

GEORGIA					
GERMANY	J. Bell		25	4	
GREAT BRITAIN	I. Oddie		13		
GREECE			2		
HOLLAND	C. Roskam		12		
HUNGARY			2		
IRELAND			1		
ITALY	A. Stefano.		5	5	
LUXEMBOURG	M. Claus				
NORWAY	K. Christiansen		8		
POLAND	J. Ochousnic				
PORTUGAL	M. Fazenda		6		
ROMANIA					
RUSSIA			2		
SLOVAK REP.					
SLOVENIA			1		
SPAIN	J. Llobregat		3	1	
SWEDEN	F. Scholander		10		
SWITZERLAND	S. Perazzi.		10		
TURKEY					
TOTAL			126	18	

Other persons present: F. Billa, M. Favre, D. Millet, J. Mersch, E. Camponovo, Dallas, G. Culver

24. MINUTES OF 2006 SECTION MEETING

3rd -4th of November 2007— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2007.

The following persons were elected to check the minutes of this year: S. Perazzi CH, I. Oddie GB

4. CORRESPONDENCE RECEIVED

We received information's from Poland about a new track for LS and an official request from Russia. They want to send two drivers to Brooklands.

5. CHAIRMAN'S REPORT

The season of this year is gone now. Like every year it was real busy and at least successful. I was Referee at the EFRA GP's of Luxembourg, Sollenau, Marianske Lazne, Tolmin, Fehring and Zagreb. I also attended the EC in Luxembourg.

The first highlight was the EFRA GP of Switzerland in Lostalio, the organizer accepted 150 drivers, but the rules only allow 100 all in all. Everyone said that this high interest is a success, but the rules don't allow it. After one week of discussion, the organizer reduced the number of participants and the event was finished without any more big problems. This problem doesn't come up if it is a friendship race, but the rules clearly restrict EFRA GP's to a limit of 100 participants over all. One weekend later, the EFRA GP of Luxembourg as the warm up for the coming EC was fully booked with Saloon cars only, in case of the limitation to 100 drivers, it was agreed before at the last AGM, to skip the Formula and have more space for the Saloon cars. The next step was that some drivers are late with their inscription here; with the limitation there was no place for everyone who sounds interested. And at the race, not all the booked places are filled; some drivers don't come without any reaction or excuse. An similar picture at the EFRA GP of Austria, in Sollenau. 80 drivers send the inscription, 60 of them show up. For the future the organisers had to think about, to accept inscriptions only, after receiving the inscription fee. This can be a way to solve this problem.

The EC this year was fully booked, the organisation absolutely perfect and top, no protest was received at this event. The winner was Markus Feldmann from Germany, at the second place Alain Bernard Arnaldi from France and at the third place Michael Mielke from Germany.

The EFRA GP of Slovenia in Tolmin with 42 drivers was not so high attended, but from the surrounding area one of the best I have ever seen. A must for every lover of a natural paradise. It is true that Tolmin is not located direct at a highway exit, but it is a lovely track in a wonderful area. And the EFRA GP of Zagreb, with 22 drivers, 11 in the Formula 1 was the finish event for the EFRA GP series of the Formula 1 cars. The winner is Dario Veseli from Croatia, at the second place Markus Feldmann from Germany and third is Jimmy Poelmans from Belgium. 46 drivers are mentioned at the result sheet all over all.

I also was Referee at the EFRA Off Road GP's of Marianske Lazne and Fehring. Especially Marianske Lazne in the northwest of the Czech Republic have a impressive huge track beside a camping area, the local TV station brought a report and the weather situation was not so bad than supposed. I had some discussions with participants about the existing rules; I had to explain that in EFRA there are Large Scale rules to cover all existing Off Road cars and not specific 1:6 rules. 63 drivers come here to participate, 80 had send the inscription form. Fehring in Austria had similar problems, they prepare themselves for a higher number of participants and 37 drivers only are in the event, so the infrastructure was oversized and the cost to high for the organiser.

Outside of the EFRA influence there was organized a World Championship in Lostallo. As I see the situation, I as Chairman was unable to do some action in this case for the moment, I have given the info to the EFRA President and I am waiting for a reaction.

24.r. PRESENTATIONS FOR APPLICATIONS EC 2009 AND GP'S 2009, WC 2011

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
2009				
24-26.04.09	Last Weekend In april First Weekend In May	GP Large scale Formula 1 Euro series 1/5 TC "Ayrton Senna Memorial"	Croatia	Miniautodrom "Ayrton Senna", 10000 Zagreb, Croatia
27-29 March 2009		GP Large Scale TC/F1	Italy	Bologna (Futura)
19.- 21.06.09		Large Scale GP Large Scale TC/F1	CZECH Republic	Auto RC Slavkov Slavkov u Brna CZ 684 01
11.-13.09.09		GP 1:5 Touring Car + F1	Switzerland	Lostallo – Switzerland
May 22.-24		GP	Great Britain	Brooklands
21.-23.08		GP 1:5 Touring Car + F1	Netherlands	Model Racing Club Real 80 Winschoterweg 1K Groningen
23.-25 January		LS Off Road	Netherlands	Exllo
25.-27.09.09		GP LARGE SCALE OFF ROAD 1:6	CZECH Republic	RCA Mariánské Lázně Mariánské Lázně CZ 353 01
28.-30.08		Off Road	GB	Nene Valley
08.-10.05.09		Off Road	France	Buollay-Mivoye
03-05.04.09		OffRoad	Spain	Lleida
3-5-07.09		Off Road	Austria	Fehring
2010				
2010		EC Large Scale Touring Cars	Switzerland	Lostallo - Switzerland

23-25 July 2010		EC	Italy	Bologna (Futura)
period 2.3. - 4.8. 2010		EC	CZECH Republic	<i>Auto RC Slavkov</i> Slavkov u Brna CZ 684 01
July 2010	The date will Oder later on	???	Croatia	Miniautodrom "Ayrton Senna", 10000 Zagreb, Croatia
2010		EC Large Scale TC	Germany	Leipzig, Germany
2010		EC	Slovenia	Tolmin
2011		WC 1/5 TC	Luxembourg	Mini Circuit « Ville de Luxembourg »
10/17 July 2011	14/21 August 2011	WC LS1/5 track	France	Circuit "Top Atlantique" ZA de Bel Air 29460 HANVEC

Final Race calendar 2009

Year/Date	Alt. Date	Status	Country	Venue
27.-29.03.09		GP Large Scale TC/F1	Italy	Bologna (Futura)
24-26.04.09		GP Large Scale TC/F1 "Ayrton Senna Memorial"	Croatia	Miniautodrom "Ayrton Senna", 10000 Zagreb, Croatia
22. - 24.05.09		GP TC EC warm up	Great Britain	Brooklands
19.- 21.06.09		GP Large Scale TC/F1	CZECH Republic	Auto RC Slavkov Slavkov u Brna CZ 684 01
13-19.07 2009		EC	Great Britain	Brooklands
21.-23.08		GP Large Scale TC/F1	Netherlands	Model Racing Club Real 80 Winschoterweg 1K Groningen
11.-13.09.09		GP 1:5 Touring Car + F1	Switzerland	Lostallo – Switzerland
23.-25.01.09		LS Off Road	Netherlands	Exlo
03-05.04.09		LS Off Road	Spain	Lleida
08.-10.05.09		LS Off Road	France	Buollay-Mivoye
3.-5.-07.09		LS Off Road	Austria	Fehring
28.-30.08.09		LS Off Road	GB	Nene Valley
25.-27.09.09		GP LS OFF ROAD	CZECH Republic	RCA Mariánské Lázně Mariánské Lázně CZ 353 01
24.-30.09.		WC	South Africa	Pretoria

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
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2010		EC TC	CZ	Slavkov
2011		WC LSTC	France	Brest

7. ALLOCATIONS

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

8. RULE PROPOSALS APPENDIX 5

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.

THE RULE SHOULD BE AMENDED TO READ

Existing Rule:

1.3 The number of drivers in one race meeting is limited for GP's to 100, for the EC to 150.

Proposal:

1.3 The number of drivers in one race meeting is limited for GP's to 100, for the EC to 150. ***There are running 2 section F1 Euro and GP, in case of more than 100 attendees wants to subscribe the numbers must be limited for both section eg. 62 TC and 34 F1 = max. 96 drivers or 76 TC and 34 F1 = 110 drivers in total or 76 TC and 24 F1 = 100 drivers***

Remark: *The limitation is a must it cause serious problems when the organisor have to decide who will be accepted. The numbers must be suitable with a maximum number which is controlled ba the christmas tree scheme. 100 is probably not the ideal number.*

Proposed by: SRCCA SWITZERLAND

Seconded by: Great Britain Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

The rule was amended the following way:

The number of drivers in one race meeting is limited for GP's to 110 and for EC's to 150.
There are running 2 section F1 Euro and GP, in case of more than 110 attendees wants to subscribe the numbers must be limited for each section to 76 TC and 34 F1 = 110 drivers in total.

If 2 weeks before an EFRA GP one class is oversubscribed and the second class does not reach the allowed number, these places can be given to the drivers on the waiting list in the other class.

The amendment was proposed by BRCA, Seconded by Sweden

Passed Unanimously Passed with ...12.... for, 1... against and abstentions.
 Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

2.4 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 **Monday** morning.

(Tuesday and Wednesday only for 1:5)

General qualification format for EC's: Minimum 4 and Maximum 6 series of 10 minutes heats depending on the number of drivers.

If there are 60 drivers or less, 6 rounds.

If there are >60 - <80 drivers, 5 rounds.

If there are more than 80 drivers, 4 rounds.

Monday **09:00-18:00 Free practice (ticket system)**

Tuesday	09:00-18:00 Free practice (ticket system)
Wednesday	09:00-18:00 Free practice (ticket system)
Thursday	09:00-18:00 Timed practice /tech inspection/heats
Friday	qualification heats
Saturday	qualification heats, lower finals
Sunday	09:00 - 17:00 sub-finals and final.

~~TIME SCHEDULE FOR COMBINED EC~~

~~The combined EC will start on Saturday with F1 and carry on with the touring cars following on Tuesday. TC will end on Sunday.~~

Will also be deleted.

Remark: (Tuesday and Wednesday only for 1:5) will be deleted

Remark: Because of the max number of 150 entries there must be more time for practice.

Proposed by: Nomac Netherlands

Seconded by: Great Britain **Not Seconded**

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

~~THE RULE SHOULD BE AMENDED~~

Existing Rule:

~~5.2.4 TANK SIZE, ENGINE RULES, AIR BOX, MUFFLER ETC.~~

~~Air box and muffler, tank size, engine rules, etc have to follow Large Scale General Technical Specifications.~~

~~Exhaust outlet pipes must exit within the body shell side pods and point down to the track.~~

PROPOSAL:

~~5.2.4 TANK SIZE, ENGINE RULES, AIR BOX, MUFFLER ETC.~~

~~Put in here the list with the technical specification and do not refer to general technical Specification Air box and muffler, tank size, engine rules, etc have to follow Large Scale General Technical Specifications. Exhaust outlet pipes must exit within the body shell side pods and point down to the track.~~

Purpose: ~~Please stop referring from page to page ... The TANK Size is not specified in the General technical Specification. How big must be the tank?~~

Proposed by: SRCCA SWITZERLAND

Seconded by: Croatia **Not Seconded**

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

withdrawn

~~THE RULE SHOULD BE AMENDED TO READ~~

Existing Rule:

5.4.5 Chassis and Transmission,
Only 2RWD allowed.....

Proposal:

5.4.5 Chassis and Transmission,
4 RWD allowed.....

Remark: Now we have Buggy off Road at the market which are 4RWD so it would be logical to allowed 4RWD at the Races.

Proposed by: H.D.A Croatia

Seconded by:

Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE IS NEW

.....to be specified also numbering has to be checked

1 Large scale off-road

Technical requirements for Large scale off road racing

1.1 Technical classes and weight

All cars have to be large scale

Rear wheel drive

Weight limits are 10 kg min and 14 kg max

Weight limits for a race ready car with transponder / PT but no fuel load

Modifying or self builder cars are allowed, as far as those fulfil the technical rules mentioned

1.2 Motors (as in large scale F 1)

1.3 Exhaust

The exhaust system may never produce more than 81 DB measured at 10 meters distance and 1 meter from the ground

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

1.4 Fuel tank and fuel

The max content of the fuel tank till the carb is 700 cc

The allowed fuel may only exists of Lead-free gasoline

Oils and additives

Forbidden are all special fuels and extra's as Avgas, octane boosters and race fuel.

1.5 Only 2 wheel rear drive is allowed

Cars with electric drive, propellers or rocket-fuel drive are not allowed

Cars can only have 1 gearing: no multispeed transmissions allowed

1.6 Clutch and brake

The model cars must have a working clutch and brake system. Other than Active ABS systems there are no restrictions for brakes.

1.7 Bumper

All models must have a front bumper, a rear bumper is allowed but not mandatory.

Bumpers must be made from a flexible material

The front bumper can have minimum 100mm, a maximum size of 220 mm with, rear bumper can have a max size of 300 mm with

1.8 Tires and wheels

Wheels diameter max 120 mm, with max 65 mm

Tires: max diameter 170mm with max 75 mm

Only tires made for off road use are allowed

The wheels have to be made for Large scale

1.9 Chassis, Body measurements

Only original large scale lexan body shells are allowed

The body must be fully painted except for the windows

Motorstop access must be easy .

The chassis must be flat underneath and no screws may extend

Car size	
Max length	820 mm
Max width	480 mm with full compressed suspension
Max height	360 mm with full compressed suspension

1.10 Wing

The wing must be made from a flexible material

Max size 300 mm x 140 mm

Overhang max 150 mm from the middle of the rear drive shafts

2. Race

The European Championship will be run as a single event (large scale euro rules), This rule is valid from 2010

Racers with equal points: the racer with the highest single finish will be rewarded the tie: if still tied, the second best finish position etc. In case of a continue tie the tie will be rewarded to the highest finish the last race both drivers entered.

All drivers entering the European Championship must have a valid EFRA Licence

An Efra licence must be obtained from the native country

2.6 Re-Fuelling

Refuelling is only allowed until the cars are called for the start. Cars re-fuelled within 30 sec before the start must start from the Pit.

During a heat or final there is no re-fuelling allowed

Marshalls have to be 16 years of age minimum
If not they need to have an experienced substitute

Race procedure's as in EFRA Large scale

3. Tracks

3.1 size

Minimum preferred total length: 200 meter.

Minimum preferred width between marking/lanes: 3.5 meter for GP's 4 meter for an EC.

The point most far away from the middle of the drivers rostrum can be 60 meters

3.2

The track design can be made by the organiser. Obstacles as trees, etc cannot be inside the track area. The drivers view to the track must be free without obstacles of any sort.

The track must be made with a reasonable variety of small and large corners, left as well as right handed. The straights must have different lengths.

3.3 Marking

The lanes must be clearly viewable by the competitors on the rostrum and the track markers must be chosen in such way the cars will not be damaged if they hit the track markers. The track markers must be solid enough not to be moved by a single contact.

3.4 track markings

The organiser must make sure a car can never come into the public. Safety of the public, drivers, mechanics and race directors / assistants must be maintained all time by a safe and functional track surrounding.

The track markers must be situated so that corner cutting is highly impossible and cars cannot enter another lane easily. Track markers can be made of wood, fire hoses filled with sand, rubber hoses etc.

By choosing the track markers the safety of the public is far more important as preventing damage to the cars.

3.5 Start / Finish

There must be a clearly visible start/finish line. On the finish line the timing loop must be placed in such way the cars may not damage it. In case of a loose track surface the markings for start finish can be made on the track markers.

All finals make use of a formula 1 starting grid. 10 start boxes will be marked so the difference between the cars 1 -3 will be 4 meters. The cars with the even numbers will be placed in the same way with 4 meters between 2 - 4 etc Car 2 will start minimum 2 meters beside the number 1 car but will be placed 2 meters back from the number 1 car and will be 2 meters in front off the number 3 car and so on.

3.6 Pits

It needs to be separated from the track Pits entrance and exit needs to be at least 1 meter width.

3.7

The drivers preparation area needs to be within a reasonable distance of the track. It needs to have pit tables for all drivers and 220 volts available. Only drivers, mechanics and race officials can enter the pit area. They have to show ID cards, made available by the organiser to identify. Each driver should receive a card for himself and 2 cards for mechanics.

3.8

All warnings and instructions must be clear to hear for all competitors and mechanics

3.9

Adequate sanitary must be available during the event.

Proposed by: Nomac Netherlands

Secoded by :Denmark **Not Secoded**

The proposal:

Passed Unanimously **Passed with** for,

Rejected with for,

Amended

THE RULE SHOULD BE AMENDED TO READ

Existing Rule:

5.3.3 BODY

Bodies have to follow the description in point 5.3.2. They have to be properly fixed to the chassis and must cover the outer edge of the wheels at the centre of the axle when viewed from the top.

.....
.....

Proposal:

5.3.3 BODY

Bodies have to follow the description in point 5.3.2. They have to be properly fixed to the chassis and must cover the outer edge of the wheels at the centre of the axle when viewed from the top.

.....

If the race-meeting has started, a competitor is only allowed to change the body shell in case of damage to a body shell of the same brand and car design.

Explanation:

The last years more and more drivers are using during one race-meeting different types of body shells to get better results. This has nothing to do with car racing.

Proposed by LS Section Chairmen.

Secoded by: Croatia **Not Secoded**

The proposal:

Passed Unanimously **Passed with ...5.... for, 2... against and4. abstentions.**

Rejected with for,

Amended

General Proposal

During the last years the Large Scale Rules were re-organised to get a better readable handbook. Due to some errors, not everything can be found at the fist look.

The LS Section Chairmen are authorized by the meeting to revise the Section rules to make it easier to find the relevant technical and race rules.

For example: tank size for F1.

Proposed by Large Scale Section Chairmen

Seconded by: Great Britain

Not Second

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

9. ELECTION OF VICE SECTION CHAIRMAN.

Wolfgang Petermann is willing to re-stand

Re-elected unanimously

10. ANY OTHER BUSINESS,

11. ITEMS FOR GENERAL DISCUSSION.

The meeting was closed at : 19:27