



EFRA ANNUAL GENERAL MEETING
HOTEL Sercotel Sorolla Palace
Valencia, Spain
1st and 2nd of November 2014

Agenda Large Scale

SATURDAY 1st OF NOVEMBER 2014.

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			1		
2			2		
3			3		
4			4		
5			5		
6			6		
7			7		
8			8		
9			9		
10			10		
11			11		
12			12		
13			13		
14			14		
15			15		
16			16		
17			17		
18			18		
19			19		
20			20		

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

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

Other persons present:

3. MINUTES OF 2013 SECTION MEETING

November 2013— Zagreb, Croatia

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2013.

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

4. CORRESPONDENCE RECEIVED

5. CHAIRMAN'S REPORT

To be given at the meeting

6. PRESENTATIONS FOR APPLICATIONS EC 2016 AND GP'S 2015

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
05-2015	06-2015	GP TC/F1	Germany	Leipzig
05-2015		GP TC/F1	Switzerland	Lostallo
05-2015	06-2015	GP TC/F1	Austria	Kirchberg
05-2015		GP TC/F1	Netherlands	Rucphen
06-2015		GP TC/F1	Croatia	Zagreb
06-2015		GP TC/F1	Italy	Cremona
06-2015		GP Off Road	Bulgaria	Vratza/Ledenica
06-07-2015	06-07-2016	EC Off Road	Austria	Fehring

09-2015		GP TC/F1	France	Tourlaville
2016		EC TC	Portugal	Vila Real
2016		EC TC	France	Pouilley Francais
2016		EC TC	Italy	Bologna
2016		EC TC	Spain	Alcobendas

Final Race calendar 2015

Year/Date	Alt. Date	Status	Country	Venue
2015		EC TC	Austria	Sollenau

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.

All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 15th. December LATEST.

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:

1.1.

Existing Rule:

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

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 4 EFRA GP's will determine the European Champion in Touring car with the 3 best results counting.

The European Championship Formula 1 will be run in conjunction with the 4 EFRA GP's, with 3 results held for the attribution of the European Champion Title. For the F1 European Championship the point system according to chapter 1.4 will be used. For an event used as a drop result the TQ point will not count.

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

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 4 EFRA GP's will determine the European Champion in Touring car with the 3 best results counting.

The European Championship Formula 1 will be run in conjunction with the 4 EFRA GP's, with 3 results held for the attribution of the European Champion Title. For the F1 European Championship the point system according to **rule** 1.4 will be used. For an event used as a drop result the TQ point will not count. **A minimum number of 20 participants/class/event is required for a GP series to be a European Championship.**

Remarks: Add minimum number of participants for the GP series to be classed as European Championship.

Proposed by EFRA

Seconded by: **Not Seconded**

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

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

THE RULE SHOULD BE AMENDED TO READ:

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 years meetings will be offered to the highest ranked drivers competing in the large scale EFRA GP series. The remainder will be split as per normal between countries as outlined in general rule 3.6. Only the EFRA GP Meetings will count for the points system, with the drivers best 3 meetings out of the 4 to count. If there are less than 4 EFRA GPs 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.
If a concourse competition is held at an EC, only cars and bodies that are used in the race are eligible.

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 years meetings will be offered to the highest ranked drivers competing in the large scale EFRA GP series. The remainder will be split as per normal between countries as outlined in general rule 3.6. Only the EFRA GP Meetings will count for the points system, with the drivers best 3 meetings out of the 4 to count. If there are less than 4 EFRA GPs then they will all count.
Points system to use: 1 = 150, 2 = 147, 3 = 145, 4 = 144, 5 = 143, ... 10 = 138, 11 = 135, 12 = 134 ... TQ = 1 extra point.
If a concourse competition is held at an EC, only cars and bodies that are used in the race are eligible.

Remarks: Change to the points awarded for the gp series to reward every driver points for their finishing position. Previously a driver finishing below 45th place received 0 points which doesn't encourage them to attend more gp events.

Proposed by EFRA

Seconded by: **Not Seconded**

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

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

THE RULE SHOULD BE AMENDED TO READ:

2.1.

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
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).

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

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).

Timed practise 8 minutes (plus the last lap and time of the last lap) minimum of 3 timed practises. ...

Remarks:

The time between the timed practises was long and it could be a third run without any problem while reducing the time between the practises.

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:

2.2.

Existing Rule:

- The EFRA Christmas Tree will be used.
- All other drivers are allowed to race a sub-final.
- 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 progress up to the final together with the next 8 drivers with the best times from the 2 semi-finals combined.
- In the event of different weather conditions during the semi-finals the first five from each semi-final will move up to the final.
- It is not allowed to drive a model car on any other place than the track and the marked track pit lane.

Proposal:

- The EFRA Christmas Tree will be used.
- All other drivers are allowed to race a sub-final.
- Sub-Finals: The first 3 drivers from each sub-final progress up to the next final.
Semi-final: The first **5 drivers** from each **semi final will** progress up to the **main final**
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.
- It is not allowed to drive a model car on any other place than the track and the marked track pit lane.

Remarks:

The system this year didn't work so well. 5+5 from each semi final eliminates any doubt in a drivers mind of what they need to do and removes any advantage/disadvantage from being the second semi final to run and knowing what the first semi final did. It also removes any doubts as to the conditions not quite being equal for both semi finals, even if the conditions are dry the track can be considerably different for each semi final and be quicker

for one because of it.

Proposed by EFRA

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

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:

There will be a Minimum of 4 and a Maximum of 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 between 60 and 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.

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. Prize giving ceremony

Proposal:

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Thursday qualification heats

Friday qualification heats, lower finals

Saturday 09:00 - 17:00 sub-finals and final. **Prize** giving ceremony

Remarks:

Always start an EC on Monday. Organisers and competitors need to know the exact start day as soon as possible to prepare for the event and previously that has been a problem if the entry has been close to 100 drivers and changing every week. Most people from anywhere in Europe can be at an EC event starting on Monday without requiring an additional days holiday. Plus a spelling correction.

Proposed by EFRA

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

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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

If there are more than 80 drivers, 4 rounds. Four rounds is the minimum and has to be realized. The event starts on Monday morning. Monday 09:00-18:00 Free practice (in full heats made by the organiser)

Remarks:

With only 2 out of 3 heats it was very near to be a lottery in Fehring. With a technical problem and regarding the extra problem weather. May be, in the case of weather influences, it is better to reduce to take one out of three than two out of three (discussion on AGM).

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:

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 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.

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) **for On Road cars and +6dB(A) for Off Road cars** higher than the limit at any time during the qualifying then the driver will loose their best qualifying result. 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:

Folowing testing at this years off road EC, it's extremely difficult for drivers to achieve +3dB with the parts/products currently available. In future years once good airboxes/exhausts are available for off road then this level can be reduced again.

Proposed by EFRA

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

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Proposal:

Maximum noise level is 81dB (A) measured at 10 metres, 1 metre above the track. **For large scale offroad: Measuring the noise produced by a car must be done not only from one side but from both sides and above the car due to the different positions of the exhaust.** 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:

In offroad not all the exhaust are on the same side of the car.

Proposed by NOMAC Nederlandse Organisatie Model Auto Clubs, Leewis Hans

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

4.2.1.

Existing Rule:

Maximum noise level is 81dB (A) measured at 10 metres, 1 metre above the track. The race director has the authority to decide a different method of measuring (using the EFRA noise trap) as long, as the result will be the same. If a car produces 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.

Proposal:

Maximum noise level is 81dB (A) measured (1) at 10 metres, 1 metre above the track four directions 45°, 135°, 225° and 315° or (2) at 1 meter distance with a recalculated level of 99 dB (A). The cars go into an individual measurement of noise level with giving full throttle (as fast as possible up to a minimum of 10.000 rpm) while maximum result is stored.

Depending on the local possibilities method A or B has to be taken for the whole event. If a car produces an average noise level out of 4 directions that is higher than the limit then the driver will receive a warning. If a cars exceeds +3dB (A) higher than the limit 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:

The discussion about the method of measurement is now in the third year without having any driver accepting that. One of the main skills of new European Champions is not to drive very good, it is the one who is top in cheating the noise trap.

The only fair way is to measure each car in the same situation and the same procedure from more than one direction. The last cars on the last meeting did not have enough hits to be punished for being loud.

If noise reduction is an important target, it should not be a game any more. The visitors and neighbours will thank us for real noise reduction and not for this lonely 5 meters of silent cars.

In case of any decision and change it must be 100 % clear for all drivers participating the event, how the measurement works and that everybody is measured and judged in the same and fair way.

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:

4.2.2.

Existing Rule:

All cars to be equipped with an air - box to reduce the intake noise of the carburettor and a second muffler (in case, that a two chamber exhaust is used) or a three chamber type muffler. All three chambers must be designed that way, that the exhaust fumes will pass it and then have to change direction twice to get the max. possible noise reduction.

The design of that additional silencer is free, but with both systems together, the max. noise level must not be over 81 dB (A).

Proposal:

All cars to be equipped with an air - box to reduce the intake noise of the carburettor. The air box must change the direction of air entering the carburettor by 90 degrees(or more) and be made of a rigid material. The exhaust must have a second muffler (if a two chamber exhaust is used) or be a three chamber type muffler. All three chambers must be designed so that the exhaust fumes will pass through and have to change direction twice to get the maximum possible noise reduction.

The design of that additional silencer is free, but with both systems together the maximum noise level must not be over 81 dB (A).

Remarks: Add a small clarification to define the basic requirements of an airbox, and some general re-wording (no actual changes to the rule)

Proposed by EFRA

Seconded by: Not Seconded

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

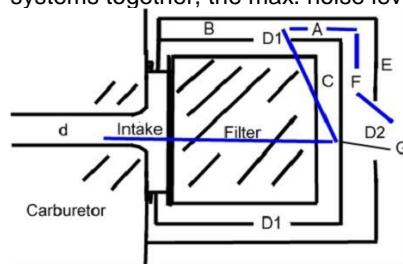
Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

4.2.2.

Existing Rule: All cars to be equipped with an air - box to reduce the intake noise of the carburettor and a second muffler (in case, that a two chamber exhaust is used) or a three chamber type muffler. All three chambers must be designed that way, that the exhaust fumes will pass it and then have to change direction twice to get the max. possible noise reduction. The design of that additional silencer is free, but with both systems together, the max. noise level must not be over 81 dB (A).

Proposal: All cars **need** to be equipped with an **airbox, designed as schematic shows below**, to reduce the intake noise of the **carburetor** and a second muffler (in case, that a two chamber exhaust is used) or a three chamber type muffler. All three chambers must be designed **in a way**, that the exhaust fumes will pass it and then have to change direction twice to get the max. possible noise reduction. The design of that additional silencer is free, but with both systems together, the max. noise level must **be** not over 81 dB (A). **Schematic air box**



d smallest diameter in the intake of the carburetor
D1 diameter hole first level
D2 diameter hole second level

Some explanations:

The noise should be reflected up to 180°. The blue line tries to show that. The plate G should be thick enough to produce no additional reflections. An optimized case is a noise reducing material. The holes D1 should be small and enough of them. The distance to the filter should be big enough to have a good flow, but not more than 1cm. The distance to the plate G should be double of the distance C and a minimum of 2cm. The distance between the inner and the outer cylinder should be big enough to allow enough flow for the incoming air. The outer hole is max double of the intake diameter. The experience from other air boxes should be good enough and for offroad the flow speed must be low enough.

Remarks: The discussion about schematic of an airbox was unnecessary. There was enough time to discuss and precise that before the EC. To provide next discussions and to give a hint to the producers how it works, a schematic is added. The experience from the prototypes show, that this is one of the lonely ways for LSOR. In case of misunderstanding the main working princip of changing airflow and noise for a minimum of 180° must be shown and described clearly.

Proposed by DMC

Seconded by: Not Seconded

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

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

4.2.2.

- Existing Rule:** All cars to be equipped with an air - box to reduce the intake noise of the carburettor and a second muffler (in case, that a two chamber exhaust is used) or a three chamber type muffler. All three chambers must be designed that way, that the exhaust fumes will pass it and then have to change direction twice to get the max. possible noise reduction. The design of that additional silencer is free, but with both systems together, the max. noise level must not be over 81 dB (A).
- Proposal:** All cars to be equipped with an air - box to reduce the intake noise of the carburettor and a second muffler (in case, that a two chamber exhaust is used) or a three chamber type muffler. All three chambers must be designed that way, that the exhaust fumes will pass it and then have to change direction twice to get the max. possible noise reduction. The design of that additional silencer is free, but with both systems together, the max. noise level must not be over 81 dB (A). **For Large Scale offroad: The use of an airbox is not mandatory as long as the competitor is capable of reducing the noise of his car in a different way.**
- Remarks:** By using a more silent exhaust the noiselevel can be a lot less compared to the use of an airbox.

Proposed by NOMAC Nederlandse Organisatie Model Auto Clubs, Leewis Hans

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

5.3.7.

- Existing Rule:** TYRES
- | | |
|-------------------------------------|-------------|
| Rim Diameter max.: | 107 mm |
| Rim and fitted tyre Diameter: max.: | 136 mm |
| Rim and fitted tyre width - front | max.: 75 mm |
| Rim and fitted tyre width - rear | max.: 80 mm |
- Only semi pneumatic rubber is allowed. Foam tires are not allowed. During EFRA GP's the number of tires is limited to a maximum of 4 pairs during qualification. No replacements allowed. 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. ~~During EFRA GP's the number of tires is limited to a maximum of 4 pairs during qualification. No replacements allowed. They will be marked before qualification with the competitors registration number. In case of rain the number of tires is free.~~
- Remarks:** At Efra GP's with high driver numbers, it's virtually impossible to implement the tyre control within the time frame of the event.

Proposed by EFRA

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 VICE CHAIRMAN.

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

10. ANY OTHER BUSINESS,

...

11. ITEMS FOR GENERAL DISCUSSION.

The meeting was closed at