



EFRA ANNUAL GENERAL MEETING
HOTEL Sofitel, Brussel.
Belgium
4th to 5th of November 2006

Minutes Large Scale

SATURDAY 4th OF NOVEMBER 2006.

The meeting started at: 14:05

1. CHAIRMAN'S WELCOME

Mr Wolfgang Stumpf

The LS Section Chairman opened the meeting

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Slovenia, Hungary

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	ECB	ECB Re	ECA	ECA Re	World	World Re
AUSTRIA	Mr. Prohaska				14		1	
BELGIUM	Mr. Poelmans				5		-	
CROATIA	Mr. Matosic				9		-	
CYPRUS								
CZECH REP.	Mr. Kubicka				9		3	
DENMARK	Jan Juul				3		1	
ESTONIA								
FINLAND								
FRANCE	Mr. Molat				12		3	
GEORGIA								
GERMANY	Mr. Eisenreich				14		2	
GREAT BRITAIN	Mr. Oddie				12		5	
GREECE								
HOLLAND	Mr. Roskam				8		3	
HUNGARY					7			
IRELAND	Mr. Tiernan				4		2	
ITALY	Mr. Carpasso				10		3	
LUXEMBOURG	Mr. Claus				2		-	
NORWAY	Mr. Orge				2		-	
POLAND								
PORTUGAL					5		1	
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA					1			
SPAIN					5		-	
SWEDEN	Mr. Scholander				5		-	
SWITZERLAND	Mr. Perazzi				13		-	
TOTAL	15				140		24	

Other persons present: .Gary Culver, Honorary Life Vice President

3. MINUTES OF 2005 SECTION MEETING

5th -6th of November 2005— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2005.

The following person was elected to check the minutes of this year: Mr. Eisenreich/Germany, Mr. Tiernan, Ireland

4. CORRESPONDENCE RECEIVED

We received a letter from Hungary, asking about advice for building a new track.

We received information's about new tracks, and we received requests to give advise to build a new track in Hungary.

5. CHAIRMAN'S REPORT

This year we had a more or less busy season. I was present at the first International Off Road race in Salou/Spain together with Dallas and Jean Luc Retournaz. Than as the main Referee at the EFRA GP of Austria, there I had some problems to tell some of the participants that the using of tire moisture is permitted in the pit area and not free, like they thought. Wonderful weather all the days, but Sunday than a real good Thunderstorm, so the most of the top drivers decided to go home early. At first we had to repeat the half final of the F1 cars, to get the ranking in proper order, by a problem with the time keeping. For the half finals of the Saloon cars we had 6 drivers from the half B and 2 drivers of the half A left. After an International Jury meeting it was decided to drive the final with these 8 drivers to complete the event. The winner lastly was Dario Vesely from Croatia. Than at the EFRA GP of Switzerland and Czech republic I acted as the main Referee again.

The biggest event this year was the 1/5 Saloon EC in Stamata, Greece. I made the travel with the Motorhome, to carry all the flags, banners, measuring board, fuel tester and chemicals what we need at the track. It was real fine races at a wonderful and large track, sorry to say real in the nowhere, but close to 100 participants. It was rainy at the beginning, but the weather get better every day, the summer heat was not a problem by a breeze always. Winner was the French driver Briere Mathieu in front of Bernard Alain Arnaldi from France and Markus Feldmann from Germany, in an absolute close race, the first three come in in a distance of 0,7 seconds. At the price giving ceremony it come to very noisy and unsporting protests against the third placed driver, a lot of the drivers had the meaning that Feldmann was driving unfair and pushed out Arnaldi in their close fight for the lead.

Two weeks later we had the Formula 1 EC in Mühlau, Eastern Germany. Beautiful hot summer weather there, approx 60drivers show up. A small problem for some of them was that they don't receive their material from Greece back early enough, so they used loaned radios or bought new tools. The winner was Markus Feldmann from Germany as the dominating driver, in front of Martin Bayer from Czech Republic and Martin Lissau from Denmark. In this case, because I was present, I have the results, but I miss the referee report.

I don't know anything about the EFRA GP's of Germany and Great Britain, I still miss the Referees Reports or any other message, like a result sheet.
(Meanwhile I got the results but not more)

6. PRESENTATIONS FOR APPLICATIONS EC 2008 AND GP'S 2007

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.

All parties for an EFRA race in 2007 or 2008 are requested to bring a Stage report with you to the meeting. This Stage report must contain the following information; Organizing club, track address, website, photo of the track, hotel information, email address to get information.

Year/Date	Alt. Date	Status	Country	Venue
28.-29.04	30.04./1.05.	EFRA GP TC/F1	Croatia 5	Zagreb/ www.inet.hr/~hams
		EFRA GP LS Buggy	France	ST EXUPERY AEROPORT
8/04/2006	14-15/04/2007 or 22/04/2007 or 29/04/2007	EFRA GP TC/F1	Italy 6	S.Lazzaro di Savena (BO)/ www.mcs80.too.it

11.-12.08.07		EFRA GP TC/F1	Great Britain 4	Brooklands/ www.largechair.com
June/July/ August		EFRA GP LS Buggy	Great Britain	Nottingham
30.6-01.07.-07		EFRA GP TC/F1	Switzerland 1	Lostallo/ www.mrtm.com
9.-10.06.2007		EFRA GP TC/F1	Germany 2	Leipzig/ www.mrc-leipzig.de
18.-20.05.2007		EFRA GP TC/F1	Austria 3	Kirchberg/ www.morac-graz.at
09.-10.0/	16.-17.07	EFRA GP TC/F1	Czech Republic	Slavkov/ www.aroslavkov.cz
07.-08.07	30.-01.07	OPEN EFRA EC F1 Will be replace by a Series	Czech Republic	Slavkov/ www.aroslavkov.cz
5-7.10.2007		EFRA GP TC/F1	Portugal	MONSANTO,LISBOA

Final Race calendar 2007

Year/Date	Alt. Date	Status	Country	Venue
14.-15.04.2007		EFRA GP TC/F1	Italy	S.Lazzaro di Savena (BO)/ www.mcs80.too.it
28.-29.04.2007		EFRA GP TC/F1	Croatia	Zagreb/ www.inet.hr/~hams
12.-13.05.2007		IR LS Buggy	France	ST EXUPERY AEROPORT
18.-20.05.2007		EFRA GP TC/F1	Austria 3	Kirchberg/ www.morac-graz.at
9.-10.06.2007		EFRA GP TC/F1	Germany	Leipzig/ www.mrc-leipzig.de
30.6-1.7.-07		EFRA GP TC/F1	Switzerland	Lostallo/ www.mrtm.com
17.-22.07.2007		EC Touring Cars	Austria	Kirchberg/ www.morac-graz.at
11.-12.08.2007		EFRA GP TC/F1	Great Britain	Brooklands/ www.largechair.com
1.-2.09.2007		IR LS Buggy	Great Britain	Nottingham / www.ndor.co.uk

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
3. week july week 28		EC Touring Cars	Luxembourg	Luxembourg/ www.mcck.lu
2008		EC Touring Cars	Italy	S.Lazzaro di Savena (BO)/ www.mcs80.too.it
2008		EC Touring Cars	Switzerland	Lostallo/ www.mrtm.com
2008		OPEN EFRA EC F1	Switzerland	Lostallo/ www.mrtm.com

7. ALLOCATIONS

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

8. RULE PROPOSALS

THE RULE SHOULD BE AMENDED TO READ

2.4 Time Schedule for EC

.....(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 all day...

Tuesday..

Wednesday....

Friday qualification heats

Saturday qualification heats, lower finals

Sunday

Remark: Discussion in Greece at the EC about the rules, regarding the qualification heats.

Proposed by EFRA Executive

Seconded by: Denmark **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

2.5.1 Starting procedure of Heats:

For qualifying heats no.....is over (Flying start.)

If the number of heats differ from 10, or if the event is planned with more/less rounds, a sequence following this general scheme has to be used.

Round 1: 1,2,.....

Remark: Discussion in Greece at the EC about the rules, input of the main referee

Proposed by EFRA Executive

Seconded by: Great Britain **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for,

 against and abstentions.

Rejected with for,

 against and abstentions. **Amended**

THE PROPOSED RULE IS NEW

4.4 Tyres

Tyres have to be black. The design of the tyre profile is free. It is not allowed to treat the tyres in the pit area. It is recommended that the chemical components of these products must be harmless for people and environment. Liability at the use of tyre additives lies at the user and manufacturer.

Remark: This part we need in the LS General rules, so it is for everyone.

Proposed by EFRA Executive

Seconded by: Croatia **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for,

 against and abstentions.

Rejected with for,

 against and abstentions. **Amended**

THE PROPOSED RULE SHOULD BE DELETED

5.3.7

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

It is not allowed to treat the tyres in the pit area. It is recommended that the chemical components of these products must be harmless for people and environment. Liability at the use of tyre additives lies at the user and manufacturer.

New wording of 5:3:7: Only semi pneumatic rubber is allowed. Foam tires are not allowed.

Remark: Regarding proposed rule 2.4, to short down the text part in the 1:5 Saloon

Proposed by EFRA Executive

Seconded by: Germany **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for,

 against and abstentions.

Rejected with for,

 against and abstentions. **Amended**

THE PROPOSED RULE SHOULD BE DELETED

5.1.4 Tyres

Tyres have to be models of real ones, round, black in colour, the design of the thread is free.

Remark: Regarding proposed rule 2.4 , delete the complete point in 1:4

Proposed by EFRA Executive

Seconded by: Denmark

Not Seconded

The proposal:

Passed Unanimously **Passed with** for,

Rejected with for,

Amended

THE PROPOSED RULE IS NEW

4.3 General Rules/Car

It is not allowed to use any electronic parts for "Traction Control and Braking control (ABS)" witch can control the power of the transmission by means of a feedback system.

It is not allowed to use any form of telemetry with active transmission.

Sensors are only allowed for the purpose of passive data recording and not for adjusting the performance of the car whilst in motion. The reading of the data must be done with equipment, inside or mounted on the driver's radio. No external devices (i.e in the pit/handheld by the mechanics) are allowed. There are not allowed to log the data.

Remark: We want to make it clearer in the rules, that "passive" telemetry is allowed as long its not stored but must be read during the race, by the driver.

Proposed by Norges Motorsportforbund - Norway

Seconded by: Sweden

Not Seconded

The proposal:

Passed Unanimously **Passed with** for,

Rejected with for, 12..... against and ...3... abstentions. **Amended**

THE PROPOSED RULE IS NEW

~~Qualification for the European championships and World championships~~

~~30 places for the European championships and 10 places for the World Championships for the following year's meeting/s to be offered to the highest ranked drivers competing in the large scale ofra gp series. The remainder to be split as per normal between countries as outlined in general rule 3.6.~~

~~Only the ofra gp meetings to count for the points system, with the drivers best 4 meetings out of the 6 to count (or 50% plus 1 counting, e.g., 5 out of 8 meetings).~~

~~**Remark:** Two main reasons for the proposal:-~~

~~1, Encourage drivers to compete in the ofra gp series and give the championship credibility.~~

~~2, Give drivers the **option** to qualify for the European and World Championships from either their own National series or a European series where they'll meet and compete with Europe's top drivers through out the year. This should lead to a very competitive series and push the class forward.~~

~~**Proposed by BRCA, Great Britain**~~

~~**Seconded by: Ireland**~~

~~**Not Seconded**~~

~~**The proposal:**~~

~~**Passed Unanimously** **Passed with** for,~~

~~**Rejected with** for,~~

~~**Amended**~~

THE PROPOSED RULE IS NEW

Qualification for the European championships and World championships 1:5th Touring Cars
30 places for the European championships and 10 places for the World Championships for the following year's meeting/s to be offered to the highest ranked drivers competing in the large scale efra gp series. The remainder to be split as per normal between countries as outlined in general rule 3.6.

Only the efra gp meetings to count for the points system, with the drivers best 4 meetings out of the 6 to count (or 50% plus 1 counting, e.g., 5 out of 8 meetings).

Points system to use:

- 1 = 50
- 2 = 47
- 3 = 45
- 4 = 44
- 5 = 43
- .
- .
- 10 = 38
- 11 = 35
- 12 = 34
- ..
- .

TQ = 1 extra point

Remark: Two main reasons for the proposal:-

1, Encourage drivers to compete in the efra gp series and give the championship credibility.

2, Give drivers the **option** to qualify for the European and World Championships from either their own National series or a European series where they'll meet and compete with Europe's top drivers through out the year. This should lead to a very competitive series and push the class forward.

Proposed by SBF, Sweden

Seconded by: Ireland **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for,

Rejected with for,

Amended
20 places for the European championships and 7 places for the World Championships

The amendment:

Seconded by: Germany **Not Seconded**

Passed Unanimously **Passed with** for,

Rejected with for,

Amended

Qualification for the European championships and World championships 1:5th Touring Cars
20 places for the European championships and 7 places for the World Championships for the following year's meeting/s to be offered to the highest ranked drivers competing in the large scale efra gp series. The remainder to be split as per normal between countries as outlined in general rule 3.6.

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2, Give drivers the **option** to qualify for the European and World Championships from either their own National series or a European series where they'll meet and compete with Europe's top drivers throughout the year. This should lead to a very competitive series and push the class forward.

Proposed by SBF, Sweden

Seconded by: Ireland **Not Seconded**

The amended proposal:

Passed Unanimously **Passed with ...11.... for,1 against and ...3... abstentions.**

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

THE PROPOSED RULE IS NEW

Qualification for the European championships and World championships

20 places for the European championships and 7 places for the World Championships for the following year's meeting/s to be offered to the highest ranked drivers competing in the large scale efra gp series. The remainder to be split as per normal between countries as outlined in general rule 3.6.

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2, Give drivers the **option** to qualify for the European and World Championships from either their own National series or a European series where they'll meet and compete with Europe's top drivers throughout the year. This should lead to a very competitive series and push the class forward.

Proposed by BRCA, Great Britain

Seconded by: _____ **Not Seconded**

The proposal:

Passed Unanimously **Passed with for, against and abstentions.**

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

Withdrawn

THE PROPOSED RULE IS NEW

1.1 The open EC Large Scale Formula 1 and EC.....

Open Formula 1 Large Scale Euro Championship series. consist 6 Grand Prix races. According to EFRA GP races. The best 3 results taking account. Points shall be given as follows – GP 2 75, 71,

Proposed by HAMS, Croatia

Seconded by: Sweden **Not Seconded**

The proposal:

Passed Unanimously **Passed with ...11.... for, against and2.. abstentions.**

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

THE PROPOSED RULE IS NEW

2.1 SPECIAL REGULATION F1

Qualification heats:

Instead of: **5 consecutive lap counts.....** Has to be changed: Qualification heats 10 minutes the same as it is in 1/5 Scale Touring Cars.

Remark: During the heats drivers who have already made the 5 best laps (The fastest laps) can stop in progress the other drivers who are trying to make their best laps(the fastest).

1. Formula 1 all times from 1950. is exist on Grand Prix Races.
2. Accepting this proposal we increase the number of drivers in GP races in Formula 1.

Proposed by HAMS, Croatia

Seconded by: Holland

Not Seconded

The proposal:

Passed Unanimously **Passed with ...13.... for, against and abstentions.**

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

THE PROPOSED RULE SHOULD BE DELETED

4.3.h General Technical Specifications

4.3.h F1 only. The engine kill switch 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 E sign.

Remark: The engine kill switch button should remain on his original place on the engine same as the 1:5 Touring Cars. A certain place for this button is not necessary anymore as since several years only one engine type (Zenoah) is used.

According to the serial mounting position of the engine the kill button has an optimal location. In this position the switch can be used easily and also it can be recognized clearly. Also the product liability can not be applied for such modified engines.

Proposed by FG Modellsport-Vertriebs-GmbH, Germany (EFRA Advisory Associate Member)

Seconded by: Croatia

Not Seconded The proposal:

Passed Unanimously **Passed with for, against and abstentions.**

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

9. ELECTION OF VICE SECTION CHAIRMAN.

Mr. Wolfgang Petermann

Germany

Re elected: Unanimously

10. ANY OTHER BUSINESS.

11. ITEMS FOR GENERAL DISCUSSION.

Large Scale Off Road. First years experiences.

How can we solve the tyre problem in the future.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 17:46

The Minutes were audited by Thomas Eisenreich/Germany and Matt Tiernan/Ireland.

Spelling mistake were corrected after checking.

Wolfgang Petermann

Vice Chairman Large Scale