

Tyres rear diameter	142 mm +/- 5% = 134,9-149,1mm (front and rear tyres must have the same diameter)
Tyre width front minimum	60 mm, max. 75mm
Tyre width rear maximum	85 mm, rear wheels must be min. 5 mm wider than the front wheels
Rims outside diameter	80mm +/-5mm, indicators must be the same on tyres and rims.
No mixture of +/- allowed	



Proposal: TECHNICAL SPECIFICATIONS Minimum weight dry 10.000 g Width Formula maximum 450 mm (incl. tyres) Height maximum 250 mm Wheel base 620 mm +/-15 mm Fuel tank - capacity Maximum 700 cm³ with the air cleaner, fuel pipe and without any removable pieces inside. Tyres front diameter 142 mm +/- 5% = 134,9-149,1mm Tyres rear diameter 142 mm +/- 5% = 134,9-149,1mm Tyre width front minimum 60 mm, max. 75mm Tyre width rear maximum 85 mm, rear wheels must be min. 5 mm wider than the front wheels Rims outside diameter 80mm +/-5mm, indicators must be the same on tyres and rims. No mixture of +/- allowed



Remarks: As tyres of different brand/make, new and used ones, do have different diameters this would prevent drivers from running used tyres, or mix brands on front and rear axle. Even if new tyres be used the diameter will be different at the end of the race. That does not make sense.

Proposed by
ZMOS

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

5.2.1.

Existing Rule: TECHNICAL SPECIFICATIONS

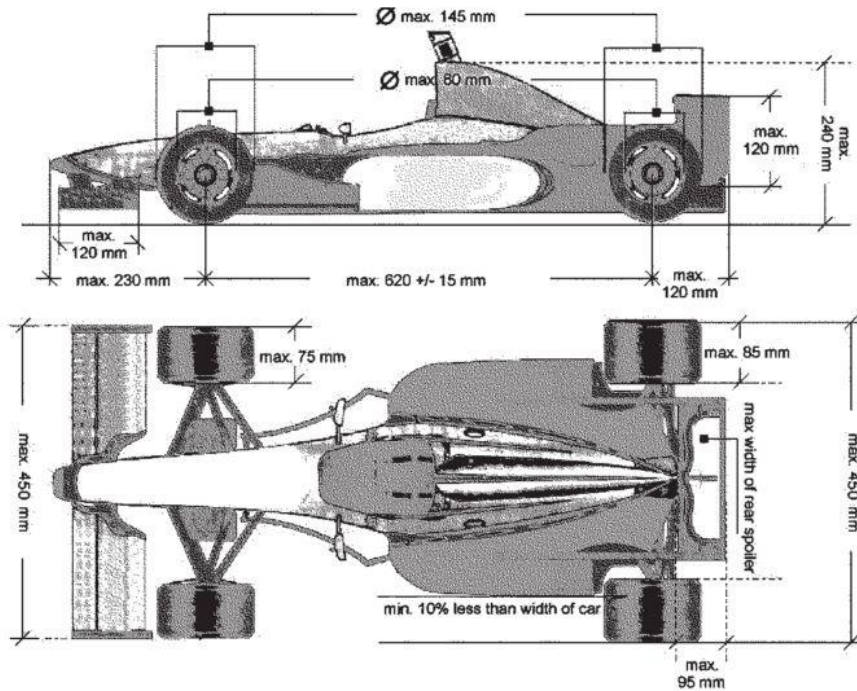
Minimum weight dry	10.000 g
Width Formula maximum	450 mm (incl. tyres)
Height maximum	250 mm
Wheel base	620 mm +/-15 mm
Fuel tank - capacity	Maximum 700 cm ³ with the air cleaner, fuel pipe and without any removable pieces inside.
Tyres front diameter	142 mm +/- 5% = 134,9-149,1mm
Tyres rear diameter	142 mm +/- 5% = 134,9-149,1mm (front and rear tyres must have the same diameter)
Tyre width front minimum	60 mm, max. 75mm
Tyre width rear maximum	85 mm, rear wheels must be min. 5 mm wider

than the front wheels

Rims outside diameter

80mm +/-5mm, indicators must be the same on tyres and rims.

No mixture of +/- allowed



Proposal: TECHNICAL SPECIFICATIONS Minimum weight dry 10.000 g Width Formula maximum 450 mm (incl. tyres) Height maximum 250 mm Wheel base 620 mm +/-15 mm Fuel tank - capacity Maximum 700 cm³ with the air cleaner, fuel pipe and without any removable pieces inside. Tyres front diameter 142 mm +/- 5% = 134,9-149,1mm Tyres rear diameter 142 mm +/- 5% = 134,9-149,1mm (front and rear tyres must have the same diameter) Tyre width front minimum 60 mm, max. 75mm Tyre width rear maximum 85 mm, rear wheels must be min. 5 mm wider than the front wheels Rims outside diameter 80mm +/-5mm, indicators must be the same on tyres and rims. No mixture of +/-

Remarks: It has been observed during the 2012 EFRA GP's that some of the tires are out of the dimensions stated above after the race. To prevent the tires getting even smaller in diameter in the future this needs to be added.

Proposed by
ZMOS

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

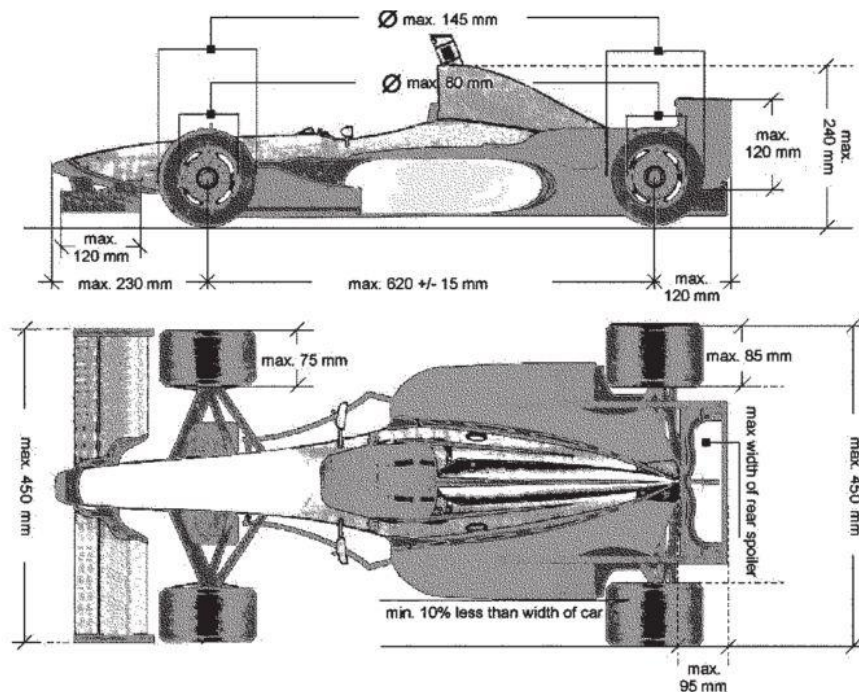
THE RULE SHOULD BE AMENDED TO READ:

5.2.1.

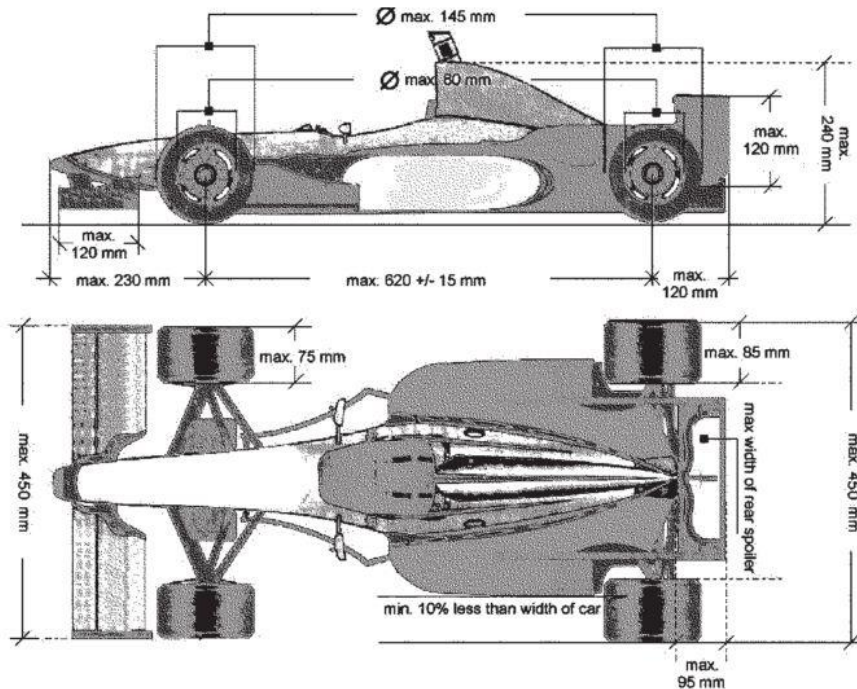
Existing Rule: TECHNICAL SPECIFICATIONS

Minimum weight dry 10.000 g

Width Formula maximum	450 mm (incl. tyres)
Height maximum	250 mm
Wheel base	620 mm +/- 15 mm
Fuel tank - capacity	Maximum 700 cm ³ with the air cleaner, fuel pipe and without any removable pieces inside.
Tyres front diameter	142 mm +/- 5% = 134,9-149,1mm
Tyres rear diameter	142 mm +/- 5% = 134,9-149,1mm (front and rear tyres must have the same diameter)
Tyre width front minimum	60 mm, max. 75mm
Tyre width rear maximum	85 mm, rear wheels must be min. 5 mm wider than the front wheels
Rims outside diameter	80mm +/-5mm, indicators must be the same on tyres and rims.
No mixture of +/- allowed	



Proposal: TECHNICAL SPECIFICATIONS Minimum weight dry 10.000 g Width Formula maximum 450 mm (incl. tyres) Height maximum 250 mm Wheel base 620 mm +/-15 mm Fuel tank - capacity Maximum 700 cm³ with the **fuel filter**, fuel pipe and without any removable pieces inside. Tyres front diameter 142 mm +/- 5% = 134,9-149,1mm Tyres rear diameter 142 mm +/- 5% = 134,9-149,1mm (front and rear tyres must have the same diameter) Tyre width front minimum 60 mm, max. 75mm Tyre width rear maximum 85 mm, rear wheels must be min. 5 mm wider than the front wheels Rims outside diameter 80mm +/-5mm, indicators must be the same on tyres and rims. No mixture of +/- allowed



Remarks: The air filter does not effect the quantity of fuel in the car, just a correction.

Proposed by Ian Oddie, Ian Oddie

Secoded by: Not Secoded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

5.3.

Existing Rule:

1:5 Scale TOURING CARS

There is one series to recognised 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. 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 5.3.5.

Proposal:

1:5 Scale TOURING CARS

There is one series to recognised 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. Touring cars raced in national series like Australian V8 Supercars, CTCC ;German Procar, German DTM Cars, Italian Super Stars should be also allowed with the only restriction that rear wing has to follow 5.3.5.

Remarks:

The German Touring car Championship (DTM = Deutsch Tourenwagen Meisterschaft) is a very popular race series in Germany, also present and well recognized at international races, not only in Europe. The current bodies do include a race version of the Audi A5, BMW M3 and Mercedes AMG C-Coupe. They are already allowed under the German DMC rules and there is no reason to exclude them from the EFRA list, as there are Australian Supercars already included, basically following the the technical

framework.

Proposed by
ZMOS

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

5.3.1.

Existing Rule:

GENERAL SPECIFICATIONS

The carbody has to comply with the calculated scale dimensions 1:5 with the allowance of using the following tolerances.

Length:	within scale +/- 5%
Width:	max. 395 mm measured at the widest point of the bodyshell
Height:	within scale +/- 5%
Tank capacity:	700 cm ³
Minimum weight, without fuel:	10.000 g
Maximum weight, without fuel	12.000 g

Proposal:

GENERAL SPECIFICATIONS

The carbody has to comply with the calculated scale dimensions 1:5 with the allowance of using the following tolerances.

Length: within scale +/- 5% Width: max. 395 mm measured at the widest point of the bodyshell Height: within scale +/- 5% Tank capacity: 700 cm³ (including pipes to and from the carburettor and any fittings) Minimum weight, without fuel: 10.000 g Maximum weight, without fuel 12.000 g

Remarks:

The maximum tank capacity should include pipes, filters and fittings between the tank and carb.

Proposed by Ian Oddie, Ian
Oddie

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

5.3.7.

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

Only semi pneumatic rubber is allowed. Foam tires are not allowed.
Limitation of the number of used tires during a whole EFRA GP. During EFRA GP's the number of tires is limited to 4 pairs. They will be marked before qualification with the competitors registration number. In case of rain the number of tires is free.

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**.
The number of tires(pairs) used during qualification at an EFRA GP is limited to the same number as there are rounds of qualifying (eg, if there are 3 rounds of qualifying then a driver is allowed 3 pairs of tyres). They will be marked before qualification with the competitors registration number. If a driver is caught using unmarked tyres during qualifying they will loose their best qualifying time. In case of rain the number of tires is free.

Remarks: The tyre limitation should only be for qualifying, if a driver qualifies very low down they should not be stopped from moving through the finals because they have no tyres left!. The number of tyres used should be linked to the amount of track time in qualifying, ie, the number of rounds.

Proposed by Ian Oddie, Ian Oddie

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
2WD
Wheels diameter max 120 mm, with max 65 mm
Tires: max diameter 170mm with max 75 mm
4WD
Wheels diameter max 160 mm, with max 75 mm
Tires: max diameter 190mm with max 85 mm
Only wheels and tyres designed and made for large scale off road use are allowed and they must be commercially available .

Proposal: Tires and wheels
2WD
Wheels diameter max 120 mm, with max 65 mm Tires: max diameter 170mm with max 75 mm 4WD

Wheels diameter max 160 mm, with max 75 mm Tires: max diameter 190mm with max 85 mm Only wheels and tyres designed and made for large scale off road use are allowed and they must be commercially available .

The tyres have to be on the market a minimum of 4 weeks before the event starts. This means, that the main distributors and a minimum of two dealers in every country of the participants of the race must have them in their shop. The tyres must have been sold to everybody, who wanted to buy them.

Remarks:

Some new tyres appeared a few days before the EC and it was not clear enough to handle this. It must be clear for every producer, how and when to bring the tyres on the market and into the races.

**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 offroad 4WD 315 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 230 mm
from the middle of the rear drive shafts

Remarks:

Otherwise we can delete this overhang. The length of the car is clear and there is no
advantage. For the 5iveT it was a problem at the 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 IS NEW:

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.
- h) Only weather resistant track surfaces to be used at European Championships from 2014 on.

Proposal: i) The track need to have enough contrast between the topping of the racetrack and the environment.

Remarks: At the EC in UK it was difficult to see a difference between track and ground. It is easy to make this better for higher security on the track.

Proposed by
DMC

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

5.4.17.

Existing Adequate sanitary must be available during the event.

Rule:

Measurements Bodyshells

Tolerances (max.):

Producer / type	395mm +/-5%				Measurements model scale 1:5				
	Measurements original-racecar								
FIA Super Production / Super 2000	min. length 4200mm								
	wheelbase	length	width	height	wheelbase	length	width	height -5%	Homologation No.
<i>Alfa Romeo 156 2.0 GTA WTCC</i>	2610	4430	1815	1311	522	886	372	249	5035 am, 5043/04, 5053/06, 5054/06, 5056/07
<i>Audi A4 2.0 STCC 05</i>	2648	4586	1820	1337	530	917	364	254	
<i>3er BMW 320si E90 WTCC 06/08</i>	2760	4535	1845	1310	552	907	369	249	5051/06, 5052/06, 5057/08, 5058/08
<i>Chevrolet Lancetti/NUBIA WTCC 05</i>	2620	4500	1809	1345	520	900	345	256	
<i>Honda Accord Euro R ETCC 04</i>	2685	4665	1831	1325	537	933	366	252	5045/04, 5048/06, 5050/06
<i>LEXUS IS 200 BTCC</i>	2670	4400	1725	1295	534	880	345	246	
<i>Mercedes C-Class STCC 05</i>	2715	4606	1828	1350	543	932	366	256	
<i>Vauxhall Astra Sport Hatch BTCC 05</i>	2614	4288	1773	1320	523	858	355	251	
<i>PEUGEOT 407 STCC 05</i>	2725	4676	1831	1345	545	935	366	255	
<i>Ford Focus WTCC 05</i>	2640	4342	1840	1340	523	858	340	254	
<i>SEAT Leon WTCC 05</i>	2600	4328	1820	1338	520	866	364	254	5055/07

All informations without guarantee. Source material: Touring Car World 2003 - 2008 and information material of manufacturers, race-car magazines and web-pages from various touring car race series around the world. This list will be continued.
Cars written in italics not yet available as models with EFRA-Homologation updated: 10. January 2009

Max. width to take at the widest point of the body except side mirrors

Proposal
: Adequate sanitary must be available during the

Remarks
: Contradictory to chapter 5.3.1. Width: max. 395 mm measured at the widest point of the bodyshell.

Proposed by
ZMOS

Seconded by: **Not Seconded**

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

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

9. ELECTION OF SECTION CHAIRMAN.

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

10. ANY OTHER BUSINESS,

Ifmar proposals put forward by the Efra large scale section.

At the 2011 agm, air boxes and 3 chamber pipes were voted in for the off road class but deferred for 12 months. These rules come into force next year.

11. ITEMS FOR GENERAL DISCUSSION.

APPENDIX 5 LARGE SCALE I.C. TRACK RULES

4.4.

Suggestion: The choice of tyres for training is free. For the heats 2 sets of tyres will be marked and

are allowed as a maximum through the finals. Only based on changing weather conditions the race director can allow an additional set of tyres for all drivers.

We need some rules for the use of tyres. Some drivers started every run with a new set of tyres. This is not fair.

**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 meeting was closed at