



EFRA ANNUAL GENERAL MEETING

HOTEL Aristos, Zagreb.

Croatia

2nd and 3th of November 2013

Agenda Large Scale

SATURDAY 2nd OF NOVEMBER 2013.

The meeting started at: 14:00

1. CHAIRMAN'S WELCOME

Mr Ian Oddie

The Large Scale Chairman opened the meeting

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Belgium, Ireland, Slovenia

Member Countries presents, section subscription, allocations etc:

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

	Touring Cars			Formula	
1	Van Wijk Jeffery	NL	1	Grigic Marko	HR
2	Feldmann Markus	DE	2	Heland Cato	NO
3	Roskam Hessel	NL	3	Poelemans Jimmy	B
4	Folman Patrick	DK	4	Day Ivo	AT
5	Vysin Jiri	CZ	5	Mittelstadt Martin	DE
6	Reuling Jeroen	NL	6	Frosch Andreas	CH
7	Bayer Ales	CZ	7	Gloor Markus	CH
8	Mielke Michael	DE	8	Grüb Markus	D
9	Weiser Michael	AT	9	Reints Patrick	NL
10	Knudsen Peter	DK	10	Stegmayer Hrvoje	HR
11	Ketter Falko	DE	11	Hoffman Thorsten	DE
12	Lissau Martin	DK	12	Bayer Dusan	CZ
13	Tazky Dodo	CZ	13	Richner Roland	CH
14	Napranvnik Alexander	DE	14	Keller Sebastian	DE
15	Haake Tom	DE	15	Pollmueller Michael	DE
16	Arnaldi Bernard Alain	FR	16	Minkovic Ivan	HR
17	Bayer Dusan	CZ	17	Wild Andreas	CH
18	Dusanek Josef	CZ	18	Leiser Andreas	DE
19	Langer Christian	CH	19	Reis Alexander	D
20	Rybak Jiri	CZ	20	Groos Stefan	DE

COUNTRY	PRESENT	SECTION SUBSCR	EC	EC Re	EC Off road 2 /4	World	World Re
AUSTRIA	Prochaska Ed		3		1/-		
BELGIUM			3		1		
CROATIA	Matosic Zvonimir		2		6/2		
CZECH REP.							
DENMARK	Lissau Michael		5		6/-		
ESTONIA							
FINLAND					-/9		

FRANCE	Billa Francis		7		5/5		
GEORGIA							
GERMANY	Lamers Andreas		8		10/9		
GREAT BRITAIN	Humphreys Mike		8		-/3		
GREECE							
HOLLAND	Cor Roskam		6		15/5		
HUNGARY	Cserkuti Garbor						
IRELAND			4				
ITALY	Mattea Gianni		9				
LUXEMBOURG							
MONACO							
NORWAY	Kristiansen Kjetil		4				
POLAND							
PORTUGAL	Noé Artur		9				
ROMANIA							
RUSSIA							
SLOVAK REP.							
SLOVENIA					1/-		
SPAIN			10		5		
SWEDEN							
SWITZERLAND	Camponovo Ernesto		7		7/5		
TURKEY							
TOTAL			85		56/38		

Other persons present: M. + D. Veseli, Dipl. Ing. T. Gricic, J. Cserkuti, Dallas, Gary Culver

3. MINUTES OF 2012 SECTION MEETING

November 2012— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2012. unanimous passed

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

4. CORRESPONDENCE RECEIVED

No important correspondence received.

5. CHAIRMAN'S REPORT

This is the end of my second year as chairman, and i firmly believe we're all helping to take the large scale section in the right direction with strong entries at all our events. The on road gp series was very well supported at every round which is great to see. The F1 class was won by Marko Grigic and the touring cars was won by Jeffery Van Wijk.

The off road European Championship was held at Alcarras in Spain. It was a well run meeting with some very hot weather. This year was the first time the 4wd class was run as full European championship event and it was great to see a very good entry running along side the 2wd class. Taking the title in the 4wd was Alexander Schmitt from Germany, and Valentin Peuziat from France won the 2wd.

The Ifmar touring car World Championships were held at the popular Lostallo circuit in Switzerland, and had a fantastic entry. After a hard week of racing the well deserved victory went to Markus Feldmann. If we all use common sense and work together the future of the large scale section looks very good indeed.

Ian Oddie

6. PRESENTATIONS FOR APPLICATIONS EC 2015 AND GP'S 2014

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
02.-04.05	09-2014	EFRA GP TC/F1	Netherlands	Rucphen
20.-22.06.		EFRA GP TC/F1	Croatia	Zagreb
05.- 07.09.	06-2014	EFRA GP TC/F1	Austria	Kirchberg
30.05-01.06.	23/24-05	EFRA GP TC/F1	Switzerland	Lostallo
05-2014	04-2014	EFRA GP TC/F1	Italy	Cremona
06/07-09 2014	10/11-05 2014	EFRA GP TC/F1	France	Besancon
2015		EC	Spain	Madrid
2015		EC TC	Austria	Sollenau
July 2015		EC LSOR	Netherlands	Utrecht

Final Race calendar 2014

Year/Date	Alt. Date	Status	Country	Venue
02.-04.05		EFRA GP TC/F1	Netherlands	Rucphen
30.05-01.06.		EFRA GP TC/F1	Switzerland	Lostallo
20.-22.06.		EFRA GP TC/F1	Croatia	Zagreb
14.- 19.07.2014		ECTC	Portugal	Vila Real
28.07- 02.08.2014		EC Off Road	Austria	Fehring
05.- 07.09.		EFRA GP TC/F1	Austria	Kirchberg

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2015		EC TC	Austria	Sollenau
July 2015	To be confirmed	EC LSOR	Netherlands	Utrecht

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.

THE RULE SHOULD BE AMENDED TO READ:

2.2.

Existing Rule:

- a) The EFRA Christmas Tree will be used.
- b) All other drivers are allowed to race a sub-final.
- c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next final.
Semi-final: The first 4 drivers from each semi- final progress up to the final together with the next 2 drivers with the best times from the 2 semi-finals combined.
- d) In the event of different weather conditions during the semi-finals the first five from each semi-final will move up to the final.
- e) It is not allowed to drive a model car on any other place than the track and the marked track pit lane.

- Proposal:**
- a) The EFRA Christmas Tree will be used.
 - b) All other drivers are allowed to race a sub-final.
 - c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next final.
Semi-final: The first place driver from each semi- final progresses up to the final together with the next 8 drivers with the best times from the 2 semi-finals combined.
 - d) In the event of different weather conditions during the semi-finals the first five from each semi-final will move up to the final.
 - e) It is not allowed to drive a model car on any other place than the track and the marked track pit lane.
- Remarks:** same as other proposal, but now without the first 2 qualifiers straight to the main final

Proposed by NOMAC Nederlandse Organisatie Model Auto Clubs

Seconded by: .. Norway..... o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

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 - b) All other drivers are allowed to race a sub-final.
 - c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next final.
Semi-final: The first 4 drivers from each semi- final progress up to the final together with the next 2 drivers with the best times from the 2 semi-finals combined.
 - d) In the event of different weather conditions during the semi-finals the first five from each semi-final will move up to the final.
 - e) It is not allowed to drive a model car on any other place than the track and the marked track pit lane.
- Proposal:**
- used.**
 - a1) the 2 first qualifiers are placed in the final b)** All other drivers are allowed to race a sub-final.
 - c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next **final.**
Semi final: the nr. 1 of both semi-finals progress up together with the **6** drivers with the best times from the 2 semi-finals combined.
 - d) In the event of different weather conditions during the semi-finals the first five from each semi-final will move up to the final.
 - e) It is not allowed to drive a model car on any other place than the track and the marked track pit lane.
- Remarks:** With the old rule the sem-finals are survivor finals, drivers are doing there best to reach the end of the race by counting, not by racing. Not good for the sport, neither for the audience.

**Proposed by NOMAC Nederlandse Organisatie Model Auto Clubs
withdrawn**

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.

Existing Rule:

START (see also General Race Procedures Chapter 8).

The arrangements of the heats and the numbering must be done using the EFRA ranking list according to the general rule 3.3.6. (The season is the last 365 days before the event). The drivers must stand adjacent to their numbers on the rostrum, the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.

- 1 There must be a 3 min. gap between the end of one heat and the start of the next heat. Also a minimum of 2 minutes must be allowed between the issuance of the transmitters and the start of the heat.

- 2 An audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.

- 3 From 30 seconds till 3 seconds the cars must be held at the startingboxes. If a car is not at the starting box at 30 seconds due to unforeseen problems the car may start from the pitlane after other cars have officially started. The race director and referees will monitor for the abuse of this facility.

- 4 From 10 seconds until 3 seconds prior to the start a second by second count-down will be made in English.

- 5 During Formula 1 Grid Starts at 5 seconds prior to the start, the Starter will lower the starting flag and at 3 seconds the flag will be fully down. The cars must remain in the boxes, no part of the car touching the starting line. For sub-finals and final the "Formula 1" grid start must be used.

The starting order for the qualifying heats will be predetermined by the best results during the organised, timed practice. When using the "Formula 1" grid start procedure, a one lap trial start must be made (to check all transponders). Following this trial lap, the start will be within 5 seconds after the last car is stationary on his correct grid position. No mechanics are allowed on the track. Any car missing from the starting grid, must start from out of the pits lane after the last car on the grid has passed.

- 6 From 3 seconds the verbal count down stops and the actual start-signal will be given by the Starter after a period of between 0 and 5 seconds has elapsed. If the grid is not to the satisfaction of the Starter, he may require a re-start, re-commencing the count down from 30 seconds.

- 7 The official start signal will be audible by means of a hooter, operated by the Starter. This signal will also start the Timing Systems.

- 8 Early starts (i.e. any part of the car touching the starting line), will be penalised. (10 sec. up to 1lap) This penalty is issued by the Starting Official or the Time- keeping official and must be announced immediately after the start. The penalty will be marked on the resultsheet.

- 9 Under no circumstances will the race be stopped due to a jump start.

-10 The Starter may only interrupt the race and make a re-start in the event that he considers the starting procedure or the start was not carried out correctly.

-11 Delayed start. As long as the starter has not called the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on his car. This delay can be granted only once for each semi final and final. - the track is closed, if the delay is requested as a result of frequency or radio problems - the track is open, if the delay is requested for mechanical repairs or problems. If a driver is asking for a delay on frequency problems, the mechanics are only allowed to turn off engine and receiver. They are not allowed to make any repairs including change of tyres.

-12 When the starter calls the main final to the start line, the mechanics are not allowed to refuel the cars.

-13 The driver asking for the delay for what ever reason, except an error in frequencies of the race control, must start from the pit lane.

Proposal:

START (see also General Race Procedures Chapter 8).

The arrangement of the free practice heats will be created from drivers previous meeting results, known ability and common sense by the organiser. The arrangement of the qualifying heats and the numbering will be done using common sense And a drivers best 3 consecutive laps from timed practice. The drivers must stand adjacent to their numbers on the rostrum, the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.

- 1 There must be a 3 min. gap between the end of one heat and the start of the next heat. Also a minimum of 2 minutes must be allowed between the issuance of the transmitters and the start of the heat.

- 2 An audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.

- 3 From 30 seconds till 3 seconds the cars must be held at the startingboxes. If a car is not at the starting box at 30 seconds due to unforeseen problems the car may start from the pitlane after other cars have officially started. The race director and referees will monitor for the abuse of this facility.

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The starting order for the qualifying heats will be predetermined by the best results during the organised, timed practice. When using the "Formula 1" grid start procedure, a one lap trial start must be made (to check all transponders). Following this trial lap, the start will be within 5 seconds after the last car is stationary on his correct grid position. No mechanics are allowed on the track. Any car missing from the starting grid, must start from out of the pits lane after the last car on the grid has passed.

- 6 From 3 seconds the verbal count down stops and the actual start-signal will be given by the Starter after a period of between 0 and 5 seconds has elapsed. If the grid is not to the satisfaction of the Starter, he may require a re-start, re-commencing the count down from 30 seconds.

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-12 When the starter calls the main final to the start line, the mechanics are not allowed to refuel the cars.

-13 The driver asking for the delay for what ever reason, except an error in frequencies of the race control, must start from the pit lane.

Remarks:

Clarifies the procedure used to create free practice heats and qualifying heats which has already been used for many years!.

Proposed by EFRA

**Seconded by: .Netherlands... o Not
Seconded**

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

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

THE RULE SHOULD BE AMENDED TO READ:

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Existing Rule:

START (see also General Race Procedures Chapter 8).

The arrangements of the heats and the numbering must be done using the EFRA ranking list according to the general rule 3.3.6. (The season is the last 365 days before the event). The drivers must stand adjacent to their numbers on the rostrum, the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.

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the pitlane after other cars have officially started. The race director and referees will monitor for the abuse of this facility.

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The starting order for the qualifying heats will be predetermined by the best results during the organised, timed practice. When using the "Formula 1" grid start procedure, a one lap trial start must be made (to check all transponders). Following this trial lap, the start will be within 5 seconds after the last car is stationary on his correct grid position. No mechanics are allowed on the track. Any car missing from the starting grid, must start from out of the pits lane after the last car on the grid has passed.

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- 9 Under no circumstances will the race be stopped due to a jump start.

-10 The Starter may only interrupt the race and make a re-start in the event that he considers the starting procedure or the start was not carried out correctly.

-11 Delayed start. As long as the starter has not called the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on his car. This delay can be granted only once for each semi final and final. - the track is closed, if the delay is requested as a result of frequency or radio problems - the track is open, if the delay is requested for mechanical repairs or problems. If a driver is asking for a delay on frequency problems, the mechanics are only allowed to turn off engine and receiver. They are not allowed to make any repairs including change of tyres.

-12 When the starter calls the main final to the start line, the mechanics are not allowed to refuel the cars.

-13 The driver asking for the delay for what ever reason, except an error in frequencies of the race control, must start from the pit lane.

Proposal:

START (see also General Race Procedures Chapter 8).

The arrangements of the heats and the numbering must be done using the EFRA ranking list according to the general rule 3.3.6. (The season is the last 365 days before the event). The drivers must stand adjacent to their numbers on the rostrum, the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.

- 1 There must be a 3 min. gap between the end of one heat and the start of the next heat. Also a minimum of 2 minutes must be allowed between the issuance of the transmitters and the start of the heat.

- 2 **During qualifying an** audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.

- 3 **For Formula 1 sub-finals and main final the "Formula 1" grid start must be used.**

- 4 **For all finals, the track will be opened 5 minutes prior to the start of the final. At 2 minutes to go all cars will be called back into the pit lane and re-fueling is allowed. At 45 seconds to go the cars are called to the start line, all cars will leave the pits in number order and drive round the track to their respective starting positions. The 10 second count-down will commence within 5 seconds of all cars being stationary in their correct grid position. If a car has not left the pit lane at 30 seconds due to unforeseen problems, the car may start from the pitlane after the other cars have officially started. The race director and referees will monitor the pitlane for the abuse of this facility.**

- 5 From 10 seconds until 3 seconds prior to the start a second by second count-down will be made in English.

- 6 From 3 seconds the verbal count down stops and the actual start-signal will be given by the Starter after a period of between 0 and 5 seconds has elapsed. If the grid is not to the satisfaction of the Starter, he may require a re-start, re-commencing the count down.

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Remarks:

A clear simple and concise procedure for finals warm up and starting procedure for all classes (touring cars, F1 and off road). Previously when cars were called to the line, some would try and get an extra warm up lap, some would be stationary on the line waiting, some would only just be leaving the pit lane when others were already on their grid position etc etc. The order is also changed around to make more sense, and duplications in the F1 specific part removed.

Proposed by EFRA

Seconded by: Austria..... o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

APPENDIX 5 LARGE SCALE I.C. TRACK RULES

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

2 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.

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

2 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).

Remarks:

Several sentences that are not required if the changes to the finals warm up procedure are passed in the other proposal for all classes, otherwise this proposal will be withdrawn.

Proposed by EFRA

Seconded by: Austria..... o Not Seconded

The proposal: x 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

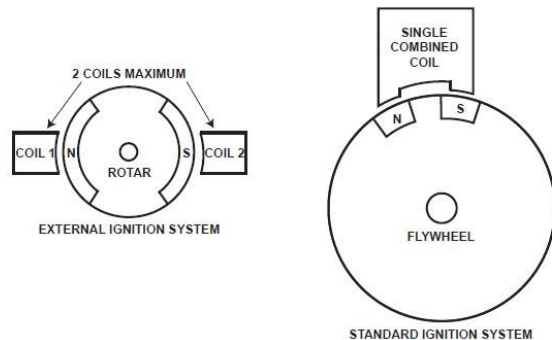
For Formula 1, Off Road and Fifth Scale Saloon:

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.

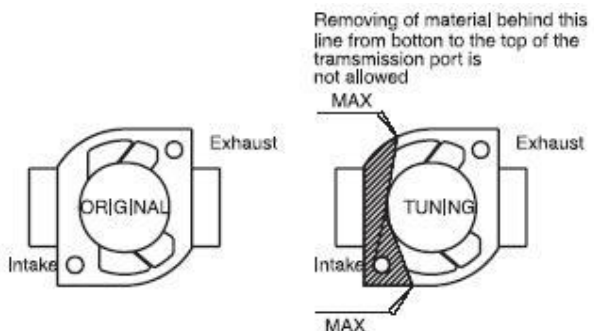
4. All ignition must be mechanically fixed, only manual static adjustment is allowed. The flywheel can only have 1(one)pair of magnetic poles (ie one north and one south). There can only be a maximum of 2 coils (either a single combined LT and HT coil with the standard type ignition or two LT coils with the external ignition systems) working with the flywheel/rotor.



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.



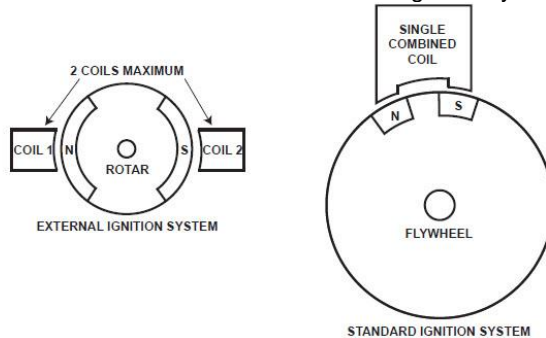
8. The maximum numbers of admission ports is limited to 4.
 9. Engine must be air cooled. The air being driven directly by the flywheel.
 10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
 11. An air filter must be fitted to the carburettor.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

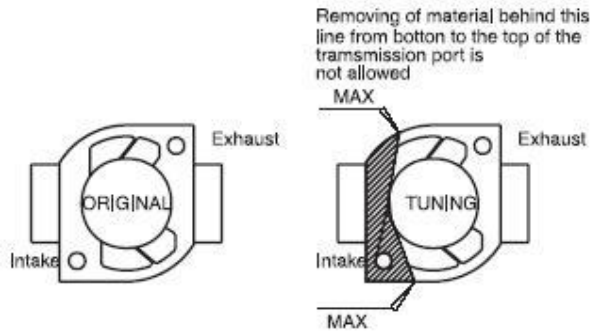
ENGINE and FUEL

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.
2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23ccm, maximum 26ccm for F1, and OffRoad, pull starter or external electric starter. Electric starters can be only used in the pitlane. Under no circumstances they are allowed to be used on the race-track. The must be a secure protection on the flywheel cover to avoid that people can touch the flywheel.
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). 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.



5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.
6. Only open deck admission ports are allowed. The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder bore at all times.
7. The Cylinder block must be of a single casting. no independent liners or slipping liners are



allowed.

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

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

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

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

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

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

Technical inspection may ask for a sealed bottle of that oil, to check it.

If a fuel is found suspect, the driver will be asked to mix his fuel at technical inspection, so it can be verified.

If an organiser is able to provide fuel at the track, all competitors have to use this fuel. The price of this fuel must not exceed the normal street price by more than 5%. Fuel tests may be made at random during the race. If a fuel is found illegal, the driver will be disqualified from the particular event, he may lose his EFRA licence for up to ten years. The fuel tester must be available to the competitors during the event.

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

Remarks: Explanation and presentation by Tomislav Grigic, ing.

Proposed by HAMS Hrvatski Automodelarski

**Seconded by: Netherlands... o Not
Seconded**

**The proposal: X Passed Unanimously o Passed with .8 for, against and .3
abstentions.**

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

The rule is valid from 01.01.2014

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.
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.

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 an average noise level over 10 or more laps that is higher than the limit then the driver will receive a warning. If a cars average over 10 or more laps exceeds +3dB (A) higher than the limit at any time during the qualifying then the driver will loose their best qualifying result and if this level is exceeded during a final then the penalty is a 1 lap deduction at the end of that final. Under exceptional circumstances common sense will be used.

Both the Race Director and Referee's can decide if any car producing excessive noise is allowed to race.

Exhausts have to be of minimum three chamber type. No open exhausts or pipes are allowed.

The total exhaust must be inside the body, with the exception of the tailend of the pipe, which may protrude the body by no more than 10 mm.

No adjustable or moving parts are allowed in the 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:

Excessive noise is becoming more and more of a problem at tracks in many countrys, with many tracks having to close or not be able to host ic events. For the future of the large scale class we must make our cars quieter or we will have no where to race them and it will be too late to do something then!. Without penalties most drivers refuse to make any changes to their car even if they're the loudest car at the event!.

Proposed by EFRA

Seconded by: BRCA..... o Not Seconded

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

o Rejected with for, against and abstentions.

o

THE RULE SHOULD BE AMENDED TO READ:

4.3.

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) In class Offroad 4WD only fourwheel-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 acceptance 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) In class Offroad 4WD only fourwheel-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 acceptance of electronic failsave to stop the car in case of radio failure and the hydraulic brake system. Movable upper formula1 wing (DRS) can be operated together with brake or throttle function. Separate channel to operate DRS is not allowed.
- 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 marked 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: Explanation and presentation by Tomislav Grigic, ing.

Proposed by HAMS Hrvatski Automodelarski

Secoded by: Hungary.. o Not Secoded

The proposal: x 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:

5.2.3.

Existing Rule:

FRONT SPOILER

Max width 450 mm max. cord 120 mm. The front spoiler must be fixed at the chassis, so that it can bend up or down in case of an accident.

REAR WING

The rear wing must fit into a side profile box of 95x120 mm. The number of added wings inside is free. The rear wing must not be wider than the space between the rear tyres.

The front part of the car should not overhang the centre of the front wheel by more than 230 mm. The rear wing and a the diffuser should not overhang the car by more than 120 mm.

The width of the side-pods must be min. 10% less than the overall width. They should not be higher than the tyres.

Proposal:

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Max width 450 mm max. cord 120 mm. The front spoiler must be fixed at the chassis, so that it can bend up or down in case of an accident.

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The rear wing must fit into a side profile box of 95x120 mm. The number of added wings inside is free. The rear wing must not be wider than the space between the rear tyres.

The front part of the car should not overhang the centre of the front wheel by more than 230 mm. The rear wing and a the diffuser should not overhang the car by more than 120 mm.

The width of the side-pods must be min. 10% less than the overall width. They should not

be higher than the tyres.

Remarks: Upper additional wing can be movable in a way to reduce drag on high speeds and/or create more downforce in corners:
Explanation and presentation by Tomislav Grigic, ing.

Proposed by HAMS Hrvatski Automodelarski

withdrawn

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

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

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

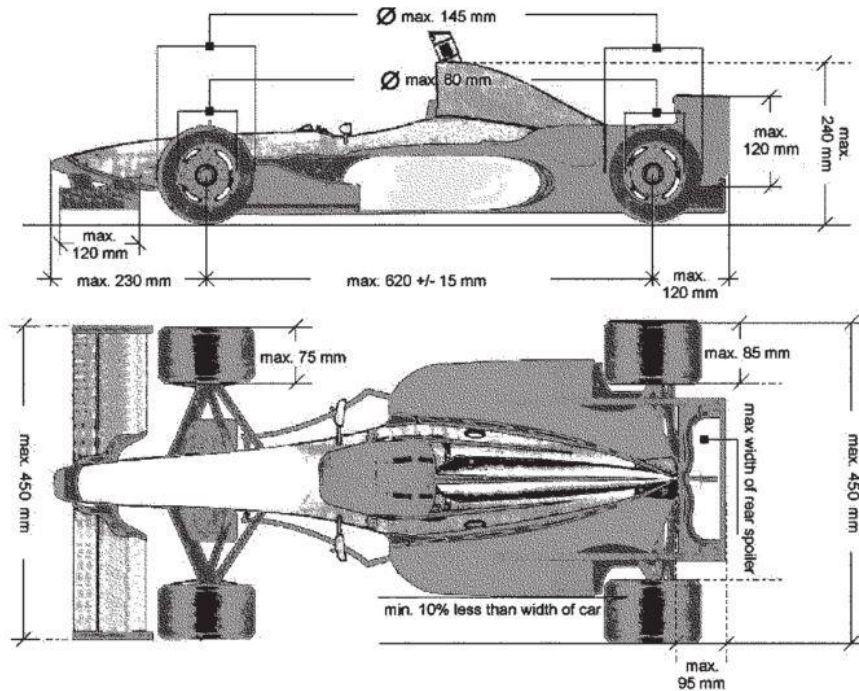
THE RULE SHOULD BE AMENDED TO READ:

5.2.1.

Existing Rule: TECHNICAL SPECIFICATIONS

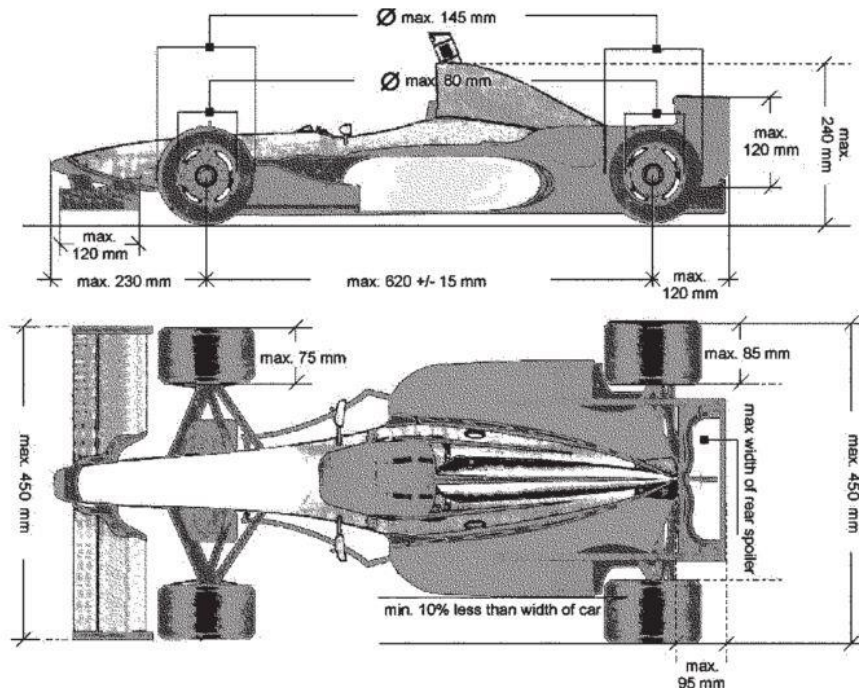
Minimum weight dry	10.000 g
Width Formula maximum	450 mm (incl. tyres)
Height maximum	250 mm
Wheel base	620 mm +/-15 mm
Fuel tank - capacity	Maximum 700 cm ³ with the fuel filter, fuel pipe and without any removable pieces inside.
Tyres front diameter	142 mm +/- 5% = 134,9-149,1mm
Tyres rear diameter	142 mm +/- 5% = 134,9-149,1mm
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.No
tire will be measured after the
race.



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 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 +/- is allowed on the wheels and tyres. No tire will be measured after the race.



Remarks:

Ratification of the rule clarification made following the Cremona gp. It makes it clear that only the wheels and tyres cannot have a mixture of tolerances.

Proposed by EFRA

Seconded by: DASU.. o Not Seconded

The proposal: x 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.
The tyres have to be on the market a minimum of 4 weeks before the event starts. The tyres must have been sold to everybody, who wanted to buy them.
- Proposal:** wheels
Wheel Diameter max 160mm Width max 75mm Tyres Diameter max 190mm Width max 85mm 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. The tyres must have been sold to everybody, who wanted to buy them.
- Remarks:** Both 2wd & 4wd car should be allowed to use the same size wheel tyres - ie: the dimensions for the 4wd tyres currently in the rules should be the same for the 2wd class

Proposed by British Radio Car Association BRCA

Seconded by: .HAMS..... o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE DELETED:

5.4.12.

- Existing Rule:** Re-Fuelling
This new rule, was proposed for a probationary period of 3 years, that is 2011, 2012 and 2013. During the AGM end of 2013, it could be then renewed or maintained, either purely deleted.
- The ten Drivers raising in finale will owe before the departure of this one:
 - To Bring their car, with empty tank in the Technical Inspection room,
 - Bring their full fuel jerry can,
 - Bring their pipette authorizing them to refuel after the warm up laps,
 - Proceed to the filling of their car tank, one by one, in front of the Technical Controllers,
 - Do same thing with their pipette,
 - Attend the marking, according to the N° of Car in race, of their own jerry can, kept by the Inspection during all the duration of the finale,
 - Leave finally their car, until 10 concerned proceeded to the operations above described,
 - These will be put back to the Mechanics, just before the departure of the warm up laps.
- Remarks:** During the first off road ec, many drivers used incorrect fuel and the rules and procedures weren't fully understood so this extra rule was introduced. Now that the off road ec is more established and has been run for several years the normal procedure of checking all the tank sizes/fuel of drivers in the semi finals onwards works perfectly.

Proposed by EFRA

Seconded by: . DASU... o Not Seconded

The proposal: x 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: Ian Oddie is willing to re-stand re-elected by acclamation

10. ANY OTHER BUSINESS,

Ifmar Proposals several EFRA rule changes will be put forward to IFMAR if they work out.

11. ITEMS FOR GENERAL DISCUSSION.

Controlled tyres
Titanium pipes was discussed

The meeting was closed at 18:35