

Agenda Large Scale

SATURDAY 7^h of November 2020.

The meeting started at:

1. CHAIRMAN'S WELCOME

Mr. Ian Oddie

The Large Scale Chairman opened the meeting

2. APOLOGIES FOR ABSENCE

Apologies have been received from

Member Countries presents, section subscription, allocations etc:

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

Unfortunately without any races during 2020, we don't have any rankings for drivers

	Touring Cars			Formula	
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

COUNTRY	PRESENT	SEC SUBs	EC TC	EC F1	EC 2WD Off road	EC 4WD Off road	EC SC Off road
AUSTRIA			4	4			2
BELARUS							
BELGIUM			1			5	

BULGARIA							6
CROATIA			9			2	
CZECH REP.			5		7		
DENMARK			4		3	3	1
ESTONIA					1		
FINLAND					6	6	
FRANCE			7	2	4	7	6
GERMANY			11	4	3	12	10
GREAT BRITAIN			4	2	4	10	14
GREECE							
HUNGARY							
IRELAND							
ITALY			21	6			
LUXEMBOURG							
MONACO							
NETHERLANDS			7	1	7	5	2
NORWAY			6				
POLAND							
PORTUGAL			3	3			
RUSSIA							
SLOVAK REP.							
SLOVENIA			2				
SPAIN			4	4			
SWEDEN			6		1	4	1
SWITZERLAND			19	5	4	3	2
TURKEY						2	4
TOTAL			113	31	41	60	48

The allocations in the table above are only provisional and taken from the 2020 approved allocations from mid March before the Covid 19 virus shut everything down, please remember that these Allocations can be changed till January 21th 2021.

Other persons present:

3. MINUTES OF 2019 SECTION MEETING

November 2019— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2019.

Seconded by:

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

4. CORRESPONDENCE RECEIVED

. Even though we haven't had any Large Scale Efra races over this year, there has still been many mails and questions regarding rules and ideas.

5. CHAIRMAN'S REPORT

In all the years of my racing and then being an Efra board member, I have never known a year quite like this and the disruption caused all around Europe and the World by the Covid 19 virus. With changing controls and restrictions from country to country it quickly became obvious that it was impossible to run the Gp series or either EC for On Road or Off Road. We can only hope that things return back to some kind of 'normal' for next year!.

Despite us not having any Efra races, lots of local smaller events around Europe have been taking place and along with those have come ideas for changes to some of our rules, some good, others perhaps not so but of course it's always positive to have discussions.

6. EC AND GP'S 2021-2022

No applications: All the already elected events are moving up one year.

Provisional Race calendar 2021

Year/Date	Alt. Date	Status	Country	Venue
2021	7 th -9 th May	GP	Croatia	Zagreb old track
2021	18 th -20 st June	GP	Netherlands	Groningen
2021	27 th -29 th Aug	GP	Italy	Cremona
2021	17 th -19 th Sept	GP	Switzerland	Lostallo
2021	21 nd -23 th May	GP Off Road	Germany	Bochum (To be confirmed)
2021	12 th -17 th July	EC	Italy	Fiorano
2021	19 th -24 th July	EC Off Road	Austria	Fehring

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2022		EC Off Road	Czech Rep	Starec
2022		EC TC/ F1	Netherlands	Groningen
2022		EC40+		

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

Current Rule

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

1. Only one marked engine allowed. In exceptional circumstances the race director may allow a second engine during the time of a wet track. The marked engine maybe repaired/serviced and parts replaced except for the cylinder. If a second engine or a cylinder is replaced, the originals will be kept in race control until the end of the event. A driver changing engine will receive an automatic stop and go in his first final unless the first engine/ cylinder is shown to be beyond repair and outside the drivers control to Technical inspection. 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, 2wd, 4wd, and maximum 30 ccm 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.
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 that 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 and they will not be allowed to enter an EFRA large Scale event for the remainder of the current year and the full 12 months of the following year. 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. 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.

Proposal:

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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 30 ccm 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.
4. All ignition must be mechanically fixed, only manual static adjustment is allowed. The **ignition system** can only **use the standard Zenoah type car engine ignition coil** and **cast aluminium flywheel**. **The flywheel maybe lightened and balanced** .
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.

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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 and they will not be allowed to enter an EFRA large Scale event for the remainder of the current year and the full 12 months of the following year. The fuel tester must be available to the competitors during the event.

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Remarks

The primary change in this proposal is to revert back to the standard zenoah ignitions for On road cars (off road already have the rule). The problem of cost/reliability has been apparent for several years and hopefully everyone will now see and agree that it must be addressed for the future good of large scale on road racing. As this will have a major impact on many drivers/manufacturers, the rule enforcement will be deferred for 12 months to allow people to prepare and make the changes. If passed, the subsequent sub sections of rule 4.1.4 will be deleted along with any other references to alternative ignitions as required.

Proposed by: EFRA, Oddie Ian

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

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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.
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2. The engine to be a single cylinder, 2 or 4 stroke, **Maximum of 23 cc for On Road touring cars. Maximum 26 cc for F1 and 2wd Off Road. Maximum of 30 cc for 4wd, Off Road. Maximum of 32 cc for short course Off Road.** **Either a pull starter or external electric starter maybe used.** Electric starters can only be used in the **pit lane** 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

The proposal is to allow an increase in engine size for the 4wd and Short Course off road classes. Many countries already run these engines sizes, and many of the ready run cars are sold with them as well. It will make it easier for many drivers from different countries to enter the Off Road EC without requiring a different engine just for the event. I've personally tested the proposed changes and it does NOT create any new reliability or fuel economy problems in the two classes effected.

Proposed by: EFRA, Oddie Ian

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

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 . This means it is clearly forbidden . But if someone use it at home , 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 .
Oil of wintergreen , paragon and other strong smelling products are prohibited .

Proposal

4 . 5 Number of allowed tires in qualification : 4 pairs of tires for qualifications when 4 qualification rounds 5 pairs of tires for qualifications when 5 qualification rounds 6 pairs of tires for qualifications when 6 qualification rounds etc .

Proposed by: NMF, Norway

Proposal Status:

Seconded by: o Not Seconded

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

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Oil of wintergreen , paragon and other strong smelling products are prohibited .

Proposal

4 . 6 Only two compounds from each manufacture (GRP and PMT) is allowed . Manufacturers must announce 60 days before the race the different tire compounds which will be allowed to race for ALL drivers

Proposed by: NMF, Norway

Proposal Status:

Seconded by: o Not Seconded

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

Current 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+, length+). 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+, length+). 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 and wing support plate if used. The weight excludes any side guards/bracing or air ducts and if these are fitted they must be either removed or identical items provided if requested by technical inspection to allow the body weight to be calculated.** Weights are NOT allowed to be added to the body.

Remarks

The original rule was intended to remove the use of the extremely thin 0.75mm bodys (which get destroyed very quickly). These minor changes will effectively ban any body shell thinner than 1mm.

Proposed by: EFRA, Oddie Ian

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

9. ELECTION OF SECTION CHAIRMAN.

Due to the non-active season, all EFRA officers are willing to extend their positions by one year.

10. ANY OTHER BUSINESS

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