



CHAIRMAN LARGE SCALE

**EFRA ANNUAL GENERAL MEETING
CLARION OSLO AIRPORT HOTEL
SØR GARDEMOEN, N-2060 GARDEMOEN
NORWAY
2nd to 3rd of November 2002**

MINUTES LARGE SCALE

SATURDAY 2nd NOVEMBER 2002

The meeting opened at: 14:30

1. CHAIRMAN'S WELCOME

Mr Wolfgang Stumpf

2. APOLOGIES FOR ABSENCE

Apologies have been received from: FLAMRC Luxembourg, Hungary, Czech Republic, Ireland, Belgium

COUNTRY	PRESENT	SECTION SUBSCR	ALLOC 1 EC	ALLOC 2 WC	ALLOC 2	RE- ALLOC.
AUSTRIA	Gerhard Pitzl		8	2		1
BELGIUM	-		8	2		1
CROATIA	Zwonimir Matosic		2	2		
CZECH REP.			4	2		
DENMARK	John Nielsen		6	0		
ESTONIA						
FINLAND						
FRANCE	Jean-Louis Molat		18	6 +		2
GERMANY	Stefan Grosch		18	15		2
GREAT BRITAIN	Geoff Symonds		12	6		
GREECE						
HOLLAND	Alex Everling		10	4		4
HUNGARY			4	2		
IRELAND			5			
ITALY			11+1	8		1
LUXEMBOURG						
MONACO						
NORWAY	Observer					
PORTUGAL			7	0		
POLAND						
ROMANIA						
RUSSIA						
SLOVAK REP.						
SLOVENIA						
SPAIN	Carlos Gomez 17.55 – 19.20		5	5		
SWEDEN	Frederick Scholander		3			
SWITZERLAND	Marcel Strasser		10	2		2
TOTAL	10					

Other Present: Gary Culver, Jean-Luc Retornaz and Dallas Mathiesen visited the meeting, so did Maurizio Calvari and Mr. Sousa.



3 MINUTES OF 2001 ANNUAL GENERAL MEETING

3rd to 4th November 2001— Hotel Tryp Barajas, Madrid, Spain

a) Matters arising:

The minutes were

Proposed by: France

Seconded by: Austria

And passed unanimously

4 CORRESPONDENCE RECEIVED

This year there are some letters: As first a e-mail from Jim Spencer regarding the situation of using Marshals at the EFRA GP of Mendip. A letter from Chris Hardisty about the same item.

In the letter Hungary send, they ask for 4 places for the EC and 2 places for the WC. They also make clear that Hungary is against the change of the minimum weight like it is proposed by Sweden. In the letter the President of the Czech Federation have send, he asked for 4 places for the EC and 2 for the Worlds.

5 CHAIRMAN'S REPORT

Chairman Mr Wolfgang Stumpf

Vice Chairman Mr Wolfgang Petermann

Another busy year is gone and we are here again at the AGM. In the gone season we had 10 EFRA GP's and two EC's. The most participants at EFRA GP's come to the first race to Lloret de Mar. Not a surprise, it is real the best we have in Europe since years. They double every year the number of drivers, this year we had 92 Saloon and 20 Formula cars present. The organizer spoke to limit the number for the next year to 80 over all. For the next year this race is in October 03, they want to make a IFMAR invitation event now. The lowest numbers show Zagreb with 12 Saloon and 8 Formulas. The BRCA act against the rules in the EFRA GP of Mendip in using Marshals. We can discuss this item under "any other business"

The Quarter Scale EC in Zagreb show 21 Formula cars and one more as a not allowed "Professional" driver corresponding to the rules 2002. Beautiful Summer weather, the organizer had done a very professional job, the race was done in very familiar atmosphere. The winner was Rudolf Mock from Germany, second was Martin Bayer from Czech Republic and third Dario Vesely from Croatia. There was a second final race to satisfy the "professional" drivers, Rudi Mock win again and all the others get a chance again for a trophy.

The Fifth Scale EC was under best weather conditions, 140 drivers had entered, 133 drivers found the way to the track close to Brest. The winner was Lamberto Collari/Italy, second Kevin Murby/Great Britain and third was Christopher Bolla from France.

For the future it looks very good, we had to be careful with rule changes, in the moment it looks like all is running very well. Some people don't understand the meaning behind the written words, always there had to be a discussion about, it seems we need a rule book in the size of a phone book with remarks to every point to be understandable for everyone and double it every year. To give a sample, it is not written in the rules that the body had to be fitted in the correct driving direction ! And this real happened !

WP gave a short summery about the race-meeting at KZ-Speedway.

6 PRESENTATIONS FOR APPLICATIONS EC 2004 AND GP'S 2003

2003

Date	Alt. Date	Status	Country	Venue
April 25-27		GP LS	Austria	Kirchberg
July 21-27		EC 1:5	Luxembourg	Leudelange
Sept 12 -14	May 24 - 25	GP LS	Czech Republic	Slavkov
June 07 – 08		GP LS	Switzerland	Lostallo

2004

Date	Alt. Date	Status	Country	Venue
July 19-22		EC 1:5	Sweden	Gothenburg
2004		EC 1:5	Austria	Kirchberg
		EC 1:5	Croatia	Zagreb (appl made 2001)
		EC 1/4 F1	Switzerland	Lostallo (appl made 2001)

After a secret vote it was decided the Zagreb will be the host of the EC 1:5 2004. Sweden and Austria have decided to be prepared for 2005.

7 RACE CALENDAR

2003

Date	Alt. Date	Status	Country	Venue
April 25 - 27		GP LS	Austria	Kirchberg
May 03 - 04		GP LS	Croatia	Zagreb
May 24 - 25		GP LS	England	Brooklands, Dover
June 07 - 08		GP LS	Switzerland	Lostallo
June 28 - 29		GP 1:5	Sweden	
		Open EC LS	TBA	
July 05 - 06		1:5 24h IR	Switzerland	Lostallo
July 16 - 20		EC 1:5	Luxembourg	Luxembourg
Sept. 12 - 14		GP LS	Cz. Rep.	Slavkov
Sept. 25 - Oct. 05		WC 1:5	U.S.A.	Sun Valley
Oct. 24 - 26.		IR LS	Spain	Lloret

2004

Date	Alt. Date	Status	Country	Venue
2004		EC 1:4 + F1	Switzerland	Lostallo
July		EC 1:5	Croatia	Zagreb

8 ALLOCATIONS

Allocations were made to each country as printed in the table form under item 2 on the agenda.



9 RULE PROPOSALS

AMEND THE CURRENT RULE TO READ:

2. RACE PROCEDURE

- 2.3 Number of drivers:
 Heat: 10 to 15 drivers (only 1:5), track and facilities permitting.
 Sub-finals and finals: Maximum 10 drivers
Final F 1 Maximum 20 drivers
 The race format will be notified in the event information and invitation material.

REMARK: That will bring F1 nearer to the original racing.

Proposed by EFRA Executive

Seconded by: Switzerland

Not Seconded

The proposal passed with 3 abstentions and 6 in favour

2. RACE PROCEDURE

- 2.1. Duration of the races:
 Free practice max.8 minutes
 Heats: 10 minutes (plus the last lap and time of the last lap)
 Sub-finales: max. 20 minutes up from the 1/32 final (plus the last lap and time of the last lap)
 Final: 30 minutes (plus the last lap and time of the last lap)

AMEND THE RULE TO READ:

2. RACE PROCEDURE

- 2.1. Duration of the races:
 Free practice max.8 minutes
 Heats: 10 minutes (plus the last lap and time of the last lap)
 Sub-finales: max. 20 minutes up from the 1/32 final (plus the last lap and time of the last lap)
 Final: **60** minutes (plus the last lap and time of the last lap)

Remark: The 60 minutes final gives an extra dimension to the race with the refuelling, just as it does in the 1:1 scale

Proposed by: SBF, Sweden

Seconded by: Holland

Not Seconded

The proposal did not pass with 6 against and 3 in favour

AMEND THE CURRENT RULE TO READ:

2.5 STARTS

- 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 or 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. (**Read also General Rules, page 58, 4.5.4**). **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.**

REMARK: It is meanwhile a common practice to ask a delay for frequency problems, if a driver want's to change f. ex. tyres to prevent the loosing of the starting position.

Proposed by EFRA Executive

Seconded by: Denmark

Not Seconded

Passed unanimously

AMEND THE CURRENT RULE TO READ:

3. TECHNICAL INSPECTION

Before the start of official racing the Technical Inspector has to examine the mechanical state of the car, homologation of bodies, scale dimensions of the type of car, minimum/**maximum** weight, radio equipment etc. before the driver is allowed to participate in the race.
Under all....

REMARK: As we have since last year also a maximum weight limit, it must show up also in the rules for technical inspection. (Some team managers only accept, what is written in the rule book)

Proposed by EFRA Executive

Seconded by: Denmark

Not Seconded

The proposal passed unanimously

AMEND THE CURRENT RULE TO READ:

3.2 FUEL

Only fuel admitted will be petrol normally available at street petrol stations. The fuel must be bought at fuel Stations within the vicinity of the event. 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,-.

REMARK: As some commercially available oils produce very strange readings, this is the only chance for both driver and technical inspector to avoid a disqualification.

Again, it must be written in the EFRA rules, because some Team Managers only accept written procedures, they don't follow common human sense.

Proposed by EFRA Executive

Seconded by: Austria

Not Seconded

The proposal passed with one against and one abstention

DELETE:

5. TRACKS

5.1. Tracks for **1:4 I.C. racing** will be inspected by EFRA Officials with regard to safety provisions for drivers, mechanics, **marshals** and spectators. EFRA Officials have the authority to ask for improvements to be carried out before racing starts.

AMEND

5. TRACKS

5.1. Tracks for **Large Scale** racing will be inspected by EFRA Officials with regard to safety provisions for drivers, mechanics, **race officials*** and spectators. EFRA Officials have the authority to ask for improvements to be carried out before racing starts.

- amendment proposed by Denmark, seconded by Great Britain and passed unanimously

Remark: Self explaining!

Proposed by EFRA Executive

Seconded by: Croatia

Not Seconded

The proposal passed with one abstention

DELETE:

6. EXHAUST/NOISE REDUCTION

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

If a car produces a noise level much in excess of the other cars, it is the Race Director's decision on whether this car is allowed to race.

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

The total exhaust have to be inside the body, with the exception of the tailend of the pipe, which may protrude the body not more than 10 mm.

The body may be cut out at that point max. 20 mm more than the tailend diameter.

Max. inside diameter tail end 13 mm.

Remark: We have a rule about maximum noise; it should be up to every driver/manufacturer which way he wants to go in order to achieve an approved noise level.

Homologised pipes, inlet silencers and so on could be another way to go, but does not always do the job completely since we all know that many other parts contribute to the noise.

Proposed by: SBF, Sweden

Seconded by: Germany

Not Seconded

Withdrawn

7.7 LARGE SCALE FORMULA

7.7.1 TECHNICAL SPECIFICATIONS

Minimum weight dry	10.000 g
Width Formula maximum	450 mm (incl. tyres)
Height maximum	250 mm
Wheelbase	620 mm +/-15 mm
Tyres front diameter	145 mm +/-5 mm
Tyres rear diameter	145 mm +/-5 mm (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.

AMEND THE RULE TO READ:

7.7 LARGE SCALE FORMULA

7.7.1 TECHNICAL SPECIFICATIONS

Minimum weight dry	10.000 g
Width Formula maximum	450 mm (incl. tyres)
Height maximum	250 mm
Wheelbase	620 mm +/-15 mm
Tyres front diameter	138 mm +/- 5 mm
Tyres rear diameter	138 mm +/- 5 mm (front and rear tyres must have the same diameter)
Tyre width front minimum	58 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.

Remark: The tyre diameter of 145 mm +/- 5 mm was a misunderstanding from the beginning, the original date was a max. tyre diameter of 145 mm, not 145 mm +/- 5 mm which is a great difference. The proposed tyre diameter of 138 mm +/- 5 mm would guarantee an optimal use of the tyres for the drivers. Further the drivers would have more choice of tyres. It is impossible to alter the tyre mould according to the complete construction.

Proposed by Ass. Adv member FG Modellsport-Vertriebs-GmbH,

Not Seconded



CHAIRMAN LARGE SCALE

AMEND THE CURRENT RULE TO READ:

7.7 LARGE SCALE FORMULA

7.7.1 TECHNICAL SPECIFICATIONS

Minimum weight dry	10.000 g
Width Formula maximum	450 mm (incl. tyres)
Height maximum	250 mm
Wheelbase	620 mm +/-15 mm
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.

REMARK: During the last two years, we have accepted, that the original FG tyres do not follow the EFRA rules.

With this proposal all F1 tyres on the market (Crojet 148mm; PMT 142mm, FG 138mm) are legal.

Proposed by EFRA Executive

Seconded by: Austria

Not Seconded

The proposal passed with seven in favour and three abstentions

7.7 LARGE SCALE FORMULA

Only Formula one cars following the FIA 2000/1 Formula One Regulations are allowed.

All cut-outs must exist also in the full size car. Cuttings for engine and fuel tank are allowed in the area of the tank seal, starting device and adjusting screws for carburettor i.e. choke, neutral gear etc. The engine cut out button must be **located behind *the air intake box and* in front of the rear wing and** clearly labelled on the body for others to see easily, with the same sign use in 1:5.

- * The proposal was amended by EFRA and seconded by Croatia and passed unanimously

REMARK:At the moment the engine cut of switch must only be clearly labelled, but it's position varies from car to car. This must be standardised for safety reasons..

Proposed by EFRA Executive

Seconded by: Sweden

Not Seconded

The proposal passed with one abstention

7.7.3 Engine

Only one sealed engine allowed. The race director may decide an engine replacement of the same type ore repair in case of failure. The replaced engine will be kept in race control till the end of the event.

AMEND THE RULE TO READ:

7.7.3 Engine

Only one **marked** engine allowed. The race director 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.

Drivers asking for engine replacement will ~~lose their best lap.~~ *be placed at the end of the grid at his first final.

- *Amendment made by Croatia and seconded by France

REMARK: After having a good run, some competitors ask for an engine change, to build in a engine with less fuel consumption. That is against the idea to eliminate the use of qualification engines.

Proposed by EFRA Executive

Seconded by: Croatia

Not Seconded

The proposal passed unanimously

PROPOSED RULE IS NEW:

7.7.8 F1 WINGS

Front and rear wing are part of the bodyshell of a F1 car and must be repaired immediately if they get damaged or come off the car.

REMARK: In real F1 racing, it is impossible to commence at racing speed, if a car loses its front or rear wing. This rule was in the 1:4 Formula rules, but got deleted by a mistake last year, when all 1:4 Formula rules were taken out of the handbook.

Proposed by EFRA Executive

Seconded by: Austria

Not Seconded

The proposal passed with one abstention

DELETE:

8. 1:5 Scale TOURING CARS

8.1.1 RACE FORMAT

8.1.2 There is one series to recognise in accordance to the 1:1 scale series namely the Touring Car Championship Series, following FIA class 2 Super Touring Car, **and** FIA Group N **not older than 2 years.**

AMEND THE RULE TO READ:

8. 1:5 Scale TOURING CARS

8.1.1 RACE FORMAT

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

REMARK: To add the new ETCC Cars. As the time limit described also in 8.2.1 it does not be needed in the first part. That has created some misunderstandings.

Proposed by EFRA Executive

Seconded by: Spain

Not Seconded

Passed unanimously

DELETE:

8. 1:5 Scale TOURING CARS

8.1.2 There is one series to recognise in accordance to the 1:1 scale series namely the Touring Car Championship Series, following FIA **class 2** Super Touring Car, and FIA Group N not older than 2 years.

Remark: There is no "FIA Class 2 Super Touring Car!"

Proposed by: SBF, Sweden

Seconded by: Denmark

Not Seconded

Passed unanimously

8.2.2 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 within scale +/- 5%

Height:

Tank capacity:

700 ccm

Minimum weight, without fuel:

9.500 g

Maximum weight, without fuel

12.000 g



CHAIRMAN LARGE SCALE

AMEND THE RULE TO READ:

8.2.2 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 ccm

Minimum weight, without fuel:

10.000 g

Maximum weight, without fuel

12.000 g

Remark: *Most of the cars on the market, with several options assembled, weigh much more than 9,5 kg. The cost to get down to 9,5 kg is increasing heavily. Carbon fibre parts, parts made of titan etcetera.*

Proposed by: SBF, Sweden

Seconded by: France

Not Seconded

Note: the raise of the minimum weight was not done after a discussion last year.

The proposal passed with seven in favour and three against.

DELETE:

8.2.2 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 ccm

Minimum weight, without fuel:

9.500 g

Maximum weight, without fuel

12.000 g

Remark: *It has nothing to do with motor sport at all! The flagpole in Ettlingen was so poorly assembled so it would have felled as soon as the wind started! Even though we all want to minimize accidents, there is no significant difference in being hit by a 12 kg car at the end of a straight or a 13 kg car, nor will any driver bring a heavy car to the track!*

Proposed by: SBF, Sweden

Not Seconded

AMEND THE RULE TO READ:

8.2.3 CAR

The car has to have a functioning brake, which has to be capable of keeping the car stationary whilst the engine is running.

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.

Variable ratio transmission is not allowed.

Only 2WD (rear-wheel drive) cars are allowed.

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 failsafe to stop the car in case of radio failure and the hydraulic brake system.

The use of an electronic failsafe system is highly recommended.

The position of the ignition kill switch must be marked with an E (size 20mm) with a red outline on the body shell. The ignition kill switch must be located within the rear window, away from hot or moving parts.

REMARK: During the last years a lot of cars run out of control due to radio failure or loss of electric power. Electronic failsafe systems can prevent this. As long as there are only a few on the market, this rule should not be mandatory, but in a couple of years all cars should be equipped.

Proposed by EFRA Executive
 Seconded by: Austria

Not Seconded

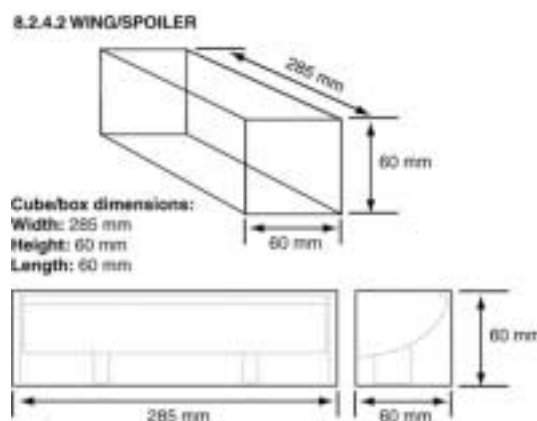
Passed unanimously

8.2.4.2 WING/SPOILER

A single **plane** rear wing is permitted as long as it does not **overhang the length of the car**. The **wing, with its complete mounting system attached, has to fit in a rectangular box/cube measuring 285x60x60 mm**.

Optional also to include this text so the racers understand it even better:

That means that the wider the space between the mounting posts you use the lower will the wing be to the bonnet of your body shell and vice versa



Remark: The existing rule is too unclear and the racers don't understand it. The saying about it should not exceed the front view profile is too difficult to measure and comes from the full scale rules, but why should we have downsized rules when like the 60x60 box isn't an 1/5 scale dimension either (1/5 Super Touring would mean an 30x30 mm box)? The full scale (1/1) Super Touring rule is meant for the factory's (Volvo and Honda etc). They make one wing for their car that is then homologated and every team worldwide have to use it. That is way off how things work in our R/C car business. It's much better to put an fixed width so you actually can read in the rule book how big the wing can be and the manufactures can be sure that their wing is legal what ever the body shell the racers mount it on.

Proposed by: SBF, Sweden
 Seconded by: Great Britain

Not Seconded

Remark: this was amended last year, seconded by Austria and rejected with 6 against, 3 in favour and 1 abstention.

The proposal failed with 4 against, three in favour and three abstentions.

10 ELECTION OF VICE SECTION CHAIRMAN

Mr Wolfgang Petermann Germany

The Chairman please the delegates to vote for Mr.Petermann, to say "never change a winning team".

The Vice Section Chairman was re-elected with two abstentions.



11 ITEM FOR GENERAL DISCUSSION

Proposed by RC Autoclub of Czech Republic

We propose that EFRA can establish a **NEW CATEGORY FOR EC. 1:6 OFF ROAD BUGGY.**

We mean that the enthusiasm and the amount of drivers in this category is great. Our federation is ready to host first EC in 2003, we have three nice track available for that kind of event.

Our federation have more than 40 experienced drivers in this category and we have this category in a national cup included three years ago.

After a long discussion the section decided to postpone the discussion to next year and asked the Chairman for further investigation and to wait for a special proposal regarding section and rules.

12 ANY OTHER BUSINESS

Choose of a possible venue if the WC come back to Europe. Candidates are: Lloret Brest Lostallo.
The vote was five Lloret de Mar, Spain and four Lostallo, Switzerland

Meeting closed at: 19:30

Large Scale Off-Road Rules

Provisory Draft, version 1.03

August 2002

- 1.) **Bodies and Wing.** The bodies must be such like used in Off Road, Desert and Trial events. It is allowed to use a wing in the following dimensions

a.) wing body	max 300 mm x 140 mm
b.) hight	max 360 mm
c.) Overhang	max 150 mm

It is a must to use a front bumper plate or foam , carefully fixed to the chassis. No cutting edges. Tires must be black, the tread is free.
- 2.) **Safety.** Cars with open chain drives at the underfloor of the chassis had to have a chain protector
- 3.) **Dimensions.**

a.) length	max 750 mm	600-900 mm/F
b.) width	max 470 mm	350-530 mm/F
c.) hight	max 360 mm	420 mm/F
d.) weighth	max 8000 gramm (8 Kilos)	
e.) Fuel tank size	max 800 ccm	1 Litre/F
- 4.) **Engines.** 1 Zylinder/2 stroke engine up to 26 ccm (2 or 4 stroke up to 30 ccm - French rules) with similar base engine rules as 1/5 on road IC track, regarding liners, cooling, transmission ports, ignition, and the ban of electronic ignition systems, rotary valve, turbo or compressor and wankel engines.
- 5.) **Chassis and Transmission.** Only 2 WD allowed. Not allowed are limited slip diff gears in all variations. 2 speed drive is banned.
- 6.) **Noise.** The engine had to be equiped in minimum with a 2 chamber pipe who dont exceed the level of 80 DBA measured in 10 meters, 1 meter over the ground. This pipe had to be inside the max dimensions of the car.
- 7.) **Fuel.** Only allowed is unleaded fuel used in the whole country, available at a normal road gas station. (max. Superplus 99 Oktan) The only additive allowed is 2 stroke oil, available for everyone and produced for the normal sale.
If a fuel in testing with the Test device was found illegal, the driver had to be disqualified. If there is a protest against this decision, the protest fee is EUR 500,00. The fuel had to be send into a qualified laboratory. If the fuel is legal, the protest fee is given back to the driver.
- 8.) **Brakes.** It is only a central brake allowed. Brakes in the wheels are forbidden.
A mechanical failsafe at the carb is mandatory. (Spring at the throttle valve)
- 9.) **Race Format.**
The invitation had to have the race format inside, information about the track, width and length.
It is suggested to use the EFRA Christmas tree for the finals.
Qualification for the fastest lap