

Agenda Large Scale

SATURDAY 3th of November 2018.

The meeting started at: 1;15pm

1. CHAIRMAN'S WELCOME

Mr. Ian Oddie

The Large Scale Chairman opened the meeting

2. APOLOGIES FOR ABSENCE

Apologies have been received from Czech Rep

Member Countries presents, section subscription, allocations etc:

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

	Touring Cars			Formula	
1	Bernard-Alain ARNALDI			Maurizio Borsoni	
2	Markus Feldmann			Blum Andreas	
3	Andrea Catalani			Tobias Gagesch	
4	Edoardo Repetti			Ivo Day	
5	Emanuele D'Amico			Reinhard MARON	
6	Marko Grigic			Claudio ALBERTI	
7	Patrick Folman			Markus Michelberger	
8	ambrogio vender			Christophe Hinault	
9	Adam Izsay			Jens Leyser	
10	Marco Weigerding			Silvio Henggeler	
11	Marius Hetland			Eppo Cleiren	
12	Sindre Undheim			Roland Richner	
13	Casper Lund			Patrick Reints	
14	Francesco Pasini			Kevin Stegmüller	
15	Søren Bang			Daniel Cloostermans	
16	Mirko Engert			Valerio Cocchi	
17	Sergey Taran			Thomas Bemmerl	
18	Dario Veseli			Werner KLUG	
19	Ales Bayer			Peter Suter	
20	Victor Bolsec			Markus Gloor	

COUNTRY	PRESENT	SECTION SUBSCR	EC	EC SC Off Road	EC2WD Off road	EC 4WD Off road	WC
AUSTRIA	Mario Wendler						1
BELARUS							
BELGIUM	Kevin Degrendele						2
BULGARIA							

CROATIA	Zvonimir Matosic			1		1	5
CZECH REP.							1
DENMARK	Steen Jeffers						4
ESTONIA							
FINLAND	Riku Akkanen				1	5	
FRANCE	Phillipe Bertrand			2	3	4	7
GERMANY	Andreas Lamers			2		3	12
GREAT BRITAIN	Craig Orman			1		4	0
GREECE							
HUNGARY							
IRELAND							
ITALY							8
LUXEMBOURG							
MONACO							
NETHERLANDS	Cor Roskam			5	5	5	6
NORWAY	Kjetil Kristiansen						8
POLAND							
PORTUGAL	Jose Salgado						7
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN	Pabio Neica			0	1	1	10
SWEDEN							5
SWITZERLAND	Ernesto Camponovo			5	6	8	6
TURKEY							
TOTAL	13			16	16	31	82

Allocations can be changed till January 21th 2019.

Following a letter from the Brca exec, the allocations granted to Great Britain during the agm have been withdrawn.

Other persons present: Paul Vandenberg, Wolfgang Petermann

3. MINUTES OF 2017 SECTION MEETING

November 2017— Vienna, Austria

Matters arising from the minutes: Delete 40+ from minutes/mistake

The minutes were checked and accepted as written at the AGM 2017.

Proposed- Cor Roskam

Seconded by: Craig Orman

The following person was elected to check the minutes of this year: Andreas Lamers

4. CORRESPONDENCE RECEIVED

. The 40+ was changed to an international event during the year due to low numbers/countries entered.

5. CHAIRMAN'S REPORT

. Well what another great year the Large Scale section had during 2018, with some great events and fantastic racing in both off road and on road classes.

The gp series was well supported, with BA Arnaldi taking the series win in touring cars and Maurizio Borsoni in the F1 class, well done to both drivers. I was hoping for a few electric touring cars to take part in the gp series, unfortunately none did but I'm sure that in the future we will see more and more interest.

The first EC to run this year was On road in France at Tourlaville. The event had perfect weather for the entire week, a superb track and facilities and perfectly organised. Both the Touring cars and F1 classes were very well supported with 124 drivers racing. The final honours went to Markus Feldman in the touring cars and Kevin Stregmuller with the F1.

The next EC was the off road, once again held at the very popular Fehring track in Austria with a total of 148 drivers racing over the 3 classes!. Whilst the weather wasn't perfect for the entire week, it didn't detract from what was another fantastic event and the hospitality given to the competitors is second to none. The winners at the end of the week was Orhan Tekkan with his Short Course, Martin Kraus in 2wd and yet again Dario Veseli took the win after a hard fought battle in 4wd.

The final piece of news is we have a great loss to the Large Scale section with Wolfgang Peterman standing down as vice chairman. We should never underestimate the input and guidance given by Wolfgang over the many years, in fact 23 years!. He's been vice chairman of the section since it was first formed within Efra and along with the late Wolfgang Stumpf, formed the basic rules and procedures that we basically still use to this day. From myself and everyone within the Large Scale section I would like to say a big thank you for all the work and dedication he's put in for the good of the section and everyone's enjoyment of the sport, thank you!.

6. PRESENTATIONS FOR APPLICATIONS EC 2020 AND GP'S 2019

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
2019		GP	Germany	Leipzig
2019		GP	Netherlands	Groningen
2019		GP	Italy	Fiorano
2019		GP	Croatia	Zagreb
2019		GP	Italy	Cremona
2019		GP	Switzerland	Lostallo
2020		EC Off Road	Finland	Pihtipudas
2020		EC Off Road	Austria	Fehring
2020		GP Off Road	Bulgaria	Vratza/Ledenica

Final Race calendar 2019

Year/Date	Alt. Date	Status	Country	Venue
27 th -28 th April 2019		GP	Switzerland	Lostallo
25 th -26 th May 2019		GP	Germany	Leipzig
22 nd -23 rd June 2019		GP	Netherlands	Groningen
31 st -1 st September 2019		GP	Croatia	Zagreb
8 th -9 th June 2019		GP Off Road	Bulgaria	Ledenica

15 th -20 th July 2019		EC Off Road	Bulgaria	Vratza/Ledenica
28 th -6 th October 2019		WC	Portugal	Vila Real

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2020		EC TC/F1	Italy	Fiorano
2020		EC Off Road	Finland	Pihtipudas

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. January 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 SHOULD BE AMENDED TO READ:

Existing Rule: 1.1.

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 + Short Course
- c.) 1:5 Scale Touring cars and F1, 40+ Drivers can only enter one class at a European Championship. 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 and Formula 1 with the 3 best results counting.

Proposal:

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 + Short Course
- c.) 1:5 Scale Touring cars and F1
- d.) **The 40+ event will be run as an International Race.** Drivers can only enter one class at a European Championship. 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 and Formula 1 with the 3 best results counting.

Remarks:

The change last year for the 40+ to become a full EC did not work. The 40+ must remain as a fun relaxed event.

Proposed by EFRA, Oddie Ian

Seconded by: Zvonimir Matosic

The proposal: o Passed Unanimously

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **2.2.**

- a) The EFRA Christmas Tree will be used.
- b) For the Touring car class, the no. 1 ranked driver after completion of the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd to 5th will compete in a "superpole" final after completing the last Round of Qualifying. Each driver will drive the "super-pole" individually on the track, for 6 consecutive laps including warm-up. Procedure for Super Pole will be: 3 minutes warm up for each driver and then 6 consecutive laps. The "superpole" running order will be 5, 4, 3, 2. The driver that scores the fastest lap will also move up straight to the "Main" Final and take the second position on the starting grid. The other drivers from the "super-pole" will start in the semi-finals as per qualifying ranking
- c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next final. For all other classes the first 5 from each semi final will progress up to the main final.
- d) It is not allowed to drive a model car on any other place than the track and the marked track pit lane.

Proposal:

- a) The EFRA Christmas Tree will be used.
- b) **Both the Formula 1 and Touring car classes will run superpole**, the no. 1 ranked driver after completion of the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd to 5th will compete in a "superpole" final after completing the last Round of Qualifying. Each driver will drive the "super-pole" individually on the track, for 6 consecutive laps including warm-up. Procedure for Super Pole will be: 3 minutes warm up for each driver and then 6 consecutive laps. The "superpole" running order will be 5, 4, 3, 2. The driver that scores the fastest lap will also move up straight to the "Main" Final and take the second position on the starting grid. The other drivers from the "super-pole" will start in the semi-finals as per qualifying ranking
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- d) It is not allowed to drive a model car on any other place than the track and the marked track pit lane.

Remarks:

Superpole was used for the F1 class at this year's EC in France and worked well so should be included in the superpole rule for future events.

Proposed by EFRA, Oddie Ian

Seconded by: Cor Roskam

The proposal: o Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **2.2.**

- a) The EFRA Christmas Tree will be used.
- b) For the Touring car class, the no. 1 ranked driver after completion of the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd to 5th will compete in a "superpole" final after completing the last Round of Qualifying. Each driver will drive the "super-pole" individually on the track, for 6 consecutive laps including warm-up. Procedure for Super Pole will be: 3 minutes warm up for each driver and then 6 consecutive laps. The "superpole" running order will be 5, 4, 3, 2. The driver that scores the fastest lap will also move up straight to the "Main" Final and take the second position on the starting grid. The other drivers from the "super-pole" will start in the semi-finals as per qualifying ranking
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on the track, for 6 consecutive laps including warm-up. Procedure for Super Pole will be: 3 minutes warm up for each driver and then 6 consecutive laps. The "superpole" running order will be 5, 4, 3, 2. The driver that scores the fastest lap will also move up straight to the "Main" Final and take the second position on the starting grid. The other drivers from the "super-pole" will start in the semi-finals as per qualifying ranking

c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next final. For all other classes the first 5 from each semi final will progress up to the main final.

d) It is not allowed to drive a model car on any other place than the track and the marked track pit lane.

e) Radio communication between drivers and mechanics/pit crew is only allowed to be used during practice, they are not allowed during qualifying, finals or superpole.

Remarks:

The head sets give a huge unfair advantage to drivers/teams using them during qualifying and finals, giving information such as lap times and being able to control the pace. We also received complaints at both on road and off EC events that drivers were constantly talking to their mechanics through these systems and distracting them whilst driving. Any driver not using them is at an unfair disadvantage and many will feel they must acquire the systems to remain competitive which is a major additional expense for every driver. This is not a multi million dollar sport like real F1, and drivers should not need coaching/tactics/team driving instructions via a radio headset, it should be driver versus driver on track.

Proposed by EFRA, Oddie Ian

Seconded by: Kevin Degrendele

Amended; Cor Roskam

Seconded by; Pablo Neica

Radio communication between driver and pit lane is allowed but only one pair of headsets to be used and they can only be used by the driver on the rostrum and the mechanic in the pit lane.

The proposal: o Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **2.3.b.**

In the event that the transponder loop is before the exit to pit lane any car than should start from pit lane will start from position 11 on the grid.

Proposal:

In the event that the transponder loop is before the exit to pit lane any car that should start from pit lane will start from position 11 on the grid (unless the car was too late exiting the pit lane when called to the grid).

Remarks:

Typo and clarification that if a car isn't in line ready to exit the pit lane to form the grid start when called by the race director, they will still start from the pit lane irrespective of where the transponder loop is.

Proposed by EFRA, Oddie Ian

Seconded by: Craig Orman

The proposal: o Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **2.5.**

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 allsub-finals and main finals a "Formula 1" grid start will be used with each grid start position spaced a minimum of 5 meters apart
- 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. 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.

Proposal:

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.

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- 3 For allsub-finals and main finals a "Formula 1" grid start will be used with each grid start position spaced a minimum of 5 meters apart
- 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-fuelling is allowed. **All refuelling must be done through the fuel tanks screw on or flip top fuel cap.** 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.
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- 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.
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-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:

To prevent people using systems that fill the entire breather system with fuel.

Proposed by EFRA, Oddie Ian

Seconded by: Cor Roskam

The proposal: o Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **5.3.2.**

All 1:5 cars have to be genuine scale in all details and proportions and be a fully detailed model of an existing 1:1 touring race car. If the allowed tolerances are used, then all parts of the model in that particular view have to be within the same sign (wheelbase-, length,- //wheelbase+, lenght+). Mixtures of car designs are not allowed. The minimum length of a Super Touring Car is 4.200 mm that gives a minimum length of 798 mm in scale including max.-tolerance.

All recognized cars must have a minimum length of 4,200 mm/165.35 in. All bodies that are produced world-wide, descend from a original touring car racing and are commercially available, under consideration of Paragraph 5.3, will be allowed.

Only bodyshells that are approved by EFRA will be allowed to race in EFRA sanctioned events. The EFRA-homologation number has to be permanently engraved or moulded in within the space normally used for car-registration numbers at the rear end of the model.

The minimum weight of the body is 500g (ready to race including wing but excluding any air ducting). Weights are NOT allowed to be added to the body.

Proposal:

All 1:5 cars have to be genuine scale in all details and proportions and be a fully detailed model of an existing 1:1 touring race car. If the allowed tolerances are used, then all parts of the model in that particular view have to be within the same sign (wheelbase-, length,- //wheelbase+, lenght+). Mixtures of car designs are not allowed. The minimum length of a Super Touring Car is 4.200 mm that gives a minimum length of 798 mm in scale including max.-tolerance.

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Only bodyshells that are approved by EFRA will be allowed to race in EFRA sanctioned events. The EFRA-homologation number has to be permanently engraved or moulded in within the space normally used for car-registration numbers at the rear end of the model.

The minimum weight of the body is 500g (ready to race including **wing/support under the wing if used and body side guards** but excluding any air **ducting or other optional parts/braces**). Weights are NOT allowed to be added to the body.

Remarks:

Some clarifications regarding the body weight and what is/is not allowed

Proposed by EFRA, Oddie Ian

Seconded by: Cor Roskam

The proposal: o Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **5.4.4.**

Fuel tank and fuel

The max content of the fuel tank till the carb is 700 cc for 2WD and 800 cc for 4WD.

The allowed fuel may only exist of Lead-free gasoline, oils and additives.
Forbidden are all special fuels and extra's as Avgas, octane boosters and race fuel.

Proposal:

Fuel tank sizes

The max content of the fuel tank including pipes to the carb is 700 cc for 2WD and 800 cc for 4WD.

Remarks:

Remove any confusion regarding fuel and what's allowed from the off road section, the nominated fuel and what is allowed and not allowed is covered in the general large scale section. Better wording for the tank and fuel pipe capacity allowed.

Proposed by EFRA, Oddie Ian

Seconded by: Cor Roskam

The proposal: o Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **5.4.4.**

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The max content of the fuel tank till the carb is 700 cc for 2WD and 800 cc for 4WD.

The allowed fuel may only exist of Lead-free gasoline, oils and additives.

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

Proposal:

Fuel tank and fuel

The max content of the fuel tank till the carb is 700 cc for 2WD and 800 cc for 4WD, **Short course tank has to be as supplied by the manufacturer**

The allowed fuel may only exist of Lead-free gasoline, oils and additives.

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

Remarks:

The Short course class have larger engines than all the other classes so should have a larger tank

Proposed by BRCA, Orman Craig

Seconded by: Cor Roskam

Amended by: Cor Roskam

Amendment Seconded; Craig Orman

Short Course Maximum fuel tank size 850cc

The proposal: o Passed Unanimously

THE RULE IS NEW:

Existing Rule: **5.4.9.**

Chassis, Body measurements

Only original large scale body shells are allowed

The body must be fully painted except for the windows

Short Course bodies must cover the wheels.

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 width: 480 mm with full compressed suspension

Max height: 360 mm with full compressed suspension

Short course truck:

Min length: 850 mm
Max length: 1000 mm
Min width: 480 mm Track measured at full suspension ride height
Max width: 530 mm with full compressed suspension
Min height: 300 mm
Max height: 350 mm with fully compressed suspension
Min wheel base: 600 mm
Max wheel base 650 mm

Proposal:

Chassis, Body measurements
Only original large scale body shells are allowed
The body must be fully painted except for the windows
Short Course bodies must cover the wheels.
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 fully compressed suspension
Max height 360 mm with fully compressed suspension

Max wheel base 599mm

Short course truck:

Min length 850 mm
Max length 1000 mm
Min width 480mm Track measured at full suspension ride height
Max width 530 mm Track with fully compressed suspension
Min height 300 mm Max height 350 mm with fully compressed suspension
Min wheel base 600 mm
Max wheel base 650 mm

Remarks:

Proposed by AKK, Häkämies Jukka

Seconded by: Kjetil Kristiansen

**The proposal: o Passed Unanimously o Passed with 7 for, 4 against and 2 abstentions.
To be deferred for 12 months**

THE RULE SHOULD BE DELETED:

Existing Rule: **5.4.11.**

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.

Remarks:

Not relevant any more, the off road has been run as single ec for many years now.

Proposed by EFRA, Oddie Ian

Seconded by: Craig Orman

The proposal: o Passed Unanimously

THE RULE IS NEW:

Existing Rule: **5.4.12.**

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

Proposal:

Marshalls have to be 16 years of age minimum. If not they need to have an experienced substitute **who is made known to the race director. Through qualifying the on track marshals shall be from be from the previous heat (the last heat of the round will marshal the first heat) and marshal on their car number positions. For the finals, each marshal point will be allocated to a country to cover marshal duties through out all the finals. This will be based on each countries driver numbers (a large country team may be required to cover 2 marshal points, where as small country teams may be required to cover 1 marshal point between them). All marshals must be competitors at the event.**

Remarks:

Add on the marshalling procedure that we have used successfully for several years now at off road events which wasn't covered in the rule book. It works very well and removes the need for volunteer marshals (due to drivers moving up finals).

Proposed by EFRA, Oddie Ian

Seconded by: Cor Roskam

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **5.4.12.**

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

Proposal:

The organisation of drivers marshalling for the final will be the responsibility of the organiser. The main system for such will be the following one: For finals, large teams provide the most marshals, maximum 2, smaller teams 1 and very small teams will be added together by the race director to also become a small Marshalling team . Marshals will be allocated designated points. Team Managers to ensure that these points are covered at all times by drivers. Only drivers taking part in the competition may and must marshal finals unless a substitute is allowed by the Race director due to physical disability. Alternative secondary systems like: Each driver taking part in a final must provide a marshal for his car number position or Drivers not bumping-up to the next sub final will marshal the positions of their car number in the immediate next sub final (descent from rostrum and go to marshal), or the driver marshal the precedent final on his side of the Christmas tree with the non-filled spots to be covered by the club can be used following a decision made by the Race Director together with the referees and the Section Chairman if present.

Remarks:

Proposed by NOMAC, Houtman Raymond

Seconded by: Not Seconded

The proposal: Withdrawn

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **5.4.13.**

Race procedures as in EFRA Large scale except;
Semi final duration will be 20 minutes.

The top 5 from each semi final will be promoted to the main final.

QUALIFYING SYSTEM: In each round drivers will score points based on laps and times achieved. For all rounds the maximum number of points given to the fastest driver will be equal to the number of drivers participating the the EC + 5 (five). 2nd fastest will score the maximum minus 2 (two) points. 3rd fastest will score the maximum 3 (three) points. Down to the last position one by one. If a driver has not completed a lap, no points will be awarded in that round. In every, round in the event of a tie the points will be equally awarded to each driver and the first driver not tying will get one point less. In the case of two or more drivers having the same overall points score the

next best score determines position. If still unable to resolve with the next best rounds then the driver with fastest laps and times will determine position. Out of 5 (five) completed rounds 3 (three) to count. Out of 3 (three) and 4 (four) completed rounds 2(two) to count. Out of 1 (one) and 2 (two) completed round 1 (one) to count.

Proposal:

Race procedures as in EFRA Large scale except;
Semi final duration will be 20 minutes.

The top 5 from each semi final will be promoted to the main final.

QUALIFYING SYSTEM: In each round drivers will score points based on laps and times achieved. **Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. If two (or more) competitors achieve an equal time in any Round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round. (NOTE: drivers not recording a time or having a time disqualified in any Round score points for last place in that Round). Overall Qualifying positions are decided by each drivers "best" (lowest) points being added together, based on the number of rounds to count. In the event of a tied position the driver with the single highest finishing position in any of the best rounds that counted will be awarded the tie (eg. 1+3+3 = 7 beats 3+2+2 = 7). In the event of a continuing tie then the laps and times from the best points Round will be compared. The driver with the fastest laps and time will be awarded the tie. In the case of a continuing tie, then the times from the next best scores will be compared. Only counting Rounds will be used to decide Qualifying positions (or ties), all other Qualifying Round scores and times will be discarded. Out of 5 (five) completed rounds 3 (three) to count. Out of 3 (three) and 4 (four) completed rounds 2(two) to count. Out of 1 (one) and 2 (two) completed round 1 (one) to count.**

Remarks:

Reverse points system for the off road class, much easier for the drivers to understand when the points they receive for that round is their finishing position, ie, the driver finishes 15th, they get 15 points (bar tq for the rnd which receives 0 points). Ties resolved only from counting rounds which allows a driver to have a bad run or break down.

Proposed by EFRA, Oddie Ian

Seconded by: Craig Orman

The proposal: o Passed Unanimously

9. ELECTION OF VICE SECTION CHAIRMAN.

Election of Vice Chairman: Craig Orman (BRCA) is willing to stand.

Unanimously in Favour.

10. ANY OTHER BUSINESS

Dates for the WC discussed and clarified. More information required asap for the off road EC in Bulgaria. Clarification regarding tyre control for the GP's and WC in 2019. Small discussion regarding gyro's/driver aids and ways to control their use.

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 16:00pm