EFRA ANNUAL SECTION MEETING

7-8th of November 2026

Van De Valk, Brussels, Belgium

MINUTES LARGE SCALE

SATURDAY 7th of November 2026.
The meeting started at:
13:45

1. CHAIRMAN'S WELCOME

The Large Scale Chairman Mr. Ian Oddie opened the meeting

2. APOLOGIES FOR ABSENCE

Apologies have been received from:
Member Countries presents, section subscription, allocations etc:

Attendance list

Country	Sub-scribed	Attendee / Delegate		EC Sport	EC Open	EC F1	EC 2WD Off Road	EC 4WD Off Road	EC SC Off Road
Austria	☑		3	0	1	0	3	1	0
Belgium	☑		3	2	5	0	0	2	0
Bulgaria	☐		0	0	0	0	0	0	4
Croatia	☑		0	3	1	0	0	0	0
Czech Republic	☑		2	3	3	0	0	0	0
Denmark	☑		3	3	3	0	3	3	0
Estonia	☑		0	0	0	0	0	3	0
Finland	☑		0	0	0	0	0	0	0
France	☑		7	22	9	0	15	15	15
Georgia	☐		0	0	0	0	0	0	0
Germany	☑		2	7	4	0	6	8	2
Great Britain	☑		0	2	22	0	2	6	6
Greece	☐		0	0	0	0	0	0	0
Hungary	☑		1	1	0	0	1	2	2
Ireland	☑		0	0	0	0	0	0	0
Italy	☑		10	3	5	0	0	0	0
Luxembourg	☑		2	0	0	0	0	0	0
Monaco	☑		0	1	0	0	0	0	0
Netherlands	☑		6	6	6	0	8	7	6
Norway	☑		0	0	2	0	0	0	0
Poland	☐		0	0	0	0	0	0	0
Portugal	☑		0	0	5	0	0	0	0
Romania	☐		0	0	0	0	0	0	0
Slovakia	☐		0	0	0	0	0	0	0
Slovenia	☐		0	0	0	0	0	0	0
Spain	☑		15	0	15	0	10	5	5
Sweden	☑		0	0	1	0	4	4	0
Switzerland	☐		5	2	5	0	0	0	0

Turkey	☐		0	0	0	0	0	0	0
Total subscribed		**20**							
Total present		**0**							
Present without subscription		**0**							
Total allocations			**59**	**55**	**87**	**0**	**52**	**56**	**40**

Please remember that these Allocations can be changed until January 21th 2027.
Other persons present:

3. MINUTES OF 2025 SECTION MEETING

AGM November 2025:
Matters arising from the minutes: None
The minutes were checked and accepted as written at the AGM 2025.
The following person has been elected to check the minutes of this year: Great Britain

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

A full report of the Season is presented by Section Chairman. Well 2026 has been another great year of events and racing for all classes in the Large Scale section in Efra. With basically full entries at both the On Road World Championship in Lostallo and the Off Road EC held in Starec, and also great entries at the 3 GP events over this year.
The winners of the WC were;-
WC Touring Car Open Class- Emanuele D'amico
WC Touring Car Sport Class- Arthur Simon

The winners of the Off Road EC were;-
EC 4wd Class- Mael Beaucher
EC Short Course Class- Jake HUmphreys
EC 2wd Class- Tomas Kraus

The winners of the GP series;-
Touring Car Open Class- Bernard-Alain Arnaldi
Touring Car Sport Class- Arthur Simon
Touring Car Gentleman Class- Luca Rauli
Formula 1 Class- Corentin Laville

Once again we have numerous very good proposals which is great for shaping the future of the Large Scale class and shows the passion people have for our racing. We must always be mindful of voting in proposals without also thinking about the implications of exactly how the host venue and officials will implement the changes at large events where time and staff numbers is often quite limited.

6. EC AND GP'S 2027-2028

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.

Applications Large Scale TC & OR

Year/Date	Alt. Date	Status	Country	Venue
2027		GP TC F1	Italy	Cremona
2027		GP TC F1	Germany	Leipzig
2027		GP TC F1	Luxembourg	Luxembourg
2027		GP TC F1	Netherlands	Groningen
2027		GP TC F1	Switzerland	Lostallo
2027		GP TC F1	Czech Republic	Svitavy
2028		EC Off Road	Great Britain	North Ings
2028		EC Off Road	Austria	Fehring
2028		EC Off Road	Estonia	Rakvere
2028		EC On Road	Spain	Almussafes
2028		EC On Road	Italy	Cremona
2028		EC On Road	Germany	Leipzig

Final Race calendar 2027 Large Scale TC & OR

Year/Date	Status	Country	Venue
8th-9th May2027	GP	Luxembourg	Luxembourg
5th-6th June2027	GP	Italy	Cremona
25th-26th september 2027	GP	Switzerland	Lostallo
2027			
12th-17th July2027	EC Off Road	Spain	Sonseca
2nd-7th August 2027	EC TC/ F1	France	Macon

Future Race calendar Championships 2028 Large Scale TC & OR

Year/Date	Status	Country	Venue
2028	EC Off Road	Estonia	Rakvere
2028	EC TC/ F1	Spain	Almussafes

7. ALLOCATIONS

Allocations were made to each country as printed in the table form under item 2 on the agenda.
All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 21th. January LATEST.

8. RULE PROPOSALS

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.

Current Rule – 1.1

There will be two annual 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 and the Chairman will check the eligibility of drivers in the Touring car Sport Class. 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 to amend or change this rule

Proposal

1.1

There will be ~~two~~ three annual European Championships to determine the European Champion in:

a.) 1:5 Scale Touring Cars Sport, GENTLEMAN, 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 AND THE FIRST 3 DRIVERS OF THE LAST 2 EC MOVE UP FROM SPORT CLASS ~~and the Chairman will check the eligibility of drivers in the Touring car Sport Class~~. 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, ~~GP s~~ the 3 EFRA GP's will determine the European Champion in Touring car and Formula 1 with the ~~counting.~~ 2 best results counting

Remarks, purpose of the proposal

The top three drivers in the Sport category are promoted to the higher category to make space for new entrants.
The GENTLEMAN category is very popular in Europe because many drivers are skilled and enjoy racing with tuned engines, without having to compete against expert, sponsored drivers.

Proposed by	MECATECH SRL, VAT IT 04336541208
Proposal Status:	proposed to be changed - released for AGM

Amendment 1 – Passed

1. 1

There will be ~~two~~ three annual European Championships to determine the European Champion in:

a.) 1: 5 Scale Touring Cars Sport, GENTLEMAN, and Open

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 championships. 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, ~~GP – s~~ the 3 EFRA GP's will determine the European Champion in Touring car.

Formula 1 with 2 best results counting from the GPs.

Seconded by: czech republic

Voting result: 18 in favour, 0 against, 2 abstentions

Final vote – Proposal with Amendment 1

Seconded by: Monaco ☐ Not seconded

☑ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 18 in favour, 0 against, 2 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

Current Rule – 1.4

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 GPs 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 to amend or change this rule

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 year's meeting/s 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 GPs then they will all count.
Points system to use: 1 = 150, 2 = 147, 3 = 145, 4 = 144, 5 = ~~143,~~ 143,... 10 = 138, 11 = 135, 12 = ~~134~~ 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, purpose of the proposal

The EFRA Grand Prix events organised throughout the year should be promoted, and participants in these Grand Prix events should be given the opportunity to earn points that allow them to compete in European and World Championships without necessarily having to go through national qualifiers.
Let us not forget, either, the financial aspect of having to take part in a multi-round national championship.
By removing this option from the regulations, the value of the EFRA Grand Prix events has effectively been diminished.

Proposed by	FMM, Camponovo Ernesto
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☑ Withdrawn

Proposal result: Withdrawn

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: 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)

Proposal to amend or change this rule

2. RACE PROCEDURE 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~~ 30 minutes for semi ~~finals~~ finals. Final Touring Cars: 30 minutes (plus the last lap and time of the last lap) Semi Final Formula 1: 20 minutes, (plus the last lap and time of the last lap) Final Formula 1: ~~25~~ 30 minutes with one refueling allowed (plus the last lap and time of the last ~~lap)~~ lap. A proposal to be presented by Tomislav Grigic, HAMS.

Proposed by	HAMS, Matosic Tea
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Not seconded

Current Rule – 2.5

STARTS
(see also General Race Procedures Chapter 8). The arrangement of the free practise heats will be created from drivers previous meeting results, known ability and common sense by the organiser. The arrangement of the heats and numbering will be done using common sense and a drivers best 3 consecutive laps. The drivers must stand adjacent to their numbers on the rostrum, the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.
- 1 There must be a 3 min. gap between the end of one heat and the start of the next heat.
- 2 During qualifying an audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.
- 3 For all sub finals and main finals, a Formula 1 type grid start will be used with each grid start position spaced a minimum of 5 meters apart.
- 4 For all finals, the track will be opened 5 minutes prior to the start of the final. At 2 minutes to go all cars will be called back into the pit lane and refuelling 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 officials cannot touch the car even if a car is in an incorrect position. The car has to be visible behind the white line with at least one wheel within the painted line/box. 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.

and 5 seconds has elapsed. If the grid is not to the satisfaction of the Starter, he may require a re-start, re-commencing the count down.
- 7 The official start signal will be audible by means of a hooter, operated by the Starter. This signal will also start the Timing Systems.
- 8 Early starts (i.e. any part of the car touching the starting line), will be penalised. (10 sec. up to 1lap) This penalty is issued by the Starting Official or the Time- keeping official and must be announced immediately after the start. The penalty will be marked on the result sheet.
- 9 Under no circumstances will the race be stopped due to a jump start.
-10 The Starter may only interrupt the race and make a re-start in the event that he considers the starting procedure or the start was not carried out correctly.
-11 Delayed start. As long as the starter has not called the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on their car.This delay can be granted only once for each semi final and final. The track is closed and the remaining mechanics/drivers are only allowed to turn off the engine and receiver of their cars which must remain in the pit lane, tyre warmers are allowed to be used. They are not allowed to make any repairs or change any tyres. At the end of the 10 minute delay period (or if every participant is ready prior to the 10 minute time out), a complete new warm up time and start
-12 When the starter calls the main final to the start line, the mechanics are not allowed to refuel the cars.
-13 The driver asking for the delay for what ever reason, except an error in frequencies of the race control, must start from the pit lane.

Proposal to amend or change this rule

STARTS
(see also General Race Procedures Chapter 8). The arrangement of the initial free ~~practise~~ practice heats will be created from drivers previous meeting results, known ability and common sense by the organiser. ~~The arrangement~~ Following the first day of ~~the heats and numbering~~ free practice there will be ~~done~~ full re-seeding of all drivers/heats primarily using ~~common sense and~~ a drivers best 3 consecutive ~~laps.~~ laps but in exceptional circumstances common sense can also be used. Only in exceptional circumstances will any further re-seeding take place (eg, it was raining on day one). The drivers must stand adjacent to their numbers on the rostrum, the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.
- 1 There must be a 3 min. gap between the end of one heat and the start of the next heat.
- 2 During qualifying an audible warning will be given at 1 minute and again at 30 seconds prior to the official start, in English and other languages as appropriate.
- 3 For all sub finals and main finals, a Formula 1 type grid start will be used with each grid start position spaced a minimum of 5 meters apart.
- 4 For all finals, the track will be opened 5 minutes prior to the start of the final. At 2 minutes to go all cars will be called back into the pit lane and refuelling 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 officials cannot touch the car even if a car is in an incorrect position. The car has to be visible behind the white line with at least one wheel within the painted line/box. The 10 second count-down will commence within 5 seconds of all cars being stationary in their correct grid position. If a car has not left the pit lane at 30 seconds due to unforeseen problems, the car may start from the pitlane after the other cars have officially started. The race director and referees will monitor the pitlane for the abuse of this facility.
- 5 From 10 seconds until 3 seconds prior to the start a second by second countdown will be made in English.
- 6 From 3 seconds the verbal count down stops and the actual start-signal will be given by the Starter after a period of between 0 and 5 seconds has elapsed. If the grid is not to the satisfaction of the Starter, he may require a re-start, re-commencing the count down.
- 7 The official start signal will be audible by means of a hooter, operated by the Starter. This signal will also start the Timing Systems.
- 8 Early starts (i.e. any part of the car touching the starting line), will be penalised. (10 sec. up to 1lap) This penalty is issued by the Starting Official or the Time- keeping official and must be announced immediately after the start. The penalty will be marked on the result sheet.
- 9 Under no circumstances will the race be stopped due to a jump start.
-10 The Starter may only interrupt the race and make a re-start in the event that he considers the starting procedure or the start was not carried out correctly.
-11 Delayed start. As long as the starter has not called the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on their car.This delay can be granted only once for each semi final and final. The track is closed and the remaining mechanics/drivers are only allowed to turn off the engine and receiver of their cars which must remain in the pit lane, tyre warmers are allowed to be used. They are not allowed to make any repairs or change any tyres. At the end of the 10 minute delay period (or if every participant is ready prior to the 10 minute time out), a complete new warm up time and start
-12 When the starter calls the main final to the start line, the mechanics are not allowed to refuel the cars.
-13 The driver asking for the delay for what ever reason, except an error in frequencies of the race control, must start from the pit lane.

Remarks, purpose of the proposal

Clarify when re-seeding takes place after the first day of free practice which is actually the procedure we have used for many years any way, this just updates the rules to save the regular discussion in the team manger meetings!

Proposed by	EFRA, EFRA Oddie Ian
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: NL ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☑ Passed unanimously
- ☑ Passed: 20 in favour, 0 against, 0 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed unanimously

Current Rule – 4.1.

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 to amend or change this rule

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, stop switches and flywheels (the replacement flywheel must be the same type and weight) can be 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, purpose of the proposal

Proposed Rule Amendment If any other parts are replaced or a second engine is used, the driver will receive an automatic 5-second Stop & Go penalty to be served during the first four laps of their first final. Each driver is only permitted to use a maximum of two engines per event. All engine parts must be commercially available.

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: GB ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☑ Passed unanimously
- ☑ Passed: 20 in favour, 0 against, 0 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed unanimously

Current Rule – 4.1.

2. The engine to be a single cylinder, 2 or 4 stroke.
Maximum of 23 cc for On Road touring cars.
Maximum of 26 cc for F1 and 2wd Off Road.
Maximum of 32 cc for 4wd Off Road.
Maximum of 32 cc for short course Off Road.
Electric starters can only be used in the pit lane and under no circumstances to be used on the race-track. There must be a secure protection on the flywheel cover to prevent people touching the flywheel or moving parts.

Proposal to amend or change this rule

2. The engine to be a single cylinder, 2 or 4 stroke.
Maximum of 23 cc for On Road touring cars.
Maximum of 26 cc for F1 and 2wd Off Road.
Maximum of 32 cc for 4wd Off Road.
Maximum of 32 cc for short course Off Road.

Electric starters can only be used in the pit lane and under no circumstances to be used on the race-track. There must be a secure protection on the flywheel cover to prevent people touching the flywheel or moving parts.

Remarks, purpose of the proposal

The engine to be a single cylinder, 2 or 4 stroke. Maximum of 23 cc for On Road touring cars Maximum of 26 cc for 2wd Off Road Maximum of 29 cc for F1. Maximum of 32 cc for 4wd Off Road. Maximum of 32 cc for short course Off Road. Electric starters can only be used in the pit lane and under no circumstances to be used on the race-track. There must be a secure protection on the flywheel cover.....etc.. The maximum venturi diameter of the carburettor is limited to 13 mm for engines up to 26cc and 14 mm for engines over 26cc.... A proposal to be presented by Tomislav Grigic, HAMS.

Proposed by	HAMS, Matosic Tea
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Not seconded

Current Rule – 4.1.

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 crankcase 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 and the exhaust gasket. Additional cylinder clamping bolts. Spark plug. The choke leaver 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 to amend or change this rule

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 crankcase 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 and the exhaust gasket. Additional cylinder clamping bolts. Spark plug. The choke leaver in the carburettor may be removed. Electric starter conversion is allowed. Engine covers/cases maybe ~~coloured.~~ coloured.
To add: Bearing on carburator accelerating shaft are alowed
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, purpose of the proposal

The proposal is an economical issue : afrer 1 or 2 raced, suce original carburator get some wear out in between brass shaft and aluminium casing, then carburator need to be replaced ! this easy modification makes the carburator usable for all engine life, and avoid engine runing high RMP on idle due to leak in admission

Proposed by	FFVRC, MORBIN William
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: Austria ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 9 in favour, 7 against, 4 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule – 4.1.

5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed. Engine Control Units (ECU) are allowed but power must only come from the standard ignition coil.

Proposal to amend or change this rule

5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed. Engine Control Units (ECU) are NOT allowed
~~but power must only come from the standard ignition coil.~~

Remarks, purpose of the proposal

there will be no way to control that ECU\'s are active or not, so not allowing them will avoid any kind of cheating ! actual ignition systems are working fine, and for sure, are pasive

Proposed by	FFVRC, MORBIN William
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Not seconded

Current Rule – [4.3.]

CAR

Proposal for a new rule

h, All battery connections and connectors powering the receiver must be secure and not easily broken or become disconnected in normal racing or crashes. These can be checked by technical inspection.

Remarks, purpose of the proposal

All to often we see car runaways due to poor connections or loose battery connectors which cause loss of power to the radio equipment in the car which causes runaways and is obviously a major safety issue for other racers. marshals and spectators.

Proposed by	EFRA, EFRA Oddie Ian
Proposal Status:	proposed to be new - released for AGM

Final vote – Original proposal

Seconded by: GB ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 16 in favour, 0 against, 4 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

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 to amend or change this rule

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.

Tyre warmers are permitted, only a nominal 12v supply can be used to power the warming blankets on the tyres.

Remarks, purpose of the proposal

On safety grounds we can only allow low voltage to the actual tyre warmer blankets on the tyres. At this years WC in Lostallo there were mains powered (220v) blankets being used, these are NOT safe!.

Proposed by	EFRA, EFRA Oddie Ian
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: Netherlands ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 16 in favour, 0 against, 4 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule – 4.4

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Proposal to amend or change this rule

TYRES

4.4

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THE BOX OF WET TYRES DELIVERY IN THE TECNICHAL INSPECTION DIRECTLY FROM THE PRODUCER; AT PARK FERME THE TECNICHAL INSPECTION NEED TO MARK ONE SET, DRIVERS CAN GET THE TYRES FROM TECHNICAL 15MIN BEFORE FINALS. THIS WILL GIVE US MORE COMPETITIVE RACING AND AVOID USE OF DANGEROUS ADDITIVES

Remarks, purpose of the proposal

This proposal aims to eliminate additives-which are often toxic and not easily accessible to everyone-and put all the drivers on a level playing field.

Proposed by	MECATECH SRL, VAT IT 04336541208
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☑ Withdrawn

Proposal result: Withdrawn

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 to amend or change this rule

TYRES
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Remarks, purpose of the proposal

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 product 4.4.1 All tyres for single (central) EC, On Road, must be one compound tyres, available, marked and controlled by organizer. Tyres must be delivered to organizer at least 2 weeks before event starts. One compound tyres must be used the whole time of EC. Rainy conditions allow using of rain tyres.

Proposed by	HAMS, Matosic Tea
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☑ Withdrawn

Proposal result: Withdrawn

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 for a new rule

To create a clearer distinction between the Open, Sport, and Open Gentleman classes, I propose introducing a tyre allocation system for the Sport and Open Gentleman categories. The objective is to reduce running costs while placing a greater emphasis on driving consistency and tyre management, without affecting the competitiveness of the classes. Qualifying Each driver should be limited to 4 pair of tyres (8 tyres) for all qualifying rounds. A standard set of tyres provides approximately 30 minutes of competitive performance. With qualifying rounds typically consisting of 3 or 4 rounds of 13 minutes each, 4 pair provide sufficient running time while preventing the use of a new set for every qualifying run. Tyres would be registered and marked by Technical Control before the first qualifying round. Finals The finals present a different challenge because of the current bump-up system. A driver may need to compete in up to three consecutive 20-minute finals before reaching the Main Final. Applying a strict tyre limit under these circumstances could unfairly disadvantage drivers who qualify through the lower finals. For this reason, I propose not introducing a tyre restriction for the finals during the first season. This allows EFRA to evaluate the effectiveness of the qualifying tyre allocation before considering a fair solution for the finals.

Remarks, purpose of the proposal

Benefits * Creates a clear distinction between Open and Sport/Open Gentleman classes. * Reduces tyre costs for competitors. * Rewards tyre management and consistent driving. * Easy to control through Technical Inspection. * Avoids unfair disadvantages for drivers progressing through bump-up finals. Conclusion Introducing a tyre allocation of 4 pair for qualifying only is a simple, fair, and cost-effective first step. It differentiates the Sport and Open Gentleman classes from the Open class while keeping the regulations straightforward and practical to enforce.

Proposed by	NOMAC, Houtman Raymond
Proposal Status:	proposed to be new - released for AGM

Amendment 1 – Passed

To create a clearer distinction between the Open , Sport , and Open Gentleman classes , I propose introducing a tyre allocation system for the Sport and Open Gentleman categories . The objective is to reduce running costs while placing a greater emphasis on driving consistency and tyre management , without affecting the competitiveness of the classes . Qualifying Each driver should be limited to 4 pair of tyres (8 tyres) for all qualifying rounds . A standard set of tyres provides approximately 30 minutes of competitive performance . With qualifying rounds typically consisting of 3 or 4 rounds of 13 minutes each , 4 pair provide sufficient running time while preventing the use of a new set for every qualifying run . Tyres would be registered and marked by Technical Control before the first qualifying round . Finals The finals present a different challenge because of the current bump-up system . A driver may need to compete in up to three consecutive 20-minute finals before reaching the Main Final . Applying a strict tyre limit under these circumstances could unfairly disadvantage drivers who qualify through the lower finals . For this reason , I propose not introducing a tyre restriction for the finals during the first season . This allows EFRA to evaluate the effectiveness of the qualifying tyre allocation before considering a fair solution for the finals .

1.Driver numbers marked in wheels

2. Driver loses TQ if no markings in wheels

3.1.5mm Bodyshells only

4. No replacements if wheel or tyre are damaged.

5.Wet tyres are open

Seconded by: GB

Voting result: 16 in favour, 0 against, 4 abstentions

Final vote – Proposal with Amendment 1

Seconded by: Monaco ☐ Not seconded

☑ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Pending

Current Rule – 5.3.1

GENERAL SPECIFICATIONS The car body has to comply with the calculated scale dimensions 1:5 with the allowance of using the following tolerances.
Length: within scale +/- 10%
Width: max. 395 mm measured at the widest point of the bodyshell
Height: within scale +/- 10%
Minimum wheel base: 500mm
Maximum wheel base: 535mm
Tank capacity: 700cc (including pipes to and from the carburettor and any fittings). If a ventilation chamber/catch tank is fitted, it must be fitted above the tank and be transparent.
Minimum weight, without fuel: 10.000 g
Maximum weight, without fuel: 12.000 g

Proposal to amend or change this rule

GENERAL SPECIFICATIONS The car body has to comply with the calculated scale dimensions 1:5 with the allowance of using the following tolerances.
Length: within scale +/- 10%
Width: max. 395 mm measured at the widest point of the bodyshell
Height: within scale +/- 10%
Minimum wheel base: 500mm
Maximum wheel base: 535mm
Tank capacity: ~~700cc~~ 800cc (including pipes to and from the carburettor and any fittings). If a ventilation chamber/catch tank is fitted, it must be fitted above the tank and be transparent.
Minimum weight, without fuel: 10.000 g
Maximum weight, without fuel: 12.000 g

Remarks, purpose of the proposal

By increasing the fuel tank capacity to 800 cc, we can avoid the problem of drivers finishing the race prematurely, which detracts from the spectacle and effectively removes certain key contenders from the later stages of the race. It is time for our sport to put this long-standing problem behind us, and increasing the fuel tank capacity will not have a negative impact on the work of the engine developers and the various manufacturers.

It is believed that this is the right way to restore a level playing field for everyone.

Proposed by	FMM, Camponovo Ernesto
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☑ Withdrawn

Proposal result: Withdrawn

Current Rule – 5.3.6

BUMPER
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. Only the body and foam bumper may extend past the lower plastic bumper .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 to amend or change this rule

BUMPER
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. Only the body and ~~foam~~ bumper may extend past the lower plastic bumper.The material used has to be flexible like ~~PU-RIM or~~ PU-RIM, other foams, ~~that~~ solid/cellular polyurethane (PU) or flexible thermoplastic polyurethane (TPU). Integrated ventilation cutouts are ~~used in 1:1 car construction to absorb impact energy.~~ permitted within the defined outer dimensional envelope. The bumper must retain energy-absorbing flexibility and must easily deform under manual hand pressure during scrutineering. 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.~~

Remarks, purpose of the proposal

1. Track Safety & Zero Debris: Traditional foam bumpers break apart on heavy impact, leaving hazardous foam fragments on the track. TPU absorbs impacts elastically and stays completely intact, eliminating mid-race track debris. 2. Engineered Air Intake Vents: Modern bodyshells require maximized airflow. Cutting traditional foam manually introduces stress lines and cracks. TPU allows precise factory-designed cellular/honeycomb airflow structures without compromising strength. 3. Proven Across 1/10 & 1/8 Scales: TPU bumpers are already standard and highly successful in 1/10 and 1/8 scale on-road classes. Bringing TPU to 1/5 scale modernizes the category using established industry technology. 4. Strict Dimensional Compliance: TPU bumpers follow exact maximum/minimum external dimensions required by EFRA rules, ensuring perfect bodyshell fitment and parity. Technical Control & Safety Inspection Standard: To guarantee safety and prevent rigid plastic usage, TPU bumpers must retain high energy-absorbing flexibility. Verification Test: The tech inspector must be able to easily compress and deform the front bumper using manual hand squeeze pressure.

Proposed by	SRCCA, Frattaroli Andres
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☑ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☐ Passed: _____ in favour, _____ against, _____ abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Not seconded

Current Rule – 5.3.7.

TYRES
Rim Diameter max. 107 mm
Rim and fitted tyre Diameter max. 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 tyres are not allowed

Proposal to amend or change this rule

TYRES
Rim Diameter max. 107 mm
Rim and fitted tyre Diameter max. 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 tyres are not allowed

For the Sport Classduring EFRA GPs and EC, featuring two timed practice sessions - which count for the reseeding - and four qualifying sessions, a maximum of 12 tyres are permitted, including the first sub-final. A further four tyres are permitted for each subsequent final stage. Tyres must be stamped with the driver's number for the current event (they may not be swapped with other drivers). Used tyres of any make may also be stamped. Tyres which, during the race (timed practice sessions, qualifying sessions or finals), develop a fault (puncture, blowout, etc.) do not entitle the driver to a replacement with a new tyre. It is not compulsory to have all 12 tyres stamped immediately: stamping may take place progressively as the race progresses. The use of even a single unstamped tyre will result in the cancellation of the result achieved in the relevant timed practice session, qualifying session or final.

Remarks, purpose of the proposal

Objectives of the new rule:
1- Equal number of tyres to be used by sponsored and non-sponsored drivers
2- Tyre management becomes more interesting and important
3- For tyre manufacturers, this means higher quality
4- Less waste, even for sponsored drivers
5- For tyre manufacturers, lower costs and fewer tyres to give away to sponsored drivers
6- For the track (event organiser): less waste to dispose of and lower costs
7- Combating waste, currently, some drivers use a total of 28 tyres for 2 practice sessions, 4 qualifying sessions and 1 final (a complete new set every time they take the car out on track), not including tyres for free practice.

Given the purpose for which this class was created, it is only right to include this restriction.

Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: _____ ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☐ Passed: _____ in favour, _____ against, _____ abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☑ Withdrawn

Proposal result: Withdrawn

9. ELECTION OF SECTION CHAIRMAN.

Mr Ian Oddie is willing to re stand as Chairman.
100% support from the entire room Ian re-elected as Chairman

10. ANY OTHER BUSINESS

Homologation for Tuned pipes and airbox was discussed. (EFRA Ian Oddie)

Discussion about EFRA officials attending the GP series. (Netherlands)

Sports class ranking system was discussed but was agreed on its impossible to implement. (Switzerland)

11. ITEMS FOR GENERAL DISCUSSION.

Current Rule – 5.

APPENDIX 5
LARGE SCALE I.C. RULES

Suggestion

Given the purpose for which the 'Sport' class was created, one might well ask whether it is right that, for example, the top three finishers in a European or World Championship should still be entitled to compete in this class, or whether it would be better for these drivers to be 'promoted' to the next higher category.

Proposed by	FMM, Camponovo Ernesto
Proposal Status:	proposed to be discussed - released for AGM

Discussion notes

was discussed

Current Rule – 5.

SPECIAL TECHNICAL SPECIFICATIONS

Suggestion

Given that many drivers still own Alfa Romeo 156-type body (all those on the homologation list), which, according to the rules, is due to expire this year, we are requesting that this deadline be extended to 2028.
This is to allow drivers to make use of the equipment they already own and to avoid further waste.

Proposed by	FMM, Camponovo Ernesto
Proposal Status:	proposed to be discussed - released for AGM

Discussion notes

was discussed and agreed that the Alfa body will not be on the list from 2027

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at
18:04