

Agenda Large Scale

SATURDAY 8th of November 2025.

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 Open	Touring Cars Sport	Touring Car Gent	Formula
1	Markus Feldmann	Tim Roskam	Luca Rauli	Milan Velthuisen
2	Marius Hetland	Dennis Thyssen	Pascal Hervy	Ed Rees
3	Edoardo Repetti	Raul Daras	Stefano Bianchi	Beat Lautenschlager
4	Dario Veseli	Néo Le Bescond	Massimiliano Martelli	Sergio Gonzalez Martin
5	Emanuele D'amico	Dario Lovrincevic	Ian Young	Fokko Zoutman
6	Cédric Prevot	Diego Lernout	Pierluigi Boninsegni	Lorenzo G Roldan
7	Giovanni Verbrugghe	Simon Reitsema	Filippo Abbate	Mario Dada
8	Oriol Gil	David Le Bescond	David THOMAS	Andreas Blum
9	Rick Van der Bol	Pedro Casado	Neil Young	Alberto Garcia
10	Luke Van den Berg	Robert De Ru	Gerard Alba Forga	Robert Bos
11	Marco Harleman	Lukáš Lelek	Neil Clark	sander Visser
12	Hessel Roskam	Andreu Cachafeiro Vidal	Fabio Marzini	Carles Fabregas
13	Kevin Tolenaars	Chris Van Zwol	Mark McCabe	Sven Grossmann
14	Mika Hazenberg	Hans Jörg Stier	Bram Korma	
15	Néo Le Bescond	Peter Ridder	Sam Waser	
16	Adam Westholm	Eric de Vos	Fernando Rosas	
17	Maximilian Hornig	Marcel Van der Graaf	Joan Martos Garcia	
18	Bernard-Alain Arnaldi	John Valkenburg	Sylvain Bélier	
19	Pieter Netten	Bas Aalders	Harry Bemmerl	
20	Ismael Gutiérrez	Ernesto Camponovo	Vincent Soufflet	

COUNTRY	PRESENT	WC Lostallo Open TC	WC Lostallo Sport TC	EC Starec 2WD Off Road	EC Starec 4WD Off road	EC Starec SC Off road
AUSTRIA						
BELGIUM						
BULGARIA						
CROATIA						

CZECH REP.						
DENMARK						
ESTONIA						
FINLAND						
FRANCE						
GEORGIA						
GERMANY						
GREAT BRITAIN						
GREECE						
HUNGARY						
IRELAND						
ITALY						
LUXEMBOURG						
MONACO						
NETHERLANDS						
NORWAY						
POLAND						
PORTUGAL						
ROMANIA						
SLOVAK REP.						
SLOVENIA						
SPAIN						
SWEDEN						
SWITZERLAND						
TURKEY						
UKRAINE						
TOTAL						

Please remember that these Allocations are **provisional** and can be changed until January 21th 2026.

Other persons present:

3. MINUTES OF 2024 SECTION MEETING

AGM November 2024:

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2024.

The following person has been 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

Another year has passed and the Large-Scale section is as popular as ever, with great attendances at our events over 2025 which is fantastic to see!.

Both the On Road and Off-Road EC's had fantastic entries with some great racing throughout all classes at both events. The GP series for On road also had good entries in all classes.

EC results for the Off Road

4wd- Mael BEAUCHER from France

2wd- Ferry FERNÉE from Netherlands

SC- Kees JIMMINK from Netherlands

EC results for the On Road

Touring Car Open- Carsten Keller from Germany

Touring Car Sport- Dennis Thyssen from Germany

F1- Corentin Laville

The weather certainly played a part in everyone of our events to varying degrees, with time schedules adjusted to try and work around the forecasts. In most cases this worked out well but it's impossible to be sure of the weather and the organisers can only do their best for everyone. Indeed, the last 5 minutes of the Open class at the EC in Luxembourg was a 'bit' wet which then led to a race in the pit lane for the mechanics changing to wet tyres!.

Once again we have numerous proposals to work through at this AGM. With some we should always be mindful that even if it seems a good idea, always think about its implementation at events for organisers/officials/number of staff required and the already tight time schedules (which very quickly becomes even more difficult with bad weather..) when events are full.

6. EC AND GP'S 2026-2027

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, no other proposal will be accepted after distribution of the agenda.

Year/Date	Alt. Date	Status	Country	Venue
2026		GP TC F1	Luxembourg	FLAMRC
2026		GP TC F1	Germany	Leipzig
2026		GP TC F1	Italy	Cremona
2026		GP TC F1	France	Macon
2026		GP Off Road	Spain	Sonseca
2027		EC Off Road	Portugal	Guarda
2027		EC Off Road	Spain	Sonseca
2027		EC Off Road	Great Britain	North Ings
2027		EC Off Road	Estonia	Rakvere
2027		EC On Road	Germany	Leipzig
2027		EC On Road	Italy	Cremona
2027		EC On Road	France	Macon
2027		EC On Road	Netherlands	TBC

Final Race calendar 2026 Large scale

Year/Date	Status	Country	Venue
2026	GP		
2026	GP		
2026	GP		
2026	GP		
13 th -18 th July 2026	EC Off Road	Czech Republic	Starec
27 th -1 st Aug 2026	WC On Road	Switzerland	Lostallo

Future Race calendar 2027 Championships

Year/Date	Status	Country	Venue
2027	EC Off Road		
2027	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.

Current Rule

1.

RACE FORMAT

Proposal

INTRODUCE NEW CLASS OPEN GENTLEMAN

Remarks

THIS CATEGORY IS A LOT POPULAR IN EUROPE BECAUSE MANY DRIVERS ARE A GOOD LEVEL AND LOVE ENGINE TUNED WITHOUT RACE WITH EXPERT DRIVER, ALSO IN EC AND WC.

Proposed by: MECATECH

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

1.

RACE FORMAT

Proposal

PROPOSAL FOR SPORT CLASS : 1 DRIVERS RANKING : THE FIRST 3 DRIVERS OF EC MUST MOVE UP TO A HIGHER CATEGORY AND NO EXPERT DRIVERS FROM OTHER CATEGORY 2 MAJOR CHECKS ON CARBURETOR 3 LIMITED NUMBERS OF TIRES STARTING FROM CONTROLLERD PRACTISE.

Remarks

To improve the category.

Proposed by: MECATECH

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

1.1.

There will be two annual events called European Championships to determine the European Champion in:

- a.) 1:5 Scale Touring Cars Sport, Open and F1
- 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 3 EFRA GP's will determine the European Champion in Touring car and Formula 1 with the 2 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 Sport, Open, Open Gentlemen and F1
- 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 3 EFRA GP's will determine the European Champion in Touring car and Formula 1 with the 2 best results counting.

Remarks

Open Gentlemen turned out to be a very popular class considering the numbers achieved this year, during EFRA GPs. Technical rules to be added if the proposal passes.

Proposed by: SRCCA, Frattaroli Andres

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

1.3.

The number of drivers per event is limited for GP's to 110 and for EC's to 150.

There are 4 classes at a GP (TC Pro, TC Sport, Gentleman and F1), in case of more than 110 attendees wants to subscribe the numbers must be limited for each section to 76 TC and 34 F1 = 110 drivers in total. With permission from the Chairman, the track and facilities being suitable, the maximum number of drivers at a GP can be increased..

A minimum number of 25 participants of 3 different countries in a class at an EC is required for that class to be officially classified as a European Championship and a European Champion title given to 1st place.

Proposal

The number of drivers per event is limited for GP's to 110 and for EC's to 150.

There are 4 classes at a GP (TC Pro, TC Sport, Gentleman and F1), in case of more than 110 attendees wants to subscribe the numbers must be limited for each section to 76 TC and 34 F1 = 110 drivers in total. With permission from the Chairman, the track and facilities being suitable, the maximum number of drivers at a GP can be increased. No GP's allowed before April 1st.

A minimum number of 25 participants from 3 different countries in a class at an EC is required for that class to be officially classified as a European Championship and a European Champion title given to 1st place. If 2 weeks before an EFRA GP one class is oversubscribed and the second class does not reach the allowed number, these places can be given to the drivers on the waiting list in the other class.

Remarks

Beginning March Valencia was 5 degree and bad weather. Also, some manufacturers are still busy preparing cars. So beginning April is early enough.

Proposed by: NOMAC, Houtman Raymond

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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Proposal

The number of drivers per event is limited for GP's to 110 and for EC's to 150.

If for an EC the number of entries reaches the 150 limit, the F1 EC is run the weekend before. There are 4 classes ~~at a GP~~ (TC Pro, TC Sport, Gentleman and F1), in case of more than 110 attendees wants to subscribe the numbers must be limited for each section to 76 TC and 34 F1 = 110 drivers in total. With permission from the Chairman, the track and facilities being suitable, the maximum number of drivers at a GP can be increased.

A minimum number of 25 participants of 3 different countries in a class at an EC is required for that class to be officially classified as a European Championship and a European Champion title given to 1st place.

Remarks

to allow more entries overall, to facilitate double entries and to lighten up the timetable

Proposed by: SRCCA, Frattaroli Andres

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

1.4.

Qualification for the European Championships and World Championships 1:5th Touring Cars and F1: 20 places for the European Championships and 7 places for the World Championships for the following years meetings will be offered to the highest ranked drivers competing in the large scale EFRA GP series. The remainder will be split as per normal between countries as outlined in general rule 3.6.

Only the EFRA GP Meetings will count for the points system, with the drivers best 2 meetings out of the 3 to count. Points will only be awarded to a driver if they compete in their final/s. If there are less than 3 EFRA GP's then they will all count.

Points system to use: 1 = 150, 2 = 147, 3 = 145, 4 = 144, 5 = 143, ??? 10 = 138, 11 = 135, 12 = 134 ??? TQ = 1 extra point..

If a concourse competition is held at an EC, only cars and bodies that are used in the race are eligible.

Proposal

~~Qualification for the European Championships and World Championships 1:5th Touring Cars and F1: 20 places for the European Championships and 7 places for the World Championships for the following years meetings will be offered to the highest ranked drivers competing in the large scale EFRA GP series. The remainder will be split as per normal between countries as outlined in general rule 3.6.~~

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Points system to use: 1 = 150, 2 = 147, 3 = 145, 4 = 144, 5 = 143, ~~???~~ 10 = 138, 11 = 135, 12 = 134 ~~???~~ TQ = 1 extra point.

If a concourse competition is held at an EC, only cars and bodies that are used in the race are eligible.

Remarks

Remove the paragraph regarding offering direct entry for the EC/WC from the GP series points. No longer applicable and hasn't been used for at least 10 years!, due to the entry system used and federation approval required.

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

2.

RACE PROCEDURE

Proposal

LCQ (Last Chance Qualifier) : Consists of all drivers not advancing from semi-finals. Race is 15 minutes and the winner will move up to the main final.

Remarks

This is a very fun and exciting final used by many other classes to give one more chance to one driver to advance to the main final. It usually ends up being very intense racing and also gives another chance for a top driver who has bad luck or mechanical failures in the semi final . As proposed this is for all LS classes but written to also go hand in hand with the proposal for up to 12 drivers in finals . They can be decided separately or together , that could be only for off road or for all LS classes . To be discussed as amendment in the AGM meeting .

Proposed by: SBF, Lindback Nils

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

2.

RACE PROCEDURE

Proposal

RACE PROCEDURE Sport class Abolition of the super pole No one goes directly to the final Qualifying for 10 minutes, the best qualification counts, laps and time. The top 12 from qualifying go directly to semifinals B and A (6+6), positions 13 to 24 in the quarter-finals (6+6), positions 25 to 36 in 1/8 A and B, positions 37 to 50 in 1/6 A and B, etc. The top 4 from the quarter-finals, 1/8, 1/6, etc., advance to the next final (round). Duration of the semifinals is 30 min. From the semifinals, 5 + 5 go to the final. Duration of the preliminaries, quarter-finals, 1/8, 1/16; 20 min.

Remarks

The main reason for the proposed regulations (rules) in the Sport class is to be consistent with the motivation for the establishment of the Sport class, a class with limited costs, aimed at giving those who have this passion the opportunity to compete at reasonable costs, both at the beginning and during their continued participation in this class. The Sport class must be different from the Gentlemen and Open classes, not only in costs, such as the engine, but also other unnecessary accessories that drive up costs, like electric starting and the expensive titanium resonance pipe, as well as the waste of unlimited tire usage. And also the race philosophy, which refers to the conduct of the race. We must not forget that sports help promote 1/5 scale and give people the opportunity to start this "hobby" at "reasonable" costs, allowing those who are passionate to stay in the world of RC modeling on par with their colleagues. Then, for the newcomers, to become passionate and want to compete at higher levels of competition, (the "RC Car virus") but with a more demanding time and financial commitment.

Proposed by: FMM, Camponovo Ernesto

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

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 20 minutes for semi finals.

Final Touring cars: 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)

Proposal

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

Final Touring cars ~~Cars:~~ 30 minutes (plus the last lap and time of the last lap)

~~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)~~

Remarks

Explanation. Final must be deserved. Drivers quality level, last and this season, is higher than ever and every semi-finalist was (and is) good enough to reach the final. But loosing even a short time due to unpredictable race situation, means lost race due to short, 20 min, race time. A race must consist of driver skill, car quality, and tactics with tyres and fuel consumption. Let the best 'set' win and deserve final and be on the grid of 10 the bests. And fuel consumption is not a major issue any more. EC Luxembourg and EFRA GP Lostallo proved that.
Proposed by HAMS, Tomislav Grigic

Proposed by: HAMS, Matosic Tea

Proposal Status:

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.
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Sub-finals min: 15 minutes, max. 20 minutes up from the 1/32 final and 20 minutes for semi finals.

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

Semi final Formula 1: ~~25~~ 20 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)

Remarks

Semi Final must be less than the Final, therefore only 20min

Proposed by: SCSm2, Michelberger Markus

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) 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. For other classes the no. 1 and 2 ranked driver after completion of the qualifying heats will move up directly to their main final and take first and second position on the starting grid respectively.

Prior to the semi finals, all 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-finals: the first 4 drivers from each semi final will progress up to their 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) For the Touring car class all classes, the no. 1 and 2 ranked driver drivers after completion of the 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. For other classes the no. 1 and 2 ranked driver after completion of the qualifying heats will move up directly to their main final and take first and second position on the starting grid respectively.~~

~~Prior to the semi finals, all direct qualifiers will have a 10 minute practice practice session (10 . The organizer is free to put all drivers in the same 10 minutes or 10 minutes for each class) class if the time schedule allows it.~~

~~c) Sub-Finals: When the weather forecast looks bad the race director/efra rep can choose to put all drivers in 1 heat or skip the practice. The first 3 drivers from each sub-final progress up to the next final. Semi-finals: the first 4 drivers from each semi final will progress up to their 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

For a lot of races the super pole is a pain in the ... for the time schedule. So more easy to do 2 directly into the final.

Proposed by: NOMAC, Houtman Raymond

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) 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. For other classes the no. 1 and 2 ranked driver after completion of the qualifying heats will move up directly to their main final and take first and second position on the starting grid respectively.

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Proposal

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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.

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. If any driver is caught breaking this rule then they will lose their best qualifying time.

Remarks

This rule was being broken many times this year at the Fehring off road EC and also Luxembourg for the On Road, even from the far side of the track away from the driver's rostrum!. Having a rule in the book and giving verbal warnings is not enough...

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

2.3.

a) Number of drivers:

Heat: 10 to 15 drivers (only 1:5), track and facilities permitting.

Sub-finals and finals: Maximum 10 drivers

Final F1 EC: Maximum 10 drivers

Final F1 EFRA GP's: Maximum 15 drivers, if the team managers agree

The race format will be notified in the event information and invitation material.

b) In the event that the transponder loop is before the exit to pit lane any car that should start from the 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) .

Proposal

a) Number of drivers:

Heat: 10 to 15 drivers (only 1:5), track and facilities permitting.

Sub-finals and finals: Maximum 10 ~~drivers~~

~~drivers~~ Sub-finals and finals LSOR: Maximum 12 drivers Final F1 EC :-Maximum 10 ~~drivers~~

~~drivers~~ Final F1 EFRA GP's: Maximum 15 drivers, if the team managers agree

~~The race format will be notified in the event information and invitation material.~~

agree b) In the event that the transponder loop is before the exit to pit lane any car that should start from the 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

Change the rule to allow for 12 cars (if track and facilities permitting) in the finals and sub-finals, this is already allowed in the qualifiers. It makes it more exciting and comparable with other classes. It also opens up for more freedom in the scheduling. See proposal for LCQ final. Number of driver moving up from each semi will probably need to be adjusted in the rules, could also be discussed about other sub finals. 12 cars were in each qualifying group (as permitted by the rules) in Fehring 2025 and works great, now make the same being possible for the finals. Rule could apply for all LS classes if amended.

Proposed by: SBF, Lindback Nils

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

2.5.

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-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.

..//..

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 the~~ final. At 2 minutes to go all cars will be called back into the pit lane ~~and re-fueling and re-fuelling~~ is allowed. All refuelling must be done through the fuel ~~tanks tanks~~ screw on or flip top fuel cap. At 45 seconds to go the cars are called to ~~the the~~ start line, all cars will leave the pits in number order and drive round ~~the the~~ track to their respective starting positions. The ~~race~~ director/organisation can not touch the cars if a car is in a incorrect position or what so ever. The car has to be visible behind the white line and at least one wheel has to touch the painted box/line. The 10 second count-down ~~will will~~ commence within 5 seconds of all cars being stationary in their correct ~~grid grid~~ position. If a car has not left the pit lane at 30 seconds due to ~~unforeseen unforeseen~~ problems, the car may start from the pitlane after the other cars ~~have have~~ officially started. The race director and referees will monitor the pitlane ~~for for~~ the abuse of this facility.

Remarks

At the EC Luxembourg the race director touched every car, even stepped on one car. This is extremely annoying to all drivers and tyres cool down etc.

Proposed by: NOMAC, Houtman Raymond

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

2.5.

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. 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.

...//...

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, stopping the engine is optional. 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.

Remarks

Clarify that stopping the engine is optional during any refuelling prior to being called the starting grid for finals.

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

2.5.3.

Qualification Order and Finals.

- 1 In case of more than one driver recording identical best results of qualifications the next best result is taken.
 - 2 In the case of more than one driver recording identical results in a final, the driver starting with the higher start number is classified as the faster, e.g. if number 5 and 2 have equal times, 5 is deemed to have higher final placing.
 - 3 The sub-finals (which will run in the order of A, B, A, B...) and final are run according to the schedule printed in the official race program, which may only be changed by team managers majority vote.
 - 4 Starting order for the drivers who moved up to the final is based on number of laps and time.
- In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc.

Proposal

Qualification Order and Finals.

- 1 In case of more than one driver recording identical best results of qualifications the next best result is taken.
- 2 In the case of more than one driver recording identical results in a final, the driver starting with the higher start number is classified as the faster, e.g. if number 5 and 2 have equal times, 5 is deemed to have higher final placing.

-3 The sub-finals ~~(which will run in the order of A, B, A, B...)~~ and final are run according to the schedule printed in the official race program, which may only be changed by team managers majority vote.

-4 Starting order for the drivers who moved up from the semi-finals to the final main finals is based on number taken in alternate order from each side of laps and time.
~~In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc semi-finals A, B, A, B.~~

Remarks

Correction and clearer wording from a rule change passed in 2024 regarding semi-finalists moving up to the main finals.

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:

.../...

4. All ignition must be mechanically fixed, only manual static adjustment is allowed.

Touring car Sport class- The engine must be a totally standard unmodified Zenoah as supplied by the manufacturer (including gaskets, bearings, seals etc) with the exception of these parts which may be changed/ upgraded- Carburettor Insulator block and/or a support bracket. Additional cylinder clamping bolts. Spark plug. The choke lever in the carburettor may be removed. Electric starter conversion is allowed. Engine covers/cases maybe coloured.

Off Road Engines- Only the standard Zenoah car engine type/size cast flywheel and ignition coil may be used. Additional parts are not allowed to be added to the flywheel but lightening and balancing is allowed. The minimum diameter of the flywheel is 88mm (measured across any point around the entire circumference and the full width of the magnetic faces)

.../...

Proposal

ENGINE and FUEL

.../...

For Formula 1, Off Road and Fifth Scale Saloon:

4. All ignition must be mechanically fixed, only manual static adjustment is allowed.

Touring car Sport class- The engine must be a totally standard unmodified Zenoah as supplied by the manufacturer (including cylinder and crank case gaskets, bearings, seals etc) with the exception of these parts which may be changed/ upgraded- Carburettor Insulator block including supplied gaskets and/or a support bracket, exhaust gasket. Additional cylinder clamping bolts. Spark plug. The choke lever in the carburettor may be removed. Electric starter conversion is allowed. Engine covers/cases maybe coloured.

Off Road Engines- Only the standard Zenoah car engine type/size cast flywheel and ignition coil may be used. Additional parts are not allowed to be added to the flywheel but lightening and balancing is allowed. The minimum diameter of the flywheel is 88mm (measured across any point around the entire circumference and the full width of the magnetic faces)

.../...

Remarks

Because there was a lot of discussion what is an original gasket and what wasn't at the EC in Luxembourg. TC was checking with phone lights to see if it was a correct gasket. And non-Zenoah gaskets were approved.

Proposed by: NOMAC, Houtman Raymond

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 which will be marked with the official Efra technical inspection numbered stickers and enough bolts/nuts marked to monitor if an engine has been tampered with. In exceptional circumstances the race director may allow a second engine during the time of a wet track.

The marked engine maybe repaired/serviced in technical inspection and the piston ring, gaskets, crankshaft seals and engine covers maybe replaced without penalty.

If any other parts are replaced or a second engine is used then 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. All engine parts must be commercially available

...//..

Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

1. Only one marked engine allowed which will be marked with the official Efra technical inspection numbered stickers and enough bolts/nuts marked to monitor if an engine has been tampered with. In exceptional circumstances the race director may allow a second engine during the time of a wet track.

The marked engine maybe repaired/serviced in technical inspection and the piston ring, gaskets, crankshaft seals, **engine covers** and engine ~~covers~~ **stop switches** maybe replaced without penalty.

If any other parts are replaced or a second engine is used then 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. All engine parts must be commercially available

...//..

Remarks

Also allow engine stop switches / kill switches to be replaced without penalty. Obvious really, it's a safety item so shouldn't really need discussing.

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:

...//..

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 32 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.

Touring car Sport class- The engine must be a totally standard unmodified Zenoah as supplied by the manufacturer (including gaskets, bearings, seals etc) with the exception of these parts which may be changed/ upgraded- Carburettor Insulator block and/or a support bracket. Additional cylinder clamping bolts. Spark plug. The choke lever in the carburettor may be removed. Electric starter conversion is allowed. Engine covers/cases maybe coloured.

Off Road Engines- Only the standard Zenoah car engine type/size cast flywheel and ignition coil may be used. Additional parts are not allowed to be added to the flywheel but lightening and balancing is allowed. The minimum diameter of the flywheel is 88mm (measured across any point around the entire circumference and the full width of the magnetic faces)

..//..

Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

..//..

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 32 cc for 4wd Off Road

Maximum 32 cc for short course Off Road.

Electric starters can not be used in the Sport Class, but in other classes 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.

Touring car Sport class- The engine must be a totally standard unmodified Zenoah as supplied by the manufacturer (including gaskets, bearings, seals etc) with the exception of these parts which may be changed/ upgraded- Carburettor Insulator block and/or a support bracket. Additional cylinder clamping bolts. Spark plug. The choke lever in the carburettor may be removed. Electric starter conversion is Titanium tuned pipes are not

allowed. Engine covers/cases maybe coloured.

Off Road Engines- Only the standard Zenoah car engine type/size cast flywheel and ignition coil may be used.

Additional parts are not allowed to be added to the flywheel but lightening and balancing is allowed. The minimum diameter of the flywheel is 88mm (measured across any point around the entire circumference and the full width of the magnetic faces)

..//..

Remarks

To reduce costs in the sport class, propose to not allow titanium tuned pipes and also not allow electric starters.

Proposed by: FMM, Camponovo Ernesto

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

4.2.3.

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

Proposal

No refuelling allowed during racing for all cars in 1:5 Touring Cars, F1 and Off Road. Refuelling is allowed only in Formula 1.

Remarks

Remove refuelling during the final for F1. Left over rule that should have been removed a few years ago when the main final for F1 was reduced from 50 minutes to 25 minutes, so no longer required and was done to stop 'racing' fuel stops (not safe).

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

4.4.

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

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. For the TC Stock class in qualification the number of tyres allowed is 3 pair (6 tyres) for 3 rounds of qualifying. For 4 and 5 rounds 1 additional pair is allowed. The compounds not allowed are GRP XM1 and PMT US. For the finals unmarked tyres allowed but still excluded are the GRP XM1 and PMT US .

Remarks

We use this system in the Netherlands and it works very good. Also, in RCS this works.

Proposed by: NOMAC, Houtman Raymond

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

5.2.2.

TYRES

Tyres must be semi-pneumatic rubber.

They must be molded in one piece

In case of rain the use of rain tyre can be allowed by the race director.

Proposal

TYRES

Tyres must be semi-pneumatic rubber.

They must be ~~molded~~ moulded in one piece

In case of rain the use of rain tyre can be allowed by the race director and front tyres are allowed in the rear in rain only.

Remarks

In the Netherlands we can use front tyres in the rear on a F1 and this improves grip in the rain.

Proposed by: NOMAC, Houtman Raymond

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

5.3.3.

BODY

Bodies have to follow the description in point 5.3.2. They have to be properly fixed to the chassis and must cover the outer edge of the wheels at the centre of the axle when viewed from the top.

It is not permitted to cut the windscreen out. The side and rear windows may be cut out for cooling. It is not allowed to open them by cutting out only some holes. Also it is not allowed to mould air channels into the side windows to guide air into the interior.

The body shells have to be painted and all windows to remain clear.

All parts of the car have to be covered by the body. Only the radio antenna is allowed to come outside. All openings in the body have also to be in the existing 1:1 race car.

It is not allowed to modify the car-body by cutting it over the marked trim lines or to widen it by heating it or parts of it.

The start numbers must be placed according to the drawing (and the corresponding picture) . About the design of the Car numbers see 5. General Requirements EFRA Events 5.2.4.

If the race-meeting has started, a competitor is only allowed to change the body shell in case of damage to a body shell of the same brand and car design.

Only allowed for manufactures:

Aerodynamic modifications at the front, the sides and the rear below the wheel hub centre are free subject to the requirements for ground clearance, overall length and overall width.

The modifications have to correspond to the original. The materials have to be the same as that of the bodyshell.

The homologation number has to be engraved. A photo of the modification 1:1/1:5 have to be sent to the responsible Homologation Officer.

Proposal

BODY

Bodies have to follow the description in point 5.3.2. They have to be properly fixed to the chassis and must cover the outer edge of the wheels at the centre of the axle when viewed from the top.

It is not permitted to cut the windscreen out. The side and rear windows may be cut out for cooling. It is not allowed to open them by cutting out only some holes. Also it is not allowed to mould air channels into the side windows to guide air into the interior.

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The start numbers must be placed according to the drawing (and the corresponding picture). About the design of the Car numbers see 5. General Requirements EFRA Events 5.2.4.

If the race-meeting has started, a competitor is only allowed to change the body shell in case of damage to a body shell of the same brand and car design .only the design (paintjob) may be changed if there is no other option.

Only allowed for manufactures:

Aerodynamic modifications at the front, the sides and the rear below the wheel hub centre are free subject to the requirements for ground clearance, overall length and overall width.

The modifications have to correspond to the original. The materials have to be the same as that of the bodyshell.

The homologation number has to be engraved. A photo of the modification 1:1/1:5 have to be sent to the responsible Homologation Officer.

Remarks

Sometimes when you break a bodyshell you have a spare practice bodyshell in one colour painted, same brand, same Efra number, this has to be possible to take this bodyshell.

Proposed by: NOMAC, Houtman Raymond

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

5.3.5.

WING/SPOILER

On GT bodies the rear wing must be within % scale for the body. For all other bodies a single rear wing is permitted as long as it does not exceed the front view profile and the length of the car. The wing has to fit in a side "profile box" measuring 60 mm x 60 mm per side and should not overhang the end of the car. Extension pieces extending past the main end plates are not allowed.

Proposal

WING/SPOILER

On GT bodies the rear wing must be within % scale for the body. For all other bodies a single rear GT wing is ~~permitted as long as it does not exceed~~ also allowed which are supplied with the current GT bodies. NOTE: Skip all tekst about exceeding front view profile and the length of the car views/profile box/overhang etc. The wing has to fit in a side "profile box" measuring 60 mm x 60 mm per side and should not overhang the end of the car. Extension pieces extending past the main end plates are not allowed.

Remarks

The current wing rule is not being checked by any TC. So better to allow GT wings on touring cars also. Stop the 6x6cm box but still only allow single layer wings. In the Netherlands there are some Alfa drivers who use a Porsche GT wing and this looks amazing.

Proposed by: NOMAC, Houtman Raymond

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

5.3.5.

WING/SPOILER

On GT bodies the rear wing must be within % scale for the body. For all other bodies a single rear wing is permitted as long as it does not exceed the front view profile and the length of the car. The wing has to fit in a side "profile box" measuring 60 mm x 60 mm per side and should not overhang the end of the car. Extension pieces extending past the main end plates are not allowed.

Proposal

WING/SPOILER

~~On GT bodies the rear wing must be within % scale for the body.~~ For all ~~other~~ bodies a single rear wing is permitted as long as it does not ~~exceed the front view profile and overhang~~ the length of the car ~~and all parts remain under the roof line of the body.~~ The wing ~~has to fit in~~ can be a side "profile box" measuring 60 maximum of 65 mm x 60 305 mm ~~per side and should not overhang the end of the car.~~ Extension pieces extending past the main end plates are not allowed.

Remarks

Now we have the new Gt bodies introduced and working very well, the wing rule needs updating. Nice and simple new rule for all cars

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

5.3.5.

WING/SPOILER

On GT bodies the rear wing must be within % scale for the body. For all other bodies a single rear wing is permitted as long as it does not exceed the front view profile and the length of the car. The wing has to fit in a side "profile box" measuring 60 mm x 60 mm per side and should not overhang the end of the car. Extension pieces extending past the main end plates are not allowed.

Proposal

WING/SPOILER

On GT bodies the rear wing must be within % scale for the body. For all other bodies a single rear wing is permitted as long as it does not exceed the front view profile and the length of the car. The wing has to fit in a side "profile box" measuring 60 mm x 60 mm per side and should not overhang the end of the car. Extension pieces extending past the main end plates are not allowed. Bodies are homologated with their original wing. It is not allowed to use GT wings with a Touring Car and vice versa.

Remarks

clarify the use of the original wings with their respective bodies

Proposed by: SRCCA, Frattaroli Andres

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

5.3.6.

A bumper has to be fitted to the chassis. Bumpers have to be designed in a way that they fill the front of a car body completely and be a minimum height of 40mm. The material used has to be flexible like PU-RIM or other foams, that are used in 1:1 car construction to absorb impact energy.

At no point may any part of inflexible material for bodyshell mounting protrude from the body more than 10mm. If an opening is created through the foam bumper for cooling air, the combined thickness of the foam (above and below the cooling hole/slot) must still be a minimum of 40mm in height.

Proposal

A bumper has to be fitted to the chassis. Bumpers have to be designed in a way that they fill the front of a car body completely and be a minimum height of 40mm and extend a minimum of 35mm from any rigid part of the car. The material used has to be flexible like PU-RIM or other foams, that are used in 1:1 car construction to absorb impact energy.

At no point may any part of inflexible material for bodyshell mounting protrude from the body more than 10mm. If an opening is created through the foam bumper for cooling air, the combined thickness and depth of the foam (above and below the cooling hole/slot) must still be a minimum of 40mm in height x 35mm.

Remarks

Clarify the foam bumper rule as minimums required. Extra thickness and depth over the 40x35mm can be any shape (eg, in the front of the Porsche bodies being used).

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

5.4.7.

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 380 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 ~~for 2wd, 4wd and 300mm minimum width for short course~~ SC. A rear bumper can have a max size of 380 mm width.

Remarks

rule outdated

Proposed by: BRCA, Chester Phil

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

5.4.8.

Tires and wheels

Wheels : maximum diameter 160mm and maximum width 75mm.

Tires: maximum diameter 190mm and maximum width 85mm.

Only wheels and tyres designed and made for large scale off road use are allowed and they must be commercially available.

The tyres have to be on the market a minimum of 4 weeks before the event starts. The tyres must have been sold to everybody, who wanted to buy them.

Proposal

Tires and wheels

Wheels : maximum diameter 160mm and maximum width 75mm.

Tires: maximum diameter 190mm and maximum width 85mm.

Only wheels and tyres designed and made for large scale off road use are allowed and they must be commercially available.

The tyres have to be on the market a minimum of 4 weeks before the event starts. The tyres must have been sold to everybody, who wanted to buy them. Description of how to handle control tyre to be added after existing text. Chairman and AGM to come up with appropriate text for how to correctly handle this. The 1/10 rule book has a very long section 5.1.1 about this.

Remarks

Control tyres for Large Scale Offroad would cut a lot of cost for drivers not having to carry many different brands, treads and compounds as well as saving a lot of valuable space as traveling with Large Scale cars is already cumbersome for many. LSOR tyres take up a lot of space and also many countries have different type of tracks. Bringing back unused tyres from a Euros might not be usable in your home tracks, especially between clay and astro tracks that is usually different in northern and southern parts of Europe.

Proposed by: SBF, Lindback Nils

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

5.4.9.

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

Max wheel base 599mm

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 -

.The majority of the Tyre/Wheel should be covered on all axles Motor stop 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

Max wheel base 599mm

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

Remarks

needs updating

Proposed by: BRCA, Chester Phil

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: 150 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

Proposal

Wing The wing must be made from a flexible ~~material~~
~~material~~ 2WD Max size: 315 mm x ~~140~~ 160 mm ~~offroad~~.
(~~end plates no bigger than 160mm~~) Overhang max: 150 mm from the middle of the rear drive shafts
4WD Max size: 315 mm x ~~140 mm~~
160 mm (~~end plates no bigger than 160mm~~) 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

to allow large end plates on rear wings with some of the older moulded wings having end plates up to 160mm

Proposed by: BRCA, Chester Phil

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: 150 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

Proposal

Wing
The wing must be made from a flexible material
2WD Max size: 315 mm x 140 mm offroad.
Overhang max: 150 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~~ 140 mm
Overhang max: 180 mm from the middle of the rear drive shafts

Remarks

To have same wing width 140 for SC. This allows to use existing 2/4WD commercial wings also for SC cars.

Proposed by: AKK, Vihavainen Mia

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.

Mr Ian Oddie is willing to re stand as Chairman.

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.

Suggestion

~~New Reglement Proposal for a Track Positioning System "LUMIRANK RC" for Largescale Racing . see remarks below with more details which was requested at the 2024 EFRA AGM .~~

Remarks

What is Lumirank ? Lumirank is a real-time position and ranking display system , originally developed for professional motorsport (GT & Touring Cars) and now adapted for 1 : 5 RC racing . - Displays each driver's current position on-screen , updated at every timing line . - Specially designed for 1 : 5 scale RC racing . - Standalone system - installs easily in any bodyshell using just 3 body clips . - Two full sets of units available (2Ä— 11 + spares) . While one set is in use during a heat , the second set can be prepared for the next-just like the classic transponder exchange system . - Operates with RC-Timing . ch as the data source . - Each unit includes : Lumirank display , 2S LiPo 1800mAh battery , On/Off switch , Protective casing with mounting pins & clips (requires 3 small holes in the bodyshell windscreen) . Benefits - Clear , instant overview for referees , drivers , mechanics , and spectators - Enables rule enhancements such as automatic "blue flags" when a car is being lapped - Brings next-level motorsport standards into RC racing Downsides - Adds ~200g weight to the bodyshell - Requires installation before each heat into the bodyshell Watch Lumirank in Action - Demo Video : <https://www.youtube.com/watch?v=YaFYv1skys> - Proposal Overview AGM 2024 : <https://www.youtube.com/watch?v=fQ6jLK-N78E> - Proposal Overview AGM 2024 : <https://www.youtube.com/watch?v=Rd5S8aNoiMA&t=579s> Availability & Pricing - Units available : 2 stacks of 11 units each (plus spares) . - Standard rental fee : ? 800 per race event . - Special EFRA 2026 offer : - 1800Euro for the full EFRA GP Largescale season (+ transport costs) - Includes installation manual , tools , licensing , and full technical support . - Optional : trial run at one EFRA event in 2026 -> 500Euro per event (+ transport costs) Future Developments - GPS-system integration with Pullstart . tv - Dummy units for ballast balancing (price TBD) - Own EFRA casing for the Lumirank Displays (price TBD) - Compatibility with additional timekeeping systems via software integration - Potential custom designs for 1 : 8 scale and other RC categories Lumirank - Bringing professional motorsport technology into RC racing .

Suggested by: SCSm2, Michelberger Markus

Note from the Chairman- this was discussed at length at the 2024 agm when it was put forward as a proposal and rejected with- 11 against, 1 for and 2 abstentions

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