

Minutes Large Scale

SATURDAY 6th of November 2021.

The meeting started at: **16:18**

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 2021, 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		n	4	4		2	
BELARUS		N					
BELGIUM	Ronald Verbrugge	Y	2			4	

BULGARIA	Ivan Nikolov	Y					6
CROATIA	Tomislav Grigic	Y	5			2	
CZECH REP.		N	5		7		
DENMARK	Rasmus Kristensen	Y	4		3	4	1
ESTONIA		n			1		
FINLAND	Vesa sarja	Y	3		2	7	
FRANCE	Herve	Y	7	3	6	6	4
GERMANY	Andreas Lamers	Y	5	1	4	7	2
GREAT BRITAIN	Darren Worth	Y	7	2	6	6	17
GREECE	Nikos Elme	Y					
HUNGARY	Laszlo Szucs	Y	3	1			
IRELAND		n					
ITALY	Alessio mazzeo	Y	26	9			
LUXEMBOURG	Jeff Mersch	Y					
MONACO		N					
NETHERLANDS	Paul VaN/Cor Roskam	Y	7		8	6	6
NORWAY	Ove undheim	Y	7				
POLAND		N					
PORTUGAL	Pedro pereira	Y	4	3			
RUSSIA		N					
SLOVAK REP.		n					
SLOVENIA		n	2				
SPAIN	Javier Llobregat	Y	4	4			
SWEDEN	Pjerre gustavsson	Y	3			2	
SWITZERLAND	Stephan Perazzi	Y	15	5	4	4	4
TURKEY		N				2	4
TOTAL		18	113	32	42	53	44

The allocations in the table above are only provisional and carried over from the 2020 approved allocations before the Covid 19 virus shut everything down again. Please remember that these Allocations can be changed until January 21th 2022.

Other persons present:

3. MINUTES OF 2020 SECTION MEETING

November 2020— Virtual AGM (held by zoom)

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2020.

Seconded by: **Portugal**

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

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. Many of the ideas suggested by both drivers and manufacturers

primarily for the touring car class have been submitted as proposals so let's see where the future of on road is going to take us.

5. CHAIRMAN'S REPORT

My chairman's report will be quite short as to be expected due to another year of disruption with covid 19. It proved very difficult or impossible for most events to run as we had hoped.

A couple of GP's ran, one changed to an International race and once cancelled. Both EC's were cancelled but the on road in Fiorano was changed to an international race which at least gave racers that were able to travel a race to attend.

In light of the difficult situation for all events and low numbers of competitors at the events that did run in one form or another, we/Efra have decided to cancel all event sanction fees for 2021.

Moving on, it really does look like the world is moving on now, perhaps it will never quite be the same again but at least travel is opening up more and more all the time and international events are looking viable again.

All the events and dates have been carried over to 2022 but of course they're always open to discussion during this agm.

Despite so little racing during 2021, it's great to see good range of proposals submitted for the agm and I sincerely hope that people think and vote for what is really in the best interest of the classes to take them forward for future years.

6. EC AND GP'S 2022-2023

No applications: All the already elected events moved up to 2022.

Provisional Race calendar 2022

Year/Date	Alt. Date	Status	Country	Venue
2022	6 th -8 th May	GP	Croatia	Zagreb old track
2022	17 th -19 th June	GP	Netherlands	Groningen
2022	26 th -28 th Aug	GP	Italy	Cremona
2022	16 th -18 th Sept T.B.C	GP	Switzerland	Lostallo
2022	20 th -22 nd May	GP Off Road	Germany	Bochum
2022	11 th -16 th July	EC	Italy	Fiorano
2022	18 th -23 rd July	EC Off Road	Austria	Fehring

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2023		EC Off Road	Czech Rep	Starec
2023		EC TC/ F1	Netherlands	Groningen
2023		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.

Current 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+
- 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 .

Proposal

Efra and International Race with 2 category such Sport and Pro .

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: CROATIA Tomislav Grigic

Amendment.

Tc only

Test the two category's in the Gp series with carb restrictor plate 11mm to be clarified before being published for Sport class in 2022

Driver to chose which class to enter

Ian to create rules for book in appropriate places

Seconded by: CROATIA Tomislav Grigic

The proposal: Passed with .16 for, 1 against and .1 abstentions.

2.1.

Duration of the races: Free practice max: 8 minutes

Heats: 10 minutes (plus the last lap and time of the last lap)

Sub-finals min: 15 minutes, max. 20 minutes up from the 1/32 final and 30 minutes for semi finals.

Final Saloon: 30 minutes (plus the last lap and time of the last lap)

Semi final Formula 1: 30 minutes, 1 single fuel stop (plus the last lap and time of the last lap)

Final Formula 1: 50 minutes, 1 single fuel stop (plus the last lap and time of the last lap)

Proposal

2.1. Duration of the races: Free practice: max. 8 minutes

Heats: 10 minutes (plus the last lap and time of the last lap)

Sub-finals: min. 15 minutes, max. 20 minutes up from the 1/32 final and 30 minutes for semi finals

Final Saloon: 30 minutes (plus the last lap and time of the last lap)

Semi Final Formula 1: 25 minutes, (plus the last lap and time of the last lap)

Final Formula 1: 25 minutes (plus the last lap and time of the last lap)

2.2.

a) The EFRA Christmas Tree will be used.

- b) Both the Formula 1 and Touring car classes, the no. 1 and 2 ranked driver after completion of the qualifying heats will move up directly to the main final and take a first and second position on the starting
- c) Sub-Finals: The first 8 drivers after both semifinals ranking 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 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.

Remarks

An explanation will be given by Tomislav Grigic

Proposed by: HAMS, Matosic Zvonimir

Proposal Status:

Seconded by: Netherlands Cor Roskam

Amendment.

4+4 from both semi finals

Seconded Tomislav Grigic

Passed with 16. for, 1 against and 1 abstentions

Current Rule

2.4

TIME SCHEDULE for EC

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Wednesday 09:00-18:00 Timed practice /tech inspection/heats(a minimum of the car/body checked and marked, engine marking is optional)

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Proposal

TIME SCHEDULE for EC

Wednesday 09:00-18:00 Timed practice /tech inspection/heats(a minimum of the car/body checked and marked, engine: **Mark 2 Engines**)....

Remarks

Possibility to mark 2 Engines like in the IFMAR rule
Tc Only

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: o **Not Seconded**

Current Rule

2.5.

START (see also General Race Procedures Chapter 8).

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- 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. 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.

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Proposal

START (see also General Race Procedures Chapter 8).....

- 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, **with Engine stopped**. 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.

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Remarks

All this proposals they are for better show race, better security in the track and for reduce costs

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: CROATIA Tomislav Grigic

The proposal:

o **Rejected** with .5 for, 12 against and 1 abstentions. o

Current Rule

4.1.

ENGINE and FUEL

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.

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Proposal

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 .No Holes or pockets min weight 190g .**

Proposed by: NOMAC, Houtman Raymond

Proposal Status: Withdrawn

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 23 cc for On Road touring cars

Maximum 26 cc for F1 and 2wd Off Road

Maximum 30 cc for 4wd Off Road

Maximum 32 cc for short course Off Road.

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.

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Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

1. Only **two** marked engine allowed. The marked **engines** maybe repaired/serviced and parts replaced except for the **crankcase**. Each driver is only allowed to use a maximum of 2 engines per event **with all track conditions rain or dry, without penalty**.

2. The engine to be a single cylinder, 2 or 4 stroke.

Until to max 26,00 cc for On Road touring cars.

Until to max 26,00 cc for F1 and 2wd Off Road.

Until to max 30,00 cc for 4wd Off Road.

Until to max 32,00 cc for short course Off Road.

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

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.

4. All ignition must be mechanically fixed, only manual static adjustment is allowed. The flywheel can only have 1 (one) pair of magnetic poles (i.e. one north and one south). **In the Spark plug is required use always the cap protection.**

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Remarks

All this proposals they are for better show race, better security in the track and for reduce costs

Proposed by: AMSCI, Geraci Vito

Proposal Status: Withdrawn

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.

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Proposal

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

1. Only one marked engine is allowed. In exceptional circumstances the race director may allow a second engine during a time of a wet track. **In the case of engine repair/service, driver will receive an automatic stop and go penalty, in his first final (at first four laps of a race).** .

Remarks

an explanation will give Tomislav Grigic on AGM

Proposed by: HAMS, Matosic Zvonimir

Proposal Status:

Seconded by: Portugal Pedro Pereira

Passed with 11 for, 6 against and 6 abstentions.

Current Rule

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

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12. The maximum venturi diameter of the carburettor is limited to 13 mm for engines up to 30cc and 14mm for over 30cc.....

Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....

12. The maximum venturi diameter of the carburettor is limited to 13 mm for engines up to 30cc and 14mm for over 30cc. **Engines displacement and carburetor venturi inspection, of the first 3 Engines classified in the final run.**

.....

Remarks

Engines displacement and carburettor venturi inspection, of the first 3 Engines classified in the final run.

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: CROATIA Tomislav Grigic

o Rejected with 3. for, 15 against and 2. abstentions.

Current Rule

4.2.3.

No refuelling allowed during racing for all cars in 1:5 Touring Cars and Off Road. Refueling is allowed only in Formula 1.

Proposal

4.2.3.

Refuelling is allowed during racing for all cars in 1:5 Touring Cars, Off Road **and Formula 1**, only in **the pit lane with Engine stopped.**

Remarks

All this proposals they are for better show race, better security in the track and for reduce costs

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: Not Seconded

Current Rule

5.3.

1:5 Scale TOURING CARS

There is one series recognised in accordance to the 1:1 scale series namely the Touring Car Championship Series, following FIA class 2 Super Touring Car, FIA Group N and Touring Cars Super 2000. Touring cars raced in national series like Australian V8 Supercars, CTCC ;German Procar, Italian Super Stars will also be allowed with the only restriction that rear wing has to follow 5.3.5.

Proposal

1:5 Scale TOURING CARS

There is one series recognised in accordance to the 1:1 scale series namely the Touring Car Championship Series, following FIA class 2 Super Touring Car, FIA Group N and Touring Cars Super 2000. Touring cars raced in national series like Australian V8 Supercars, CTCC ;German Procar, Italian Super Stars will also be allowed with the only restriction that rear wing has to follow 5.3.5.

5.3.1 GENERAL SPECIFICATIONS

The car body has to comply with the calculated scale dimensions 1:5 with the allowance of using the following tolerances

Length: within scale +/- 5%

Width: max. 395 mm measured at the widest point of the bodyshell Height: within scale +/- 5%

Tank capacity: 700 cm³ (including pipes to and from the carburettor and any fittings) Ventilation chamber, above the fuel tank, must be transparent.

Minimum weight, without fuel: 10.000 g

Maximum weight, without fuel 12.000 g

Remarks

an explanation will give by Tomislav Grigic on AGM

Proposed by: HAMS, Matosic Zvonimir

Proposal Status:

Seconded by: Netherlands Cor Roskam

The proposal: Passed with .10. for, .5. against and 3. abstentions.

Current Rule

5.3.1.

GENERAL SPECIFICATIONS

The carbody has to comply with the calculated scale dimensions 1:5 with the allowance of using the following tolerances.

Length: within scale +/- 5%

Width: max. 395 mm measured at the widest point of the bodyshell

Height: within scale +/- 5%

Tankcapacity: 700 cm (including pipes to and from the carburettor and any fittings)

Minimum weight, without fuel: 10.000 g

Maximum weight, without fuel 12.000 g

Proposal

GENERAL SPECIFICATIONS

The carbody has to comply with the calculated scale dimensions 1:5 with the allowance of using the following tolerances.

Length: within 535 Wheels +/- 5%

Width: max. 395 mm measured at the widest point of the bodyshell
Height: within scale +/- 5%
Tankcapacity: 700 cm (including pipes to and from the carburettor and any fittings)
Minimum weight, without fuel: 10.000 g
Maximum weight, without fuel 12.000 g

Remarks

Sometimes the driver has different chassis in length Better to have 1 length

Proposed by: NOMAC, Houtman Raymond

Proposal Status: withdrawn

Current Rule

5.3.1.

GENERAL SPECIFICATIONS

The carbody has to comply with the calculated scale dimensions 1:5 with the allowance of using the following tolerances.

Length: within scale +/- 5%
Width: max. 395 mm measured at the widest point of the bodyshell
Height: within scale +/- 5%
Tankcapacity: 700 cm (including pipes to and from the carburettor and any fittings)
Minimum weight, without fuel: 10.000 g
Maximum weight, without fuel 12.000 g

Proposal

GENERAL SPECIFICATIONS

The carbody has to comply with the calculated scale dimensions 1:5 with the allowance of using the following tolerances.

Wheelbase: Minimum wheelbase 530mm
Length: within scale +/- 5%
Width: max. 395 mm measured at the widest point of the bodyshell
Height: within scale +/- 5%
Tankcapacity: 700 cm (including pipes to and from the carburettor and any fittings)
Minimum weight, without fuel: 10.000 g
Maximum weight, without fuel 12.000 g

Proposed by: NOMAC, Houtman Raymond

Proposal Status: withdrawn

Current Rule

5.4.10.

Wing

The wing must be made from a flexible material
2WD Max size: 300 mm x 140 mm offroad.
Overhang max: 50 mm from the middle of the rear drive shafts
4WD Max size: 315 mm x 140 mm
Overhang max: 230 mm from the middle of the rear drive shafts

Proposal

The wing must be made from a flexible **material**
2WD Max size **315** mm x 140 mm offroad.

Overhang max 230 mm from the middle of the rear drive shafts

4WD 315 mm x 140 mm Overhang max 230 mm from the middle of the rear drive shafts

Remarks

Rear wing in 2WD car should not be restricted because in the market are many wings that won't fit in to the existing rule. Allowing bigger wing will have minimal or no effect to 2WD car driveability.

Proposed by: AKK, Hakamies Jukka

Proposal Status:

Seconded by: BULGARIA Ivan Nikolov

The proposal: **Passed with .8 for, .4 against and 7. abstentions.**

Current Rule

5.4.12.

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. The 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.

Proposal

Qualifying with score points and SuperPole.

Remarks

Proposed by: AMSCI, Geraci Vito

Proposal Status: **withdrawn**

9. ELECTION OF SECTION Vice CHAIRMAN.

Vice chairman position is up for election. Craig Orman is willing to re-stand.

Craig Orman re-elected

10. ANY OTHER BUSINESS

Nice to see EFRA GP in off-road

Nice to see a fresh face for EFRA chairman position next year.

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 18:10