

Agenda Large Scale

SATURDAY 5th of November 2022.

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

| | Touring Cars Pro | Touring Cars Sport | Formula |
|----|-------------------------|---------------------------|-------------------|
| 1 | Dario Veseli | Stefano Bianchi | Peter Suter |
| 2 | Giovanni Verbrughe | Claudio Rossi | Grossmann Sven |
| 3 | Bernard-Alain Arnaldi | Mario Dada | Roger Lüscher |
| 4 | Marko Grigic | Pierluigi Boninsegni | Michele Denicolà |
| 5 | Marco Harleman | Ian Young | Daniel Däppen |
| 6 | Maximilian Hornig | Luca Rauli | Guido Mamat |
| 7 | kevin tolenaars | Nicola Borsoni | Ernst Utz |
| 8 | Andrea Catalani | Adam Westholm | Giorgio Schilling |
| 9 | Hessel Roskam | Stefano Bacchiarello | |
| 10 | Emanuele Damico | Bruno Trottmann | |
| 11 | Markus Feldmann | Filippo Abbate | |
| 12 | Rick Van De Bol | David Le Bescond | |
| 13 | Ambrogio Vender | Mattia Cat Genova | |
| 14 | Jordi Alonso Garcia | David Mut Castellvi | |
| 15 | Marius Hetland | Paolo Belotti | |
| 16 | Mika Hazenberg | Patrick Müller | |
| 17 | Edoardo Repetti | Angelo Vicini | |
| 18 | Adam Westholm | Harry Bemmerl | |
| 19 | Sven Rodewald | Massimiliano Martelli | |
| 20 | Sindre Undheim | Michele Pagano | |

| COUNTRY | PRESENT | ZOOM MEETING | SEC SUBs | EC TC | EC F1 | EC 2WD Off road | EC 4WD Off road | EC SC Off road |
|----------|---------|--------------|----------|-------|-------|-----------------|-----------------|----------------|
| AUSTRIA | | | | | | | | |
| BELARUS | | | | | | | | |
| BELGIUM | | | | | | | | |
| BULGARIA | | | | | | | | |

| | | | | | | | | |
|---------------|--|--|--|--|--|--|--|--|
| CROATIA | | | | | | | | |
| CZECH REP. | | | | | | | | |
| DENMARK | | | | | | | | |
| ESTONIA | | | | | | | | |
| FINLAND | | | | | | | | |
| FRANCE | | | | | | | | |
| GERMANY | | | | | | | | |
| GREAT BRITAIN | | | | | | | | |
| GREECE | | | | | | | | |
| HUNGARY | | | | | | | | |
| IRELAND | | | | | | | | |
| ITALY | | | | | | | | |
| LUXEMBOURG | | | | | | | | |
| MONACO | | | | | | | | |
| NETHERLANDS | | | | | | | | |
| NORWAY | | | | | | | | |
| POLAND | | | | | | | | |
| PORTUGAL | | | | | | | | |
| RUSSIA | | | | | | | | |
| SLOVAK REP. | | | | | | | | |
| SLOVENIA | | | | | | | | |
| SPAIN | | | | | | | | |
| SWEDEN | | | | | | | | |
| SWITZERLAND | | | | | | | | |
| TURKEY | | | | | | | | |
| TOTAL | | | | | | | | |

Please remember that these Allocations can be changed until January 21th 2023.

Other persons present:

3. MINUTES OF 2021 SECTION MEETING

November 2021— Virtual AGM (held by zoom)

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2021.

Seconded by:

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

4. CORRESPONDENCE RECEIVED

.As per normal over a year, numerous emails and messages were received, but all just regular questions regarding rules/procedures within Large Scale and all answered.

5. CHAIRMAN'S REPORT

. Well finally after several years of covid restrictions we got back to some racing with Gp's and European championships. The world is a different place now though and spiralling costs of day to day living is having a serious impact on people worldwide with hobbies including rc racing being impacted. The numbers of entries at events has been quite varied, dictated by many factors but location plays a big part now with the costs of travel and is something we should all take into account when voting on venues for future events.

Overall it was great to get back racing within EFra, with 3 on road Gp's and both Off Road and On Road European Championships being run this year with some great racing at all events.

We also had 25 drivers from Efra attend the Ifmar World Championships in Fontana California, and Efra brought the title home with Marcus Feldmann!.

6. EC AND GP'S 2023-2024

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 |
|-----------|-----------|-------------|---------------|------------|
| 2023 | | GP | France | Biguglia |
| 2023 | | GP | Switzerland | Lostallo |
| 2023 | | GP | Germany | Leipzig |
| 2023 | | GP | Italy | Bologna |
| 2023 | 2024 | GP Off Road | Great Britain | Blackpool |
| 2024 | | EC | France | Thionville |
| 2024 | | EC Off Road | Great Britain | Blackpool |
| 2024 | | EC Off Road | Austria | Fehring |
| 2024 | | EC | Switzerland | Lostallo |

Final Race calendar 2023 Large scale

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

Future Race calendar Championships

| Year/Date | Alt. Date | Status | Country | Venue |
|-----------|-----------|-------------|---------|-------|
| 2024 | | EC Off Road | | |
| 2024 | | EC TC/ F1 | | |

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 . RULES

Proposal

We would like to propose that Large scale would be divided into off-road and on-road . There are so many technical things involved that it would be easier to handle with separate sections .

Proposed by: Finland, Jukka Hakamies

Proposal Status:

Seconded by: ☐ Not Seconded

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

☐ Rejected with for, against and abstentions. ☐ Amended

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

It is asked to create a distinction between the pilots by dividing them into two categories : 1- PRO; 2- Sport .

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: ☐ Not Seconded

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

☐ Rejected with for, against and abstentions. ☐ Amended

Current Rule

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 first and second position on the starting grid respectively.
- c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next final. Semi-final: The first 4 drivers from each semifinal 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.

Proposal

- 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 first and second position on the starting grid respectively. **Prior to the semi finals, the 2 direct qualifiers will have a 10 minute practice session (10 minutes for each class)**
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- 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

Allow the top 2 direct qualifiers from both TC and F1 a 10 minute practice prior to the semi finals being run.

Proposed by: EFRA, 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

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....
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 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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Any engine additives or treatments applied directly into the engine anywhere at an event is strictly forbidden .

Remarks

Ban the use of any engine/treatment applied directly into the engine anywhere at the event (includes pits, campsite etc). Many of these contain types of ptfе and the smoke produced from the running engine once these products are burnt is extremely harmful to peoples health.

Proposed by: EFRA, EFRA Oddie Ian

Proposal Status:

Seconded by: o Not Seconded

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

Slight change to the punishment for using illegal fuel, the circumstances should be taken into consideration before a long term ban is implemented.

Proposed by: EFRA, 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

4.1.

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 but the driver will receive an automatic stop and go penalty in their first final (during the first four laps). Each driver is only allowed to use a maximum of 2 engines per event.

2.....

Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

1. ~~Only one~~ Two marked engines are 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~~ could be repaired / serviced, but the driver will receive an automatic stop and go penalty in ~~their~~ his first final (during the first four laps). Each driver ~~is only allowed to~~ can use a maximum of 2 engines per event.

2.....

Remarks

The purpose of this modification is due to the fact that it does not necessarily have to have the penalty in case of engine problems, authorizing the use of two. the penalty remains in case of maintenance or repair of the engine

Proposed by: AMSCI, Geraci Vito

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.

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Remarks

TYRES

Tyres have to be black. The design of the tyre profile is free. Enter the closed tire park as already regulated for the other On-Road categories, with tires delivered directly to the track by EFRA

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

5.2.1.

TECHNICAL SPECIFICATIONS Minimum weight dry:10.000 g
Width Formula maximum: 450 mm (incl. tyres)
Height maximum: 250 mm
Wheel base: 620 mm +/-15 mm
Fuel tank - capacity: Maximum 700 cm with the fuel filter, fuel pipe and without any removable pieces inside.
Tyres front diameter: 142 mm +/- 5% = 134,9-149,1mm
Tyres rear diameter: 142 mm +/- 5% = 134,9-149,1mm
Tyre width front minimum: 60 mm, max. 75mm
Tyre width rear maximum: 85 mm, rear wheels must be min. 5 mm wider than the front wheels
Rims outside diameter: 80mm +/-5mm, indicators must be the same on tyres and rims.
No mixture of +/- is allowed on the wheels and tyres. No tire will be measured after the race.

Proposal

TECHNICAL SPECIFICATIONS Minimum weight dry:10.000 g
Width Formula maximum: 450 mm (incl. tyres)
Height maximum: 250 mm
Wheel base: 620 mm +/-15 mm
Fuel tank - capacity: Maximum ~~700~~ 800 cm with the fuel filter, fuel pipe and without any removable pieces inside.
Tyres front diameter: 142 mm +/- 5% = 134,9-149,1mm
Tyres rear diameter: 142 mm +/- 5% = 134,9-149,1mm
Tyre width front minimum: 60 mm, max. 75mm
Tyre width rear maximum: 85 mm, rear wheels must be min. 5 mm wider than the front wheels
Rims outside diameter: 80mm +/-5mm, indicators must be the same on tyres and rims.
No mixture of +/- is allowed on the wheels and tyres. No tire will be measured after the race.

Remarks

The purpose of the proposal is to allow even with higher temperatures the possibility of completing the 30 minutes of the finals

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: ☐ Not Seconded

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

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Tyre width front minimum : 60 mm , max . 75mm
Tyre width rear maximum : 85 mm , rear wheels must be min . 5 mm wider than the front wheels
Rims outside diameter : 80mm +/-5mm , indicators must be the same on tyres and rims .
No mixture of +/- is allowed on the wheels and tyres . No tire will be measured after the race .

Proposal

in case our proposal to increase the tank capacity to 800cc is not accepted , consider organizing the EFRA and IFMAR races in cooler periods such as April / May or September / October so as not to have exaggerated temperatures that affect the consumption .

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: ☐ Not Seconded

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

Current Rule

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Prior to the semi finals, the 2 direct qualifiers will have a 10 minute practice session (10 minutes for each class)
- c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next final. Semi-final: The first 4 drivers from each semifinal ranking will progress up to the main final.
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- 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

Allow the top 2 direct qualifiers from both TC and F1 a 10 minute practice prior to the semi finals being run.

Proposed by: EFRA, EFRA Oddie Ian

Proposal Status:

Seconded by: ☐ Not Seconded

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

Current Rule

5.3.7.

TYRES

Rim Diameter max: 07 mm

Rim and fitted tyre Diameter: 136 mm

Rim and fitted tyre width - front max.: 75 mm

Rim and fitted tyre width - rear max.: 80 mm

Only semi pneumatic rubber is allowed. Foam tires are not allowed.

For European Championships, each manufacturer must nominate 4 compounds of wheels-tyres-insert to the

EFRA Chairman a minimum of 28 days prior to the start of the event. One of the nominated compounds must be a wet weather tyre. These must be available through distributors and the list will be published on the EFRA web site. Only these tyres will be allowed to be used during timed practice, qualifying and finals. At the event each manufacturer will give one pair of wheels/tyres of each nominated compound to Technical inspection to be used as reference and control tyres. These tyres can also be marked and exchanged (of the same compound) with any chosen driver to use during qualifying or finals (in due time for preparation/tyre warming etc). Any tyres remaining at the end of the event will be returned to the manufacturers.
Any driver found to be running any other compounds will be disqualified from that qualifying heat or final as appropriate.

Proposal

TYRES

Rim Diameter max: 07 mm

Rim and fitted tyre Diameter: 136 mm

Rim and fitted tyre width - front max.: 75 mm

Rim and fitted tyre width - rear max.: 80 mm

Only semi pneumatic rubber is allowed. Foam tires are not allowed.

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Any driver found to be running any other compounds will be disqualified from that qualifying heat or final as appropriate.

If an agreement is made with the tyre manufacturers prior to the event, then the nominated tyres will be controlled from technical inspection for the semi finals and main final. Only these marked and controlled tyres can be used during these finals.

Remarks

Include the procedure we have used previously at a several EC events, controlled tyres from technical inspection for the touring car semi final and main final. Plus a minor grammar correction.

Proposed by: EFRA, 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

5.4.1.

Technical classes and weight

All cars have to be large scale

Only rear wheel drive allowed in 2wd class

Minimum weight limit 10 kg for 2wd & 4wd, and 14 kg 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. Maximum weight limit for any car is 20kg.

Proposal

Technical classes and weight

All cars have to be large scale

Only rear wheel drive allowed in 2wd class

Minimum weight limit 10 kg for 2wd & and 12 kg for 4wd, and 14 kg 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. Maximum weight limit for any car is 20kg.

Remarks

Idea of this proposal is correct minimum weight for 4WD in reasonable level. Usually, the weight of 4WD is more than 2WD car, so it could be expected minimum weight for 4WD would be higher. Today 4WD RTR weight is typically around 13.4-13.8kg (depends on used electronics). Difference to minimum weight is then over 30%, which is not reasonable level example when comparing to other classes differences. If minimum weight level is too low, it also allows to use expensive exotic materials for weight decreasing.

Proposed by: AKK, Hakkamies Jukka

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

5.4.7.

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 must have a minimum width of 100mm, a maximum size of 220 mm width, and 300mm minimum width for short course. A 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 must have a minimum width of 100mm, a maximum size of 220 mm width, and 300mm minimum width for short course. A rear bumper can have a max size of ~~300~~ 380 mm width.

Remarks

Increase the maximum size of the rear bumper. The rear bumper remains optional and not a performance advantage, but the standard bumper supplied in the kit for the Losi 5T (one of the most popular cars in the short course class) is over the original maximum of 300mm.

Proposed by: EFRA, 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

5.4.10.

Wing

The wing must be made from a flexible material

2WD Max size: 315 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

Wing

The wing must be made from a flexible material

2WD Max size: 315 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

Short Course Max size : 500 mm x 100 mm
Overhang max: 180 mm from the middle of the rear drive shafts

Remarks

Previously there were no maximum wing dimensions for the Short Course class.

Proposed by: EFRA, 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

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

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 6 (six) completed rounds 4 (four) to count,** 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

Clarify the number of rounds to count if there are 6 rounds of qualifying.

Proposed by: EFRA, 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.

Chairman position is up for election.

If the proposal for dividing the section passes, Mr Ian Oddie is willing to stand as On road Chairman.

Candidates: Darren Worth (BRCA)

Conny Svensson (SBF)

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.

Suggestion

Special proposal for the EFRA AGM 2022 Large-scale section Date : 30 . 08 . 2022 I am writing this letter to seriously raise the alarm because I feel that our category is struggling with big problems , the signs of which we could feel years ago. The EFRA AGM held two years ago did not help to solve these problems at all , as the proposed cost-cutting rules were not accepted which could have helped drivers to adapt to the existing economic environment . The situation is much worse today , as you who follow the recent international racing scene must be aware . At the beginning of this year, the Croatian EFRA GP had to be cancelled due to the lack of the appropriate number of driver entries. The same happened with the Austrian EFRA GP ! Even on the famous and popular tracks, only a minimal number of participants entered ! Quite worrying ! In this year's EFRA European LS TC Championship, there were only 61 participants, which is a record low. Last weekend in Cremona , the number of participants in the Italian EFRA GP was 21 total, of which 7 competitors started in the expert class and 14 in the sports class. Fortunately, last year the AGM finally voted in favour to introduce a second class for touring cars in EFRA GP competitions. On the other hand, far more people took part in competitions not organized by EFRA , including regular competition series. These competitions are more popular among the drivers , as the rule system follows the conditions approved by them, and it can be felt that the organizers manage the race days flexibly to give the best enjoyment for the competitors. Our races have to be organized to give the drivers as much enjoyment and fun as possible, so they come back next time as well . Everyone has to take into account that the world is changing , economic difficulties worldwide, covid and now even a war in the middle of Europe do not make it possible to continue like this. Changes have to be made ! The costs of our hobby have to be reduced dramatically and urgently ! I do not want to go into details as it would be impossible to discuss this at an AGM . If EFRA officials and the AGM representatives agree with my thoughts, I am happy to share all information and ideas for possible rule changes I have received from several manufacturers and drivers taking part in these racing events, as they will have to finally decide how to go on . In my opinion , there should be set up a panel of people to discuss all possibilities during the winter . If you need me, I am ready to help, I have been around in almost all of these international events for the last 25 years as a driver, as a manufacturer, and recently as a media service operator .

Proposed by: MODEL CARGO, GAL Laszlo

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