



EFRA ANNUAL SECTION MEETING

HOTEL Hesperia Sant Just
Barcelona, Spain

31st October and 1st of November 2015

Agenda Large Scale

SATURDAY 31st OF OCTOBER 2015.

The meeting started at: 14.00

1. CHAIRMAN'S WELCOME

Mr Ian Oddie

The Large Scale Chairman opened the meeting

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Petermann, Ireland, Slovenia, Luxembourg

Member Countries presents, section subscription, allocations etc:

20 places are allocated according to App. 5-- 1.4

	Touring Cars			Formula	
1	Markus Feldmann		1	Thorsten Hagel	
2	Giovanni Verbrughe		2	Patrick Reints	
3	Patrick Folman		3	Martin Mittelstädt	
4	Marco Weigerding		4	Emanuele D'Amico	
5	Hessel Roskam		5	Sebastian Keller	
6	Søren Bang		6	Peter Leue	
7	Jeffrey Wijk van		7	Andre Madec	
8	Kevin Tolenaars		8	Valerio Cocchi	
9	Cormac Wyatt		9	Jean-Philippe Csernak	
10	Marko Grigic		10	Yannick Mouchoux	
11	Placido Cricri		11	Mario Dada	
12	Libor Lukášek		12	Garry Guitteaud	
13	Daniel Meier		13	Ernst Utz	
14	Dominic Binder		14	Franco Trevisan	
15	Christian Langer		15	Ernesto Camponovo	
16	Dušan Bayer		16	Claudio Alberti	
17	Andrea Catalani		17	Andreas Haacke	
18	Bernard-Alain Arnaldi		18	Jean-Michel Landrieux	
19	Gianmarco Martelli		19	Markus Gloor	
20	Cédric Prevot		20	Graziano Aquarza	

COUNTRY	PRESENT	SECTION SUBSCR	EC	EC Re	EC2WD Off road	EC 4WD Off road	
AUSTRIA	Ewald PROCHASKA		7		1	2	
BELARUS			0		0	0	
BELGIUM	Kevin Degrendele		3		0	0	
BULGARIA			0		0	0	
CROATIA	Tomislav Grigic		7		1	1	
CZECH REP.			0		0	0	
DENMARK	Michael Lissau		6		6	1	

ESTONIA		0	0	0
FINLAND		2	0	6
FRANCE	Olivier LECOLLINET	8	10	10
GERMANY	Andreas Lamers	20	6	14
GREAT BRITAIN	Mike Humphreys	5	4	8
GREECE		0	0	0
HUNGARY		0	0	0
IRELAND		1	0	0
ITALY	Massimiliano Cerqutani	15	0	0
LUXEMBOURG		0	0	0
MONACO		0	0	0
NETHERLANDS	Cor Roskam	10	10	10
NORWAY	Ketjil Kristiansen	6	0	0
POLAND		0	0	0
PORTUGAL	Alexander Vieira	3	0	0
RUSSIA		0	0	0
SLOVAK REP.		0	0	0
SLOVENIA		0	2	0
SPAIN	Pablo Neila	5	4	4
SWEDEN		3	0	0
SWITZERLAND	Ernesto Camponovo	15	10	10
TURKEY	Evrin Bombar	15	0	0
TOTAL		131	54	66

Allocations can be changed till December 21th 2015.

Other persons present:

3. MINUTES OF 2014 SECTION MEETING

November 2014— Valencia, Spain

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2014.

Seconded by: Mike Humphreys Accepted unanimously

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

4. CORRESPONDENCE RECEIVED

Letter from Michael Lissau / Dasu, Denmark. Track membership of federation and EFRA representation at GP races.

EFRA should check the third party liability of the organising country's

5. CHAIRMAN'S REPORT

Large scale in Europe is going from strength to strength with increasing numbers attending both on road and off road European Championships along with very healthy attendances at the on road Efra gp series events. Whilst of course this is partly down to the economy of Europe in general improving over the last few years, I also firmly believe the rules we now have in place are generally very good and the careful selection of venues for our events at our agm also plays an important role in the sections success.

The gp series has received the best support we have ever seen during 2015, with great attendance. Lostallo exceeded the maximum number allowed in the rules and there is a proposal to allow exceptions to the rule under special circumstances. Markus Feldmann won the touring car gp series and Thorsten Hagel won the F1 series.

This years on Road European Championship was held at the Sollenau track in Austria. With great facilities and a well supported event we had a fantastic meeting and perhaps the only problem was the weather was

a little too hot on some days!! The eventual and well deserved winner was Ales Bayer from the Czech Republic.

For the second year running the Off road European Championship was held at the Fehring track in Austria. Some changeable weather early on in the event kept the drivers/mechanic's busy cleaning the cars but fortunately the weather improved for the last few days of qualifying and finals with the normal hard surface and dust. After many surprises during the lower finals the winner of the 4wd class was Jorg Miikael Tiit from Estonia. Again in the 2wd class there were many exciting lower finals but the clear winner at the end of the main final was the local driver Patrick Schweinzer from Austria.

The World Championships were held in Kuala Lumpur, a fantastic venue and facilities which were easily as good or better than anything we have in Europe. Quite disappointing that we only had one driver attend from the Efra block when we have so many drivers. The track conditions were challenging because of the Gt cup cars running at the same event but without their support the event would not have been what it was. The 2015 World Championship winner was Russell Grenenger from Australia.

6. PRESENTATIONS FOR APPLICATIONS EC 2017 AND GP'S 2016

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
2016		GP TC/F1	Croatia	Zagreb
2016		GP TC/F1	Austria	Kirchberg
2016		GP TC/F1	Denmark	Næstved
2016		GP TC/F1	Switzerland	Lostallo
2016		GP TC/F1	Italy	Bologna
2016		GP TC/F1	Netherlands	Groningen
2016		GP TC/F1	Italy	Cremona
2016		IR	Switzerland	Lostallo
2016		GP Off Road	Bulgaria	Vratza/Ledenica
2016		GP TC/F1	Italy	Verona
2017		EC TC	Turkey	Izmir
2017		EC TC	Netherlands	Rucphen
2017		EC TC	Germany	Leipzig
2017		GP/EC Off Road	Great Britain	Podington
2017		EC Off Road	Austria	Fehring
2017		EC TC	France	Neuville de Poitou
2017		EC TC	Switzerland	Lostallo
2017		EC TC	Portugal	Vila Real

Final Race calendar 2016

Year/Date	Date	Status	Country	Venue
2016	6-8 May	GP TC/F1	Denmark	Næstved
2016	27-29 May	GP TC/F1	Switzerland	Lostallo
2016	24-26 June	GP TC/F1	Netherlands	Groningen
2016	14-16 July	EC F1	Italy	Bologna Collari
2016	18-23 July	EC TC	Italy	Bologna Collari
2016	25-30 July	EC Off Road	France	Neuville de Poitou
2016	26-28 August	GP Off Road	Bulgaria	Vratza/Ledenica
2016	8-11 September	IR 40+	Switzerland	Lostallo

2016	16-18 September	GP TC/F1	Italy	Bologna San Lazzaro

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2017		EC TC	Switzerland	Lostallo
2017		EC Off Road	Great Britain	Nene Valley/Podington

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 21th. 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 IS NEW:

1.

Existing Rule: RACE FORMAT

Proposal: Short course trucks to be included in the EFRA Large Scale Off Road European Championships

Remarks: Popularity of 2wd & 4wd has changed over the years, with 4wd outnumbering 2wd by around 50%. With the large number of short course trucks being raced, we feel the inclusion of this class into the EFRA European Championships will enable the entry list to be closer to the maximum attendance.

Proposed by British Radio Car Association BRCA, Hill Mick

Seconded by: Denmark

The proposal: Passed with 2 for, 1 against and 10 abstentions.

THE RULE IS NEW:

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 Formula 1 Championship will be run in conjunction with the 4 EFRA GP's, with 3 results held for the attribution of the Champion Title. For the F1 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.

Proposal: - a single Formula 1 European Championship 2016 to be organized at Bologna a week before TouringCar EC, starting from Tuesday/Wednesday till Saturday/Sunday.

Formula 1 European Championship 2016 to be open for non European drivers.

Remarks: - last few Formula 1 GP seasons has showed constant drop of driver numbers despite a fact of many formula 1 hobby drivers and few strong national championships. We hope that one single EC will attract enough drivers to keep this beautiful large class alive. For that reason will be positive to allow non European drivers to race on Formula 1 Open European Championship 2016.

Proposed by HAMS Hrvatski Automodelarski Savez,

Seconded by: Netherlands

The proposal: o Passed Unanimously o Passed with 13 for, 1 against

Amended By Denmark: The direction should be driven the opposite direction.

Amended By Netherlands: To be run from Thursday to Saturday

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THE RULE SHOULD BE AMENDED TO READ:

1.3.

Existing Rule: The number of drivers per event is limited for GP's to 110 and for EC's to 150. There are 2 classes at a GP (TC and F1), 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.

Proposal: The number of drivers per event is limited for GP's to 110 and for EC's to 150. There are 2 classes at a GP (TC and F1), 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**.

A minimum number of 25 participants in a class at an EC is required for that class to be officially classified as a European Championship and a European Champion title given to 1st place.

Remarks: A proposal to help the European Champion title keep some credibility with a minimum number of participants at an event.

Proposed by EFRA

Seconded by: Great Britain

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

o Rejected with for, against and abstentions. o

Amended by Netherlands: 3 Different country's...

THE RULE SHOULD BE AMENDED TO READ:

1.3.

Existing Rule: The number of drivers per event is limited for GP's to 110 and for EC's to 150. There are 2 classes at a GP (TC and F1), 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.

Proposal: The number of drivers per event is normally limited for GP's to 110 and for EC's to 150. There are 2 classes at a GP (TC and F1), 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. With permission from the Chairman, the track and facilities being suitable, the maximum number of drivers at a Gp can be increased.

Remarks: In exceptional circumstances a venue can request to increase the maximum number of drivers allowed at a gp. The gp series is getting more popular and Lostallo were given permission to run extra drivers this year and it didn't cause any issues. This just makes it official .

Proposed by EFRA

Seconded by: Switzerland

The proposal: Passed Unanimously

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.

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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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 (a minimum of the car/body checked and marked, engine

marking is optional)/heats Thursday qualification heats Friday qualification heats, lower finals Saturday 09:00 - 17:00 sub-finals and final. Prize giving ceremony

Remarks:

All cars must have at least the chassis/body checked in technical inspection on Wednesday. Technical inspection cannot be expected to check/mark all aspects of every car during qualifying without huge queues developing.

Proposed by EFRA

Secoded by: Austria

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

2.5.

Existing Rule:

START (see also General Race Procedures Chapter 8).

The arrangement of the free practise heats will be created from drivers previous meeting results, known ability and common sense by the organiser. The arrangement of the heats and numbering will be done using common sense and a drivers best 3 consecutive laps. The drivers must stand adjacent to their numbers on the rostrum, the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.

- 1 There must be a 3 min. gap between the end of one heat and the start of the next heat. Also a minimum of 2 minutes must be allowed between the issuance of the transmitters and the start of the heat.

- 2 During qualifying an audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.

- 3 For Formula 1 sub-finals and main final the "Formula 1" grid start must be used.

- 4 For all finals, the track will be opened 5 minutes prior to the start of the final. At 2 minutes to go all cars will be called back into the pit lane and re-fueling is allowed. At 45 seconds to go the cars are called to the start line, all cars will leave the pits in number order and drive round the track to their respective starting positions. The 10 second count-down will commence within 5 seconds of all cars being stationary in their correct grid position. If a car has not left the pit lane at 30 seconds due to unforeseen problems, the car may start from the pitlane after the other cars have officially started. The race director and referees will monitor the pitlane for the abuse of this facility.

- 5 From 10 seconds until 3 seconds prior to the start a second by second count-down will be made in English.

- 6 From 3 seconds the verbal count down stops and the actual start-signal will be given by the Starter after a period of between 0 and 5 seconds has elapsed. If the grid is not to the satisfaction of the Starter, he may require a re-start, re-commencing the count down.

- 7 The official start signal will be audible by means of a hooter, operated by the Starter. This signal will also start the Timing Systems.

- 8 Early starts (i.e. any part of the car touching the starting line), will be penalised. (10 sec. up to 1lap) This penalty is issued by the Starting Official or the Time- keeping official and must be announced immediately after the start. The penalty will be marked on the resultsheet.

- 9 Under no circumstances will the race be stopped due to a jump start.

-10 The Starter may only interrupt the race and make a re-start in the event that he considers the starting procedure or the start was not carried out correctly.

-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 and 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. 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.

-12 When the starter calls the main final to the start line, the mechanics are not allowed to refuel the cars.

-13 The driver asking for the delay for what ever reason, except an error in frequencies of the race control, must start from the pit lane.

Proposal:

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At the end of the 10 minute delay period, a complete new warm up time and start procedure will begin

-12 When the starter calls the main final to the start line, the mechanics are not allowed to refuel the cars.

-13 The driver asking for the delay for what ever reason, except an error in frequencies of the race control, must start from the pit lane.

Remarks:

A new sentence to clarify that a 10 minute delay is 10 minutes and at the end of the delay a new warm up procedure is started.

Proposed by EFRA

Seconded by: Norway

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

4.1.

Existing Rule: ENGINE and FUEL

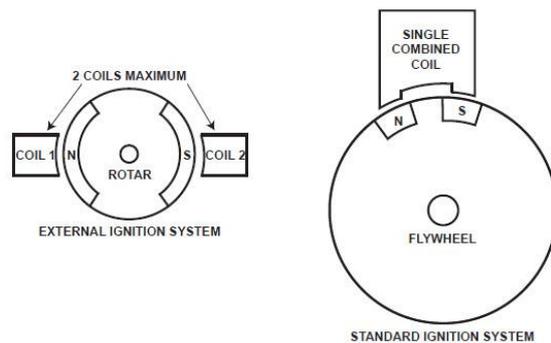
For Formula 1, Off Road and Fifth Scale Saloon:

1. Only one marked engine allowed. In case of rain situation, a second engine could be allowed during the time of wet track. The race director (or his substitute) 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. A driver changing engine will receive an automatic stop and go in his first final. Each driver is only allowed to use a maximum of 2 engines per event.

2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23ccm, maximum 26ccm for F1, and OffRoad, pull starter or external electric starter. Electric starters can only be used in the pitlane and under no circumstances to be used on the race-track. There must be a secure protection on the flywheel cover to prevent people touching the flywheel or moving parts.

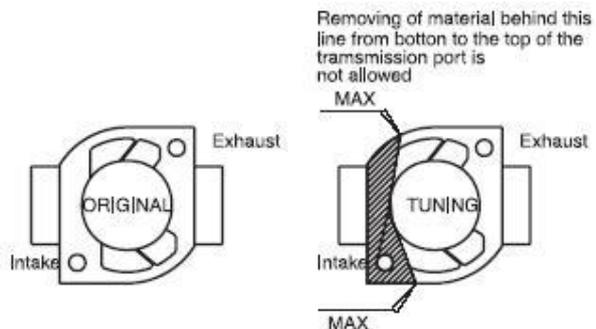
3. No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/ distribution engines are allowed.

4. All ignition must be mechanically fixed, only manual static adjustment is allowed. The flywheel can only have 1(one)pair of magnetic poles (ie one north and one south). There can only be a maximum of 2 coils (either a single combined LT and HT coil with the standard type ignition or two LT coils with the external ignition systems) working with the flywheel/rotor.



5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.

6. Only open deck admission ports are allowed. The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder bore at all times.



7. The Cylinder block must be of a single casting. no independent liners or slipping liners are allowed.

8. The maximum numbers of admission ports is limited to 4.

9. Engine must be air cooled. The air being driven directly by the flywheel.

10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.

11. An air filter must be fitted to the carburettor.

12. The maximum venturi diameter of the carburettor is limited to 13 mm.

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

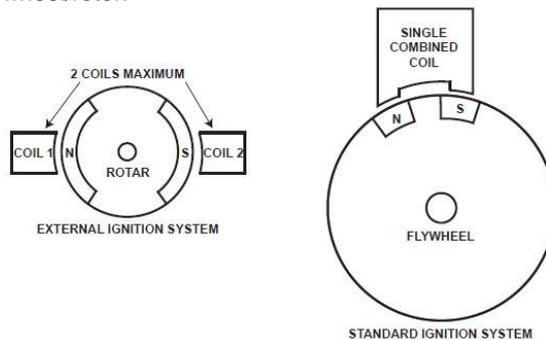
If a driver wants to protest that decision, he has to make a written protest to EFRA with a deposit of 500.- EUR.

Proposal:

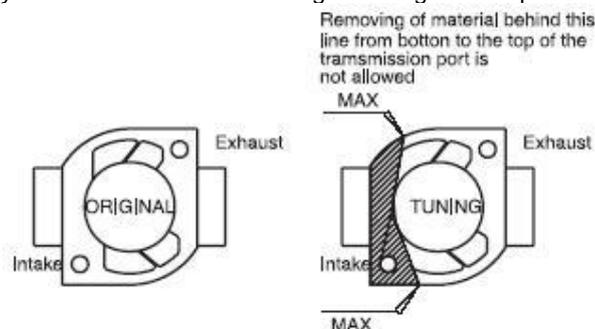
ENGINE and FUEL

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2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23ccm, maximum 26ccm for F1, 2wd, 4wd and maximum 30ccm for short course pull starter or external electric starter. Electric starters can only be used in the pitlane and under no circumstances to be used on the race-track. There must be a secure protection on the flywheel cover to prevent people touching the flywheel or moving parts.
3. No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/ distribution engines are allowed.
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Remarks: To include new short course

Proposed by British Radio Car Association BRCA, Hill Mick

Seconded by: Netherlands

The proposal: Passed Unanimously

THE RULE IS NEW:

4.1.

Existing Rule: **ENGINE and FUEL**

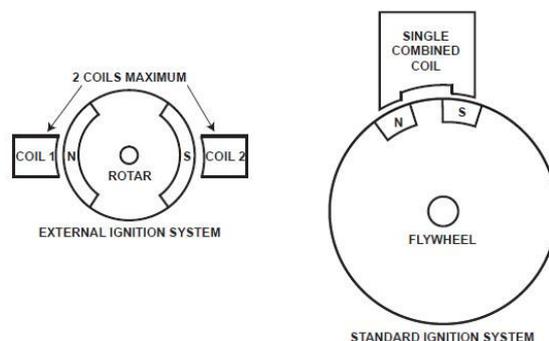
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1. Only one marked engine allowed. In case of rain situation, a second engine could be allowed during the time of wet track. The race director (or his substitute) may decide an engine replacement of the same type or repair in case of failure. The replaced engine will be kept in race control till the end of the event. A driver changing engine will receive an automatic stop and go in his first final. Each driver is only allowed to use a maximum of 2 engines per event.

2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23ccm, maximum 26ccm for F1, and OffRoad, pull starter or external electric starter. Electric starters can only be used in the pitlane and under no circumstances to be used on the race-track. There must be a secure protection on the flywheel cover to prevent people touching the flywheel or moving parts.

3. No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/ distribution engines are allowed.

4. All ignition must be mechanically fixed, only manual static adjustment is allowed. The flywheel can only have 1(one)pair of magnetic poles (ie one north and one south). There can only be a maximum of 2 coils (either a single combined LT and HT coil with the standard type ignition or two LT coils with the external ignition

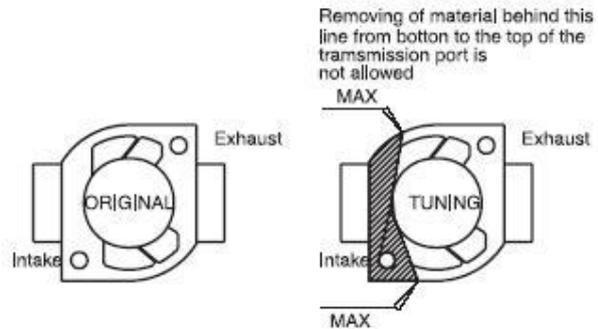


systems) working with the flywheel/rotor.

5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.

6. Only open deck admission ports are allowed. The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder bore at all times.

7. The Cylinder block must be of a single casting. no independent liners or slipping liners are allowed.



8. The maximum numbers of admission ports is limited to 4.

9. Engine must be air cooled. The air being driven directly by the flywheel.

10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.

11. An air filter must be fitted to the carburettor.

12. The maximum venturi diameter of the carburettor is limited to 13 mm.

13. Only fuel admitted will be petrol normally available at street petrol stations. The fuel must be bought at a 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 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.- EUR.

Proposal: All drivers that qualify for the semi finals will have their fuel tank capacity tested prior to the semi finals. After testing the fuel tank will be emptied, the drivers fuel container will be marked and remain in technical inspection (facilities permitting) until the driver/car is preparing to go out on track for their semi final and main final warm up. Only fuel from the drivers own marked fuel container is allowed to be used.

Remarks: It has been standard procedure for many years that drivers who qualify for the semi finals have their tanks tested prior to the semi finals. The second part of the rule to keep the drivers fuel in technical inspection after testing will ensure the driver only uses fuel that can/will have been tested while in technical inspection. It is the only way to ensure that the fuel actually being used in the car for the semi finals and main final is correct.

Proposed by EFRA

Seconded by: Austria

The proposal: Passed with 13 for, 1 against.

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 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.

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 cars average over 10 or more laps exceeds +2dB (A) for On Road cars and +5dB(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:

At this years european championships, by the end of the events every car passed the current noise levels. We need to get the noise levels down further to try and protect the future of large scale using engines as we do now and this proposal reduces the limit by 1db for both on road and off road.

Proposed by EFRA

Seconded by: Norway

The proposal: Passed with 10 for, 3 against.

THE RULE SHOULD BE AMENDED TO READ:

5.4.1.

Existing Rule:

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

Proposal: Technical classes and weight
All cars have to be large **scale**
Only rear wheel drive allowed in the 2wd class
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

Remarks: Small change to clarify the original intention of the rear wheel drive sentence.

Proposed by EFRA

Seconded by: Great Britain

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.4.1.

Existing Rule: 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

Proposal: Technical classes and weight
All cars have to be large scale
Rear wheel **drive**
Minimum weight limit 10kg
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

Remarks: Remove the maximum weight limit. Extra weight is not a performance enhancement and it is impossible to check in off road when the track conditions are not clean.

Proposed by EFRA

Seconded by: Great Britain

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.4.1.

Existing Rule: 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

Proposal: Technical classes and weight
All cars have to be large scale
Rear wheel drive

Weight limits are 10 kg min and 14 kg max
- 2wd & 4wd, 14kg min and 20kg max for short course 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

Remarks: For new Short Course Trucks

Proposed by British Radio Car Association BRCA, Hill Mick

Seconded by: Austria

The proposal: Passed Unanimously

Amended: Delete the 20 kg max

THE RULE SHOULD BE AMENDED TO READ:

5.4.7.

Existing Rule: 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 width, rear bumper can have a max size of 300 mm width

Proposal: 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 width, 300 mm for short course rear bumper can have a max size of 300 mm width

Remarks: For new Short Course Trucks

Proposed by British Radio Car Association BRCA, Hill Mick

Seconded by: Netherlands

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.4.9.

Existing Rule: 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 with	480 mm with full compressed suspension
Max height	360 mm with full compressed suspension

Proposal: Chassis, Body measurements
Only 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

2wd & 4wd buggy Max length 820 mm Max with 480 mm with full compressed suspension

Max height 360 mm with full compressed suspension Car size Short course truck Min

length 850 mm Max length 1000 mm Min width 480 mm Max width 530 mm with full

compressed suspension Min height 300 mm Max height 350 mm with full compressed

suspension Min wheel base 600 mm Max wheel base 650 mm

Remarks:

For New Short Course Trucks

Proposed by British Radio Car Association BRCA, Hill Mick

Seconded by: Austria

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

5.4.14.

Existing Rule:

Tracks

a) Size: Minimum preferred total length: 200 meter.

Minimum preferred width between marking/lanes: 3.5 meter for GPs 4 meter for an EC.

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

b) 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.

c) 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.

d) 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 save 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.

e) 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.

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

g) 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.

h) Only weather resistant track surfaces to be used at European Championships from 2014 on.

Proposal:

Tracks

a) Size: Minimum preferred total length: 200 meter.

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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 10 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.

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

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h) Only weather resistant track surfaces to be used at European Championships from 2014 on.

Remarks:

Explanation:

Larger distance between the cars on the starting grid will provide safer start and less contacts and crashes during first seconds of race.

We have whitnessed many crashes at last EC, immidiately after race start, because of short starting grid.

Proposed by HAMS Hrvatski Automodelarski Savez,

Secoded by: Denmark

The proposal: o Passed Unanimously

Amended by Netherlands: Will be re-worded for all Large scale classed.

9. ELECTION OF SECTION CHAIRMAN.

Election of Chairman: Ian Oddie is voted in for another period.

10. ANY OTHER BUSINESS.

An IFMAR proposal has put forward to try and keep an official IFMAR World Championships for large scale.
The penalty issued for the Italian driver at the event at Sollenau has been explained.

11. ITEMS FOR GENERAL DISCUSSION.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 20.00