



EFRA ANNUAL GENERAL MEETING
HOTEL ARGOSY, DUBROVNIK.
CROATIA
1ST to 2ND of November 2003

MINUTES LARGE SCALE

SATURDAY 1ST OF NOVEMBER 2003

The meeting opened at: 14:17

1. CHAIRMAN'S WELCOME

Mr. Wolfgang Stumpf

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Czech Republic and Luxembourg

COUNTRY	PRESENT	SECTION SUBSCR	ALLOC 1	ALLOC 2	ALLOC 2	RE- ALLOC.
AUSTRIA	E. Prochaska		10			
BELGIUM			6			
CROATIA	Z. Matošić		10			
CZECH REP.	Excused		4			
DENMARK	Jan Juul		6			
ESTONIA						
FINLAND						
FRANCE	J. L. Molat		14			
GEORGIA						
GERMANY	-		18			
GREAT BRITAIN	G. Symonds		10			
GREECE	F. Agelakopoulos		3			
HOLLAND	A. Verhagen		13			
HUNGARY			4			
IRELAND			5			
ITALY	A. Forato		8			
LUXEMBOURG	Excused		2			
NORWAY						
POLAND						
PORTUGAL	Jorge Teixeira		2			
ROMANIA						
RUSSIA						
SLOVAK REP.						
SLOVENIA			1			
SPAIN	A. Pineda		5			
SWEDEN	F. Scholander					
SWITZERLAND	M.I Strasser		12			
TOTAL	9/11/10		130			

Other Present: Lennard Idengren, Sweden

3 MINUTES OF 2002 SECTION MEETING

2nd to 3rd of November 2002— Clarion Oslo Airport Hotel, Gardemoen, Norway

a) Matters arising:

The minutes were:

Proposed by: Denmark

Seconded by: Great Britain

4 CORRESPONDENCE RECEIVED

Letter of the Swiss Federation about the time clash between Lostalio and Luxembourg regarding the EFRA GP of Switzerland.
From AMSCI a proposal about an EFRA GP in Bologna and the EC Formula.

E-mail from Technokit about the rumours regarding the WC in USA are they or not now, there are a lot of rumours and he is afraid about. I told him to contact the Italian federation and they had to contact the EFRA secretary to get this question here onto the table. I told them that I Letter of cannot act or answer regarding rumours.

Different E-mails about rule clarifications

5 CHAIRMAN'S REPORT

Chairman Mr Wolfgang Stumpf

The first EFRA GP in Kirchberg / Austria show organisation problems, a single person make everything alone by himself. This caused some problems, and the only help was the time keeper and one more person for doing the Tech Inspection.

The second GP in Zagreb was a good race like always in Croatia, with a perfect organisation.

Some problems caused an Invitation race in Luxembourg, a race for the Belgium Championship but International open and at the same date as the EFRA GP of Switzerland in Lostalio.

As I come to Lostalio, I was at first faced with this clash from Mr. Camponovo with very hard words. I real don't know what to say in the moment, because I know nothing about and miss any information. After I get the info from Wolfgang Petermann I spoke with Mr. Camponovo and we agreed to bring this problem to the EFRA Board meeting. A lot of drivers changed to Luxembourg, but definitely 2 have given their inscription to Lostalio and started in Luxembourg. Some others phoned and changed.

But at the EFRA board meeting in August the majority agreed to do nothing, because here is no rule or a possibility to act in such a situation.

The QS EC in Kirchberg Austria was a good race and a win for the sport. It looks like that the way to give pressure to the organizer to get Miguel Vives as race Director, Wolfgang Petermann for Technical Inspection and myself as Referee make it perfect. The Formula cars went 1 ½ seconds faster than the 1/5 Saloon cars there and this was the real big surprise. The test with the Trucks don't work, we had 3 cars present, so it seems the interest there is not so high like it seems. Saloon /GT don't show up, it seems dead, but the Formula grow and they look great, the time of crashing seems to be gone, a wonderful race. The winner was Clark Wohlert from Germany, second place Martin Bayer from Czech Republic and third Thomas Dvorszky from Austria.

The Euros in Luxembourg brought an organisation which was not prepared for the EFRA level of racing. While the event was running Mr. Peterman was pleased to help in the Tech inspection, a little bit to late to solve all problems there. We had a protest of the British team (enclosed the Italians) about the ½ final with the idea behind to give their drivers a second chance. Fact was, that the race director used the chequered flag too early. But the result was clear and the protest was rejected. An other protest was done against the decision of the Technical Inspection to disqualify a car which was 20 mm to wide. After a lot of discussion this protest was rejected too. The winner was Markus Feldmann from Germany, second place for Bernard Alain Arnaldi from France and the third place for Mathieu Brière from France.

I attended at the 1:10 Buggy Off road in Vienna and the 1:10 On Road in Kirchberg/Austria

As I can see all these organizers are not ready to make a proper opening ceremony. For the future it seems to be necessary to tell them something about light for the photos, shadow and making a proper model car presentation to get the PR we need for our sport.

By all these troubles out from the past year I learned that it is better to be present in my function as Chairman only to have time to look for all the upcoming troubles and not be blocked at the rostrum to make the referee alone because the corresponding national one is not able to do anything.

I also was present at the world Championship race in the USA, in Burbank, California. My official work was to be the EFRA delegate to the IFMAR. Because Mr. Petermann was blocked by doing the Technical Inspection, I made this work. An other European present, was Mr. Miguel Vives from Spain as race director. All in all a good team, some problems arises, like a not functioning time keeping, but all this problems are solved one by the other. In this case, last not least a good race. A problem was constructed as the team managers in a meeting changed the gap between the two finals against the meaning of the race director. It was argued that the IFMAR rules in this case are not clear enough. The winner was Hessel Roskam from the Netherlands, Markus Feldmann from Germany and Lamberto Collari from Italy.

The last race I attended was the International Friendship race in Lloret de Mar, Spain. A little bit late this year, so the weather situation was not the best. A storm removed the beach one week before, rain at Sunday. The winner was Ian Oddie from Great Britain, second place for Clark Wohlert and third Markus Feldmann, both from Germany.

Vice Chairman Mr. Wolfgang Petermann

Please advise your drivers, that due to some rumours about illegal engines used during qualifying next year technical inspection should take more care about that problem.

6 PRESENTATIONS FOR APPLICATIONS EC AND GP'S

2004

Date	Alt. Date	Status	Country	Venue
March 26 - 28	March 21	GP 1:5	Italy	San Lazzaro Di Savena
September 4 - 5		GP 1:5+ F1	Austria	Kirchberg
May 22 - 23		GP 1:5 + F1	Switzerland	Lostallo
April 23 - 25		GP 1:5	Portugal	Coimbra
May 31		Int Race 1:5	Luxembourg	Luxembourg
July 01 - 04		EC 1:4 + F1 + Truck	Switzerland	Lostallo
July 21/25		EC 1:5 Touring Cars	Croatia	Zagreb
August 14 - 15	August 21 - 22	GP	Sweden	Gothenburg
May 8/9		GP	Germany	Leipzig
October 30/31		Int. Race 1:5	Spain	Lloret de Mar
June 12/13		GP 1:5 +	Great Britain	Brooklands
August 20/22		GP 1:5	Russia	Moscow
May 1-2		Int Race 1:5 + F1	Croatia	Zagreb
July 17/18		Int Race 1:5 + F1+ Truck	Austria	Kirchberg
July 23 - 25		GP 1:5	Czech Republic	Slavkov

2005

Date	Alt. Date	Status	Country	Venue
July	July 2006	EC	Austria	Kirchberg 5
August		EC	Italy	Bologna 1
???		EC+F1	Sweden	Gothenburg 6
???		WC	Switzerland	Lostallo 6
???		WC	France	Hanvec
???		WC	Spain	Lloret de Mar 5

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7 RACE CALENDAR

2004

Month	Date	Status	Country	Venue	Add Info
March 26 - 28		GP 1:5 + F1	Italy	San Lazzaro Di Savena	
April 23 - 25		GP 1:5 + F1	Portugal	Coimbra	
May 01 - 02		Int. Race 1:5 + F1	Croatia	Zagreb	
May 22 - 23		GP 1:5 + F1	Switzerland	Lostallo	
May 31		Int. Race 1:5	Luxembourg	Luxembourg	
June 12 - 13		GP 1:5 + F1	Great Britain	Brooklands	
July 01 - 04		EC 1:4 + F1 + Truck	Switzerland	Lostallo	
July 24 - 25		Int. Race 1:5 + F1+ Truck	Austria	Kirchberg	
July 27 - Aug.01		EC 1:5 Touring Cars	Croatia	Zagreb	
August 14 - 15		GP 1:5 + F1	Sweden	Gothenburg	
Sept. 04 - 05		GP 1:5 + F1	Austria	Kirchberg	
October 30 - 31		Int. Race 1:5	Spain	Lloret de Mar	

8 ALLOCATIONS

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

9 RULE PROPOSALS

THE RULE SHOULD BE AMENDED TO READ

1. RACE FORMAT

- 1.1 There will be two annual events called European Championships to determine the European Champion in
- 1:4 Scale GT/ Saloon, Formula 1
 - 1:5 Scale Touring Cars
- The Open EC 1:4 Formula 1 and the EC 1:5 Touring cars can be combined during two consecutive weekends at the same venue.***

Proposed by EFRA Executive

Seconded by: Sweden

Not Seconded

Against :1

Abstention:3

In favour: 6

passed

THE RULE SHOULD BE AMENDED TO READ

2 RACE PROCEDURE

- 2.2. a) The EFRA Christmas Tree will be used.
- d) 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, 2 the two fastest of both finals combined.
- e) In the event of different weather conditions during the semi-finals the first five from each semi-final will move up to the final.

Proposed by FEPRA, Portugal

Seconded by:Sweden

Not Seconded

Amendment by Portugal:

Use the sense off road IC wording for the Christmastree.

Seconded: Denmark.

Against: 1

Abstention: 2

In favour: 6

passed

THE RULE SHOULD BE AMENDED TO READ

2. RACE PROCEDURE

- 2.3 a) 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.
- b) **Mechanics**
During qualifying heats only 1 mechanic is allowed in the pitlane. During subfinals and finals 2 mechanics are allowed

Remark: Wording taken from Appendix 1, 2.8

Proposed by EFRA Executive

Seconded by: Holland

Not Seconded

Abstention: 1

In favour: 8

passed

THE RULE SHOULD BE AMENDED TO READ

2. RACE PROCEDURE

- 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 Thursday morning.
(Wednesday and Thursday only for 1:5)
Wednesday 14:00 - 18:00 Registration.....

Proposed by EFRA Executive

Seconded by: Spain

Not Seconded

Against 1

In favour 7

passed

THE RULE SHOULD BE AMENDED TO READ

2. RACE PROCEDURE

- 2.4 TIME SCHEDULE **FOR EC**
(Wednesday and Thursday only for 1:5)
- | | | |
|------------|---------------|---|
| Wednesday | 14:00 - 18:00 | Registration/Technical inspection (not compulsory) |
| Thursday | 09:00 - 12:00 | Free practice (Ticket system) Registration /Technical Inspection |
| | 13:00 - 18:00 | Timed practice in provisional heat order / reseeding after practice results (by using information about the driver, the driving performance and common sense) |
| Friday | 09:00 - 13:00 | 1st round of qualifying |
| | 14:00 - 18:00 | 2nd round of qualifying |
| Saturday 0 | 9:00 - 13:00 | 3rd round of qualifying |
| | 14:00 - 18:00 | 4th round of qualifying |
| Sunday | 09:00 - 17:00 | sub-finals and final. |
- TIME SCHEDULE FOR COMBINED EC**
- | | | |
|-----------|---------------|---|
| Friday | 09:00-18:00 | Registration F1, free practice (ticket system), afternoon one round of timed practice |
| Saturday | 09:00-18:00 | 3 rounds of qualifying |
| Sunday | 09:00-18:00 | Subfinals and Final, Price giving ceremony |
| Monday | all day | Track closed |
| 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 in provisional heat order, reseeding after two rounds, continuing timed practice in heat order |
| Friday | 09:00 - 13:00 | 1st round of qualifying |
| | 14:00 - 18:00 | 2nd round of qualifying |
| Saturday | 09:00 - 13:00 | 3rd round of qualifying |
| | 14:00 - 18:00 | 4th round of qualifying |
| Sunday | 09:00 - 17:00 | sub-finals and final. |

Proposed by EFRA Executive

Seconded by: Denmark

Not Seconded

Unanimous agreed

passed

THE PROPOSED RULE IS NEW

2 RACE PROCEDURE

2.5.3. Qualification Order and Finals.

- 1 After all series have been completed the Qualification order is established, by taking the best result of each driver.
- 2 In case of more than one driver recording identical best results of qualifications the next best result is taken
- 3 In the case of more than one driver recording identical results in a final, the driver starting with the higher startnumber is classified as the faster, e.g. if number 5 and 2 have equal times, 5 is deemed to have higher final placing.
- 4 The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by teammanagers majority vote.
- 5 **Starting order for the drivers who moved up to the final is based on number of laps and time.**

In different circumstances it will be number 1 from the A-final who gets the number 5 and the number 1 from the B-final who gets the number 6 etc. Sub-Final B "even" is the first final to start.

Remark: Wording taken from Appendix 1, 2.6

Proposed by EFRA Executive

Seconded by: Croatia

Not Seconded

Unanimous agreed

passed

THE PROPOSED RULE IS NEW

- 2.5.4 ***During the warm-up period, or at any other time of a race in progress, deliberate stopping a car on the race track will lead to be penalised with a 10 second "stop and go" after the start of the race. Consecutive stopping on the race track will lead to immediate disqualification.***

Proposed by EFRA Executive

Seconded by: Austria

Not Seconded

Unanimous agreed

passed

THE RULE SHOULD BE AMENDED TO READ

3.2 FUEL

Only fuel admitted will be petrol normally available at street petrol stations. The fuel must be bought from a specified 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 massproduction 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

Remark: *At present fuel must be bought from filling stations within close proximity to the circuit. We propose that the circuit choose one filling station so that everyone is using the same fuel. The main reason for this is that this year in Luxembourg there were differences in the fuel readings between stations in the locality. If one station is used there is no argument. Details of the location of the specified station, opening times etc could also be published with the EC information pack prior to the event. Also fuel testing should start during practice to prevent people qualifying in the early rounds with illegal fuel and then changing later in the meeting once the scrutineers started testing the fuel.*

Proposed by BRCA, Great Britain

Seconded by: Denmark

Not Seconded

Against 1

passed

THE RULE SHOULD BE AMENDED TO READ

8.2.6 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

Tyres have to be black and only semi pneumatic rubber. The design of the tyre profile is free. Foam tyres are not allowed.

The chemical treatment of tyres by adding any tyre traction moistures or other chemicals/additives is not allowed. Tyre cleaners are not allowed.

No special tyres are allowed at EFRA events unless they are commercially available to all racers.

Remark: Every year at the European Championships special tyres are produced for the event. These are available to the top drivers but not for all racers.

Proposed by BRCA, Great Britain

Seconded by: Austria

Not Seconded

In Favour: 1

Abstention: 3

Against: 6

failed

THE RULE SHOULD BE AMENDED TO READ

8 1:5 SCALE TOURING CARS

8.2.7 ENGINE and FUEL

10 An air filter must

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 be placed at the end of the grid at his first final.

Each driver is only

Remark: This proposal is to limit the development of two types of engines in the future with the arrival of 4 strokes engines.

It is also to avoid qualification and final engine

This is the Formula 1 rule.

Proposed by F.V.R.C. France

Seconded by: Denmark

Not Seconded

Against 1

In favor 9

passed

NEW RACING CLASS IN THE EFRA FAMILY -TRUCKS

The cost of 1/5 racing has increased very much the last years. In several of the European countries there has, for some years now, been some racing done with so called ECO-trucks. The scale is 1/6, and the trucks are without any options. Plastic wish bones, no front brakes, no hydraulic rear brakes, no adjustable differential, no tuning on the engine and so on.

The cost is much lower than 1/5, but they run on the same tracks, does not need very much knowledge about set-ups, provides very close racing and is a perfect choice for a beginner.

This year, racing with ECO-trucks, has, to the best of our knowledge, been done in Sweden, Denmark, Holland, England and France.

Below you will find a proposal for an ECO-class, but the proposal suggests only one manufacturer. It is our hope that we at the AGM can discuss an alternative for this proposal that will allow other brands as well since promoting only one brand does not support any development from other manufacturers.

DRIVING STANDARDS

Any truck that becomes noisy due to a defective or broken / loose silencer must stop immediately. A driver who fails to do this will be black-flagged off the track and their lap times disallowed. Any driver 'taking out' another truck causing the offended truck to loose his place will be required to wait until the truck so displaced has regained his position as that prior to the incident.

This should be a natural and gentlemanly thing to do and is expected as the normal behaviour. If the offending driver in such a case fails to stop and allow the status quo prior to the incident to evolve, the offending driver will suffer a one lap penalty for that heat / final. Repeated incidents by that same driver could result in the entire meeting results for him/her being cancelled.

The Race Director as he sees fit in order to dissuade 'dirty driving' will take stronger action. If a driver displays a particular technique to push, bully or intimidate his way past a driver on the same lap and ahead of him then he will be warned and then penalised if it takes place again. Slower drivers must make way for faster trucks.

NO DRIVING OFF - TRACK!

All trucks must be carried to and from the track area and must not be driven off-track. This is to prevent accidents and injury. No truck is to be driven in any area surrounding the racetrack at any time.

FUEL

Only commercially available pump petrol to be used. Fancy fuels of high-octane etc. are banned. The only additives are the mixing of two-stroke oils. No Nitro, Methane or other similar additive is allowed.

REFUELLING

No refuelling is permitted during racing or practice except in the pit area. Under no circumstances is refuelling to be carried out with the engine running or with the body fitted in place on the truck. Drivers are requested not to smoke in enclosed areas where petrol is being handled. Anybody refuelling on the track will be disqualified.

ENGINES

All engines must be fitted with a suppresser type plug cap (It is in your interests to make sure that the caps are tight fitting). Please make sure that the cut-out switch is operative and is in a position that can be easily reached by a Marshall with the body fitted. A mechanical fail-safe must be fitted to the carburettor, which returns the throttle to a closed position in case of a broken throttle linkage.

BODYSHELLS

Body shell's must always be on the trucks whether in practise or racing. All trucks entered to race must be presented in a clean and well-maintained manner. Broken shells have to be repaired before being allowed to race. Any reinforcement used to repair or strengthen a shell must be on the inside and within the confines of the shell and must satisfy the Safety Officer that during a race these will not break free and cause injury or damage. The only holes to be drilled in the shell are to allow the protrusion of a plastic aerial sheath and the affixing of the AMB transponder, and a hole to fit a handle for carrying the truck.

BRAKES

The braking system must be operational and capable of both stopping the truck and holding it stationary whilst the engine is running.

ECO-Trucks

The only model accepted for racing in this ECO class is the F.G. ECO-TRUCK powered by the standard Zenoah or Solo engine factory fitted and with the exhaust box it was supplied with. The only permissible variation "from the box" are as follows:

- All trucks must be fitted with a foam bumper. These bumpers must be fitted in such a way as to fill the front part of the truck body completely and overhang the under skid plate by 10mm and the foam and skid plate should be the FG option that normally comes with the truck from the Factory. No taping up, clamping the foam or any other device that reduces the softness of any car/human impact.
- A metal plug cap can be fitted.
- A carry handle may be fitted to facilitate the transport to and from the pits to trackside.
- Part 5412 , plastic cover for the radio tray.
- Motor cut out switch must NOT be moved from it's position on the motor for safety reasons and the fact that Marshall's will know where the switch is at all times. The EFRA red 'E' decal on the body to indicate this position is also good sense.
- Weight cannot be added or removed from the truck (i.e. to make it heavier in the rain)
- It is not allowed to change the angle of the body holders (in order to prevent lowering the truck closer to the track, decreasing the ride height)
- The standard 20 tooth plastic gear can be exchanged for a metal 20 tooth gear. No other gear ratios are permitted. Alloy Gear Driver Part No. 7439 can be used.
- A spur gear carrier (7439) to give truer running of the plastic gear is allowed
- The standard plastic steering arms can be exchanged for plastic steering arms 8453/1 that include steel anchor points. No other FG steering arms to be used (Marder parts).
- The rear lay shaft brake is a "free area". This means you can fit a single disk instead of the standard twin disks if you choose. This disk (or disks) can be selected from the F.G range of lay shaft brake options. No other forms of brakes are permitted.
- Any 27meg or 40meg radio system using a maximum of two steering servos and one throttle/brake servo is acceptable. This specifically means a maximum of 3 servos in total per truck, only one of which can be used to operate the throttle/brake function.
- Only F.G. truck tyres are permitted. These tyres must be used as manufactured i.e. as slick tyres. Cut tyres may only be used when the Race Director declares a "Wet Race". All trucks have to race with the narrow tyre at the front and the wide tyre at the rear.
- Turnbuckles may be fitted as alternatives to the thread rod supplied.
- Carbon side guards can be fitted.
- Any shock absorber spring (yellow, red, blue) may be used from the F.G. range

The above rules are designed to be practical and to remove any foreseeable running or maintenance problems.

Any driver wishing to protest against a fellow competitors engine, suspected as being a non-standard or tuned engine must do so through the Race Director at the time and on the day of the suspected incident. Any suspect motor will be inspected at the trackside by the Race Director or an appointed Scrutineer, whose verdict will be final and not subject to further protest or discussion. The above also applies if a competitor wishes to lodge a complaint about other components on a fellow competitors truck. Any driver breaking any Eco Truck racing rules will not be entitled to race again at the same race meeting and will not have his/her entry fee refunded. The same driver can return to race again at the next meeting. Any driver repeatedly breaking the Eco Truck racing rules may be banned from the current Race Series completely if the Race Director feels it necessary to protect the integrity of the series.

It is hoped that in general this class will be self policing, with all those taking part wanting to compete on a level playing field and not gaining advantage through bending the rules, thus taking satisfaction by beating the other drivers through practice, skill, truck set-up and race strategy. Its all about HAVING FUN and generating more people who want to race in this class and not killing it off by cheating.

Proposed by SBF, Sweden

Seconded by: France

Withdrawn by the proposer

Not Seconded

A discussion during the next month will be carried on with the target to find some EFRA recommended guidelines to be published on the EFRA Web and send out to the member countries and the manufacturers.

10 ELECTION OF THE SECTION CHAIRMAN

Mr Wolfgang Stumpf Austria

Unanimous elected

The Vice Section Chairman was confirmed by the Section.

11 ITEM FOR GENERAL DISCUSSION

10 ANY OTHER BUSINESS

Meeting closed at: 19:20