



## EFRA ANNUAL SECTION MEETING

HOTEL NH Wien Airport,  
Vienna Austria

5-6th of November 2016

### Minutes Large Scale

**SATURDAY 5<sup>th</sup> of November 2016.**

The meeting started at: 14:00

#### 1. CHAIRMAN'S WELCOME

Mr Ian Oddie

The Large Scale Chairman opened the meeting

#### 2. APOLOGIES FOR ABSENCE

Apologies have been received from- **Estonia, Luxembourg, Slovenia, Ireland**

Member Countries presents, section subscription, allocations etc:

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

	Touring Cars			Formula	
1	Markus Feldmann		1	Patrick Reints	
2	Giovanni Verbrugge		2	Mario Dada	
3	Søren Bang		3	Emanuele D'Amico	
4	Bernard-Alain Arnaldi		4	Blum Andreas	
5	Marco Weigerding		5	Kevin Stegmüller	
6	Edoardo Repetti		6	Ivo Day	
7	Marius Hetland		7	Peter Suter	
8	Patrick Folman		8	Matteo Lanfranchi	
9	Kevin Tolenaars		9	Werner Klug	
10	Maximilian Hornig		10	Ed Prochaska	
11	Hessel Roskam		11	Jean-Philippe Csernak	
12	Jeffrey Wijk van		12	Giuseppe Rossignoli	
13	Marco Harleman		13	Leonardo Bottinelli	
14	David Hansen		14	Ernesto Camponovo	
15	Christian Langer		15	Martin Mittelstädt	
16	Joel Oskarsson		16	Markus Gloor	
17	Nicola Marrone Costantino		17	Aldo Bufano	
18	Ian Oddie		18	Sebastian Keller	
19	Henrik Karlsson		19	Urs Gassmann	
20	Ales Bayer		20	Roland Richner	

COUNTRY	PRESENT	F1 On Road	EC On Road	Short Course	EC2WD Off road	EC 4WD Off road	WC
AUSTRIA	Christian Weiser	4	8			1	
BELARUS							
BELGIUM		1					
BULGARIA							
CROATIA	Tomislav Gricic	2	8			2	
CZECH REP.							
DENMARK	Søren Jeppesen		6		7	2	

ESTONIA						2	
FINLAND						12	
FRANCE	Olivier Lecollinet	3	8		5	5	
GERMANY	Andreas Lamers	5	22	3	3	9	2
GREAT BRITAIN	Mike Humphreys	2	9	13	8	20	
GREECE							
HUNGARY							
IRELAND			1				
ITALY		3	5				
LUXEMBOURG							
MONACO							
NETHERLANDS	Cor Roskam	1	8		7	7	1
NORWAY	Cristina T. Nygård		3				
POLAND							
PORTUGAL	Artur Noé	1	2				
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN	Pablo Veila	1	4		2	2	
SWEDEN		6					
SWITZERLAND	Ernesto Camponovo	11	19		4		
TURKEY							
<b>TOTAL</b>		<b>40</b>	<b>103</b>	<b>16</b>	<b>36</b>	<b>62</b>	<b>3</b>

Allocations can be changed till December 21<sup>th</sup> 2016.

Other persons present:

### 3. MINUTES OF 2015 SECTION MEETING

November 2015— Valencia, Spain

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2015.

Seconded by:

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

### 4. CORRESPONDENCE RECEIVED

Nothing of any note, just general questions regarding rules and procedures.

### 5. CHAIRMAN'S REPORT

We're now coming to the end of 2016 with no more Efra Large Scale events left to run, we've had yet another good year overall with well supported events throughout the year.

The Gp series started in Italy and finished with the 4<sup>th</sup> event in Groningen, Holland. All the events were quite popular including Denmark which was the first time the host club had run a Large scale gp, and a great job they did. Hopefully they'll apply again in the future for another Gp or even an Ec. Once again the touring cars was won by Markus Feldmann, but only by 2 points ahead of Giovanni Verbrugge after some challenging race conditions at the final round.

The first EC of this year was the F1 class at the Collari raceway track in Italy. The number of racers wasn't so high but it was the first time in several years that a single EC event had been held for the F1 class, I'm sure they'll increase in future years. The main final was won by Ales Bayer.

The next Ec followed on from the F1 and was the touring car class. With a very good entry, the competition was always going to be strong. Along with some variable weather conditions on the Saturday finals day, some of the regular names at the top of lists weren't as dominant as normal which just shows the overall level of racing is getting higher every year. After a great battle through the main final, the very

well deserved winner was Giovanni Verbrugge. With a 2<sup>nd</sup> in the gp series and winning the euros this year he's certainly a driver to watch in the future!

The next Ec of the year was the Off road, this year held in France. I'm sure everyone who was at the event will agree that this event was extremely well run at a great facility. Three classes were run, 2wd, 4wd and Short Course with a total number of 143 participants, some of the days were busy from 8am until 8pm!. The track was very demanding for both the driver and their cars but everyone seemed to have fun and enjoyed the event. At the end of the main finals, Short Course was won by Sven Rodewald, 2wd was won by Rick Hofman and the 4wd was won by Dario Veseli.

Last but by no means least was the 40+ Ec held at Lostalio. As an open ec, the event was run far more relaxed/flexible and all the drivers had a lot of fun making the event a great success for the first 40+ held in large scale. Many of the older drivers raced at this event who wouldn't normally enter an Ec. Three classes were run, touring cars, F1 and a Ladies race. The winners were Sven Muller, Ernst Utz and Bianca Trottmann respectively.

Looking back at events over the years, the key points we should keep in mind for the best top class races we have had is good organization with plenty of staff who know their jobs at the track. Those two things are critical at the event itself and prior to a big event a good website with all the information drivers need is also paramount. Without those things in place, the event will never run as smoothly or professionally as it could which can lead to unhappy drivers. When applications are being considered for future gp's and EC's we (the Efra board and also the efra reps) should keep these points in mind when voting on venues.

## 6. PRESENTATIONS FOR APPLICATIONS EC 2018 AND GP'S 2017

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, not other proposal will be accepted after distribution of the agenda.

Year/Date	Alt. Date	Status	Country	Venue
2017		GP	Austria	Kirchberg
2017		Warm up	Switzerland	Lostalio
2017		GP	Netherlands	Groningen
2017		GP	Italy	Cremona
2017		GP	Sweden	Staffanstorp
2017		GP Off Road	Bulgaria	Vratza/Ledenica
2017		40+ EC	Austria	Stoehr-Ring
2017		40+ EC	Portugal	Vila Real
2018		EC	France	Tourlaville
2018		EC	Croatia	Zagreb
2018		EC	Germany	Leipzig
2018		EC	Austria	Kirchberg
2018		EC	Portugal	Vila Real
2018		EC Off Road	Austria	Fehring
2019		WC	Portugal	Vila Real

### Final Race calendar 2017

Year/Date	Alt. Date	Status	Country	Venue
15./16.4.2017		Off Road warm up	Great Britain	Nene Valley/Podington
29./30.4.2017		GP TC /F1	Italy	Cremona
13./14.5.2017		Warm up	Switzerland	Lostalio

17./18.6.2017		GP	Netherlands	Groningen
10./15.7.2017		EC TC	Switzerland	Lostallo
10./15.7.2017		EC F1	Switzerland	Lostallo
24./29.7.2017		EC Off Road	Great Britain	Nene Valley/Podington
26./27.8.2017		GP TC/F1	Sweden	Staffanstorp
16./17.9.2017		GP TC/F1	Austria	Kirchberg
30.8./1.9.2017		40+ EC	Austria	Stoehr-Ring
25.11- 2.12.2017		WC	Argentina	

#### Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2018		EC TC/F1	France	Tourlaville
2018		EC LS off road	Austria	Fehring

## 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 21<sup>th</sup>. December LATEST.**

## 8. RULE PROPOSALS

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

### APPENDIX 5 LARGE SCALE I.C. TRACK RULES

#### THE RULE SHOULD BE AMENDED TO READ:

1.1.

#### Existing Rule:

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

- 1:5 Scale Touring Cars
- 1:6 Scale Off Road Cars 2WD + 4WD + Short Course
- a single Formula 1 European Championship 2016 to be organized a week before Touring Car EC, starting from Thursday till Saturday. Formula 1 European Championship 2016 to be open for non European drivers. Formula 1 class will be driven in the reverse direction to the Touring cars.

There will not be a 1:5 touring car European Championship event held in the same year as an IFMAR World Championship event held in Europe, the 4 EFRA GP's will determine the European Champion in Touring car with the 3 best results counting.

The Formula 1 Championship will be run in conjunction with the 4 EFRA GP's, with 3 results held for the attribution of the Champion Title. For the F1 Championship the point system according to rule 1.4 will be used. For an event used as a drop result the TQ point will not count.

#### Proposal:

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

- 1:5 Scale Touring Cars + **Formula 1**
- 1:6 Scale Off Road Cars 2WD + 4WD + Short Course

**Drivers can only enter one class at a European Championship.**

There will not be a 1:5 touring car European Championship event held in the same year as an IFMAR World Championship event held in Europe, the 4 EFRA GP's will determine the European Champion in Touring car **and Formula 1** with the 3 best results counting.

#### Remarks:

Run the Formula 1 class within the touring car EC (separate heats/finals), same direction.

With the low numbers it's not viable for an organiser/efra to run the Formula 1 as a separate event. Combined with touring cars the class will be very well supported along with the media coverage. Drivers can only enter one class at a European Championship, for example a driver can do both on road and off road EC's, but they can not enter both touring cars and F1, or at the off road ec the 2wd/4wd/short course. This is to prevent a driver gaining extra practice in a class they're not really interested in and/or competing in when it's not their primary class, Delete the F1 EC from the gp series paragraph.

**Proposed by Ian Oddie, EFRA**

**Seconded by: BRCA o Not Seconded**

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

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**THE RULE SHOULD BE AMENDED TO READ:**

1.4.

**Existing 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 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 3 meetings out of the 4 to count. If there are less than 4 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:**

Qualification for the European Championships and World Championships 1:5th Touring Cars and F1:  
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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:**

Drivers must compete in their final/s to be awarded points in the gp series. To try and encourage drivers to compete and remain at the events until the end even if the track is wet.

**Proposed by Ian Oddie, EFRA**

**Seconded by: Norway o Not Seconded**

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

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**THE RULE SHOULD BE AMENDED TO READ:**

2.1.

**Existing Rule:**

Duration of the races:	
Free practice max.	8 minutes
Heats	10 minutes (plus the last lap and time of the last lap)
Sub-finals min.	15 minutes, max. 20 minutes up from the 1/32 final and 30 minutes for semi finals
Final Saloon	30 minutes (plus the last lap and time of the last lap)
Final Formula 1	50 minutes, 1 single fuel stop (plus the last lap and time of the last lap)

SPECIAL REGULATIONS F1  
Single EC  
2 rounds of timed practise

Qualification heats:  
3 heats 10 minutes (plus the last lap and time of the last lap) Rolling starts. Half finals 30 minutes, 1 single fuel stop (plus the last lap and time of the last lap).

<b>Proposal:</b>	Duration of the races:	
	Free practice max.	8 minutes
	Heats	10 minutes (plus the last lap and time of the last lap)
	Sub-finals min.	15 minutes, max. 20 minutes up from the 1/32 final and 30 minutes for semi finals
	Final Saloon	30 minutes (plus the last lap and time of the last lap)
	<b>Semi Final Formula 1</b>	<b>30 minutes, 1 single fuel stop (plus the last lap and time of the last lap)</b>
	Final Formula 1	50 minutes, 1 single fuel stop (plus the last lap and time of the last lap)

**Remarks:** Tidy the rules, add in the F1 semi final time/fuel stop into general race procedures. Delete special F1 regs, no longer needed now as they're just duplicates from the general race procedures for large scale.

**Proposed by Ian Oddie, EFRA**

**Seconded by: BRCA o Not Seconded**

**The proposal: o Passed Unanimously o Passed with 10for, ... against and ..1.. abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**THE RULE IS NEW:**

## 2.4

**Existing Rule:**

**TIME SCHEDULE for EC**

EC Tracks must be closed for Large Scale Racing, two weeks prior of the event.

No cars are allowed on the track before Monday morning.

General qualification format for EC's:

There will be a Minimum of 4 and a Maximum of 6 series of 10 minutes heats depending on the number of drivers. The number of series, time schedule and heat order to be announced prior to the first round of qualification.

If there are 60 drivers or less, 6 rounds.

If there are between 60 and 80 drivers, 5 rounds.

If there are more than 80 drivers, 4 rounds.

The event starts on Monday morning.

Monday	09:00-18:00	Free practice (in full heats made by the organiser)
Tuesday	09:00-18:00	Free practice (in full heats made by the organiser)
Wednesday	09:00-18:00	Timed practice /tech inspection/heats(a minimum of the car/body checked and marked, engine marking is optional)/heats
Thursday		qualification heats
Friday		qualification heats, lower finals
Saturday	09:00 - 17:00	sub-finals and final. Prize giving ceremony

**Proposal:** At every bigger event, drivers groups, made by organizer, must be confirmed by team managers, at team manager meeting, before event starts. Groups must be made respecting current drivers performance.

**Remarks:** Keeping a 'know driver(s) in stronger groups just because of his good results a past must be out. Last EC in Bologna we've witnessed that a few "names" have been kept in stronger groups despite worse performance, and few drivers with excellent practice and timide practice results, have been kept in lower groups.

**Proposed by HAMS Hrvatski Automodelarski Savez,**

**Seconded by: NOMAC o Not Seconded**

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

**o Rejected with ..4.. for, .4... against and ...3. abstentions. o Amended**

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Thursday		qualification heats
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Saturday	09:00 - 17:00	sub-finals and final. Prize giving ceremony

**Proposal:**

At every bigger EFRA event, as EC or WC, team manager meeting must be held twice a day. Every day of event. At morning, no later than 8,15h, and at evening 18,30-19,00.

**Remarks:**

At event a larger number of participants, sometimes means a larger number of questions and concerns, addressed to the organizer, 'twice a day meeting will provide current resolving issues arising in the meantime.

**Proposed by HAMS Hrvatski Automodelarski Savez,**

**Seconded by: o Not Seconded**

withdrawn

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

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**THE RULE SHOULD BE AMENDED TO READ:**

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If there are 60 drivers or less, 6 rounds.

If there are between 60 and 80 drivers, 5 rounds.

The event starts on Monday morning.

**Approximate time schedule;-**

Monday	09:00-18:00	Free practice (in full heats made by the organiser)
Tuesday	09:00-18:00	Free practice (in full heats made by the organiser)
Wednesday	09:00-18:00	Timed practice /tech inspection/ <b>qualification</b> heats(a minimum of the car/body checked and marked, engine marking is optional)/ <b>heats</b>
Thursday		qualification heats
Friday		qualification heats, lower finals
Saturday	09:00 - 17:00	sub-finals and final. Prize giving ceremony

**Remarks:**

Add in approximate time schedule, allows for some flexibility especially when we have 140+ drivers and it's impossible to run 3 rounds of qualifying between 9am and 6pm!. Remove a duplicate 'heat' from Wednesday.

**Proposed by Ian Oddie, EFRA**

**Seconded by: .NOMAC..... o Not Seconded**

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

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**THE RULE SHOULD BE AMENDED TO READ:**

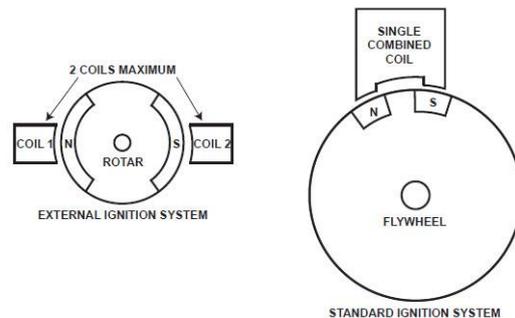
**4.1.**

**Existing Rule: ENGINE and FUEL**

For Formula 1, Off Road and Fifth Scale Saloon:

1. Only one marked engine allowed. In case of rain situation, a second engine could be allowed during the time of wet track. The race director (or his substitute) may decide an engine replacement of the same type or repair in case of failure. The replaced engine will be kept in race control till the end of the event. A driver changing engine will receive an automatic stop and go in his first final. Each driver is only allowed to use a maximum of 2 engines per event.
2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23ccm, maximum 26ccm for F1, 2wd, 4wd, and maximum 30 ccm for short course pull starter or external electric starter. Electric starters can only be used in the pitlane and under no circumstances to be used on the race-track. There must be a secure protection on the flywheel cover to prevent people touching the flywheel or moving parts.
3. No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/ distribution engines are allowed.

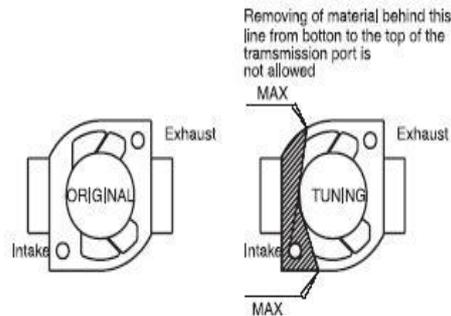
4. All ignition must be mechanically fixed, only manual static adjustment is allowed. The flywheel can only have 1(one)pair of magnetic poles (ie one north and one south). There can only be a maximum of 2 coils (either a single combined LT and HT coil with the standard type ignition or two LT coils with the external ignition systems) working with the flywheel/rotor.



5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.

6. Only open deck admission ports are allowed. The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder bore at all times.

7. The Cylinder block must be of a single casting. no independent liners or slipping liners are allowed.



8. The maximum numbers of admission ports is limited to 4.

9. Engine must be air cooled. The air being driven directly by the flywheel.

10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.

11. An air filter must be fitted to the carburettor.

12. The maximum venturi diameter of the carburettor is limited to 13 mm.

13. Only fuel admitted will be petrol normally available at street petrol stations. The fuel must be bought at a fuel Station within the vicinity of the event. Details of the fuel station location and opening times should be provided by the race organiser prior to the event commencement, Fuel testing should begin prior to the start of qualification. Special fuel's like Avgas, race fuel etc. are strictly forbidden. The only additive allowed is mass production two stroke oil. Technical inspection may ask for a sealed bottle of that oil, to check it.

If a fuel is found suspect, the driver will be asked to mix his fuel at technical inspection, so it can be verified.

If an organiser is able to provide fuel at the track, all competitors have to use this fuel. The price of this fuel must not exceed the normal street price by more than 5%. Fuel tests may be made at random during the race. If a fuel is found illegal, the driver will be disqualified from the particular event, he may lose his EFRA licence for up to ten years. The fuel tester must be available to the competitors during the event.

If a driver wants to protest that decision, he has to make a written protest to EFRA with a deposit of 500.- EUR.

All drivers that qualify for the semi finals will have their fuel tank capacity tested prior to the semi finals. After testing the fuel tank will be emptied, the driver's fuel container will be marked and remain in technical inspection (facilities permitting) until the driver/car is preparing to go out on track for their semi final and main final warm up. Only fuel from the driver's own marked fuel container is allowed to be used.

#### Proposal:

#### ENGINE and FUEL

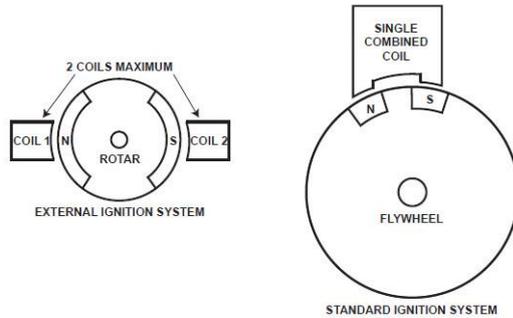
For Formula 1, Off Road and Fifth Scale Saloon:

1. Only one marked engine allowed. In **exceptional circumstances the race director may allow a second engine** during the time of **a wet track**. The **marked engine maybe repaired/serviced and parts replaced except for the cylinder**. **If a second engine or a cylinder is replaced, the originals will be kept in race control until the end of the event**. A driver changing engine will receive an automatic stop and go in his first **final unless the first engine/cylinder is shown to be beyond repair and outside the drivers control to Technical inspection**. Each driver is only allowed to use a maximum of 2 engines per event.

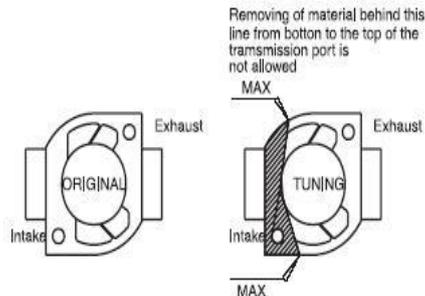
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  11. An air filter must be fitted to the carburettor.
  12. The maximum venturi diameter of the carburettor is limited to 13 mm.
  13. Only fuel admitted will be petrol normally available at street petrol stations. The fuel must be bought at a fuel Station within the vicinity of the event. Details of the fuel station location and opening times should be provided by the race organiser prior to the event commencement, Fuel testing should begin prior to the start of qualification. Special fuel's like Avgas, race fuel etc. are strictly forbidden. The only additive allowed is mass production two stroke oil. Technical inspection may ask for a sealed bottle of that oil, to check it. If a fuel is found suspect, the driver will be asked to mix his fuel at technical inspection, so it can be verified. If an organiser is able to provide fuel at the track, all competitors have to use this fuel. The price of this fuel must not exceed the normal street price by more that 5%. Fuel tests may be made at random during the race. If a fuel is found illegal, the driver will be disqualified from the particular event, he may loose his EFRA licence for up to ten years. The fuel tester must be available to the competitors during the event. If a driver want's to protest that decision, he has to make a written protest to EFRA with a deposit of 500.- EUR. All drivers that qualify for the semi finals will have their fuel tank capacity tested prior to the semi finals. After testing the fuel tank will be emptied, the drivers fuel container will be marked and remain in technical inspection (facilities permitting) until the driver/car is preparing to go out on track for their semi final and main final warm up. Only fuel from the drivers own marked fuel container is allowed to be used.

**Remarks:** Allow repairs and servicing on a marked engine, replace any parts except the cylinder without penalty, Also allow an engine change without penalty after a catastrophic engine failure outside the drivers control.

**Proposed by Ian Oddie, EFRA**

**Seconded by: .Denmark. o Not Seconded**

**The proposal: o Passed Unanimously o Passed with ..10.. for, .... against and ..1.. abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**THE RULE SHOULD BE AMENDED TO READ:**

**4.1.**

**Existing Rule: ENGINE and FUEL**

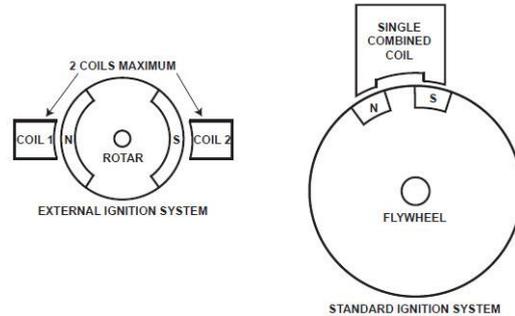
For Formula 1, Off Road and Fifth Scale Saloon:

1. Only one marked engine allowed. In case of rain situation, a second engine could be allowed during the time of wet track. The race director (or his substitute) may decide an engine replacement of the same type or repair in case of failure. The replaced engine will be kept in race control till the end of the event. A driver changing engine will receive an automatic stop and go in his first final. Each driver is only allowed to use a maximum of 2 engines per event.

2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23ccm, maximum 26ccm for F1, 2wd, 4wd, and maximum 30 ccm for short course pull starter or external electric starter. Electric starters can only be used in the pitlane and under no circumstances to be used on the race-track. There must be a secure protection on the flywheel cover to prevent people touching the flywheel or moving parts.

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

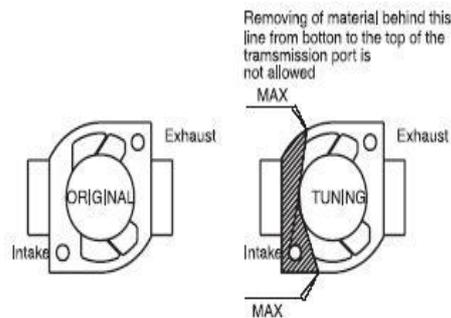
4. All ignition must be mechanically fixed, only manual static adjustment is allowed. The flywheel can only have 1(one)pair of magnetic poles (ie one north and one south). There can only be a maximum of 2 coils (either a single combined LT and HT coil with the standard type ignition or two LT coils with the external ignition systems) working with the flywheel/rotor.



5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.

6. Only open deck admission ports are allowed. The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder bore at all times.

7. The Cylinder block must be of a single casting. no independent liners or slipping liners are allowed.



8. The maximum numbers of admission ports is limited to 4.

9. Engine must be air cooled. The air being driven directly by the flywheel.

10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.

11. An air filter must be fitted to the carburettor.

12. The maximum venturi diameter of the carburettor is limited to 13 mm.

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If a driver wants to protest that decision, he has to make a written protest to EFRA with a deposit of 500.- EUR.

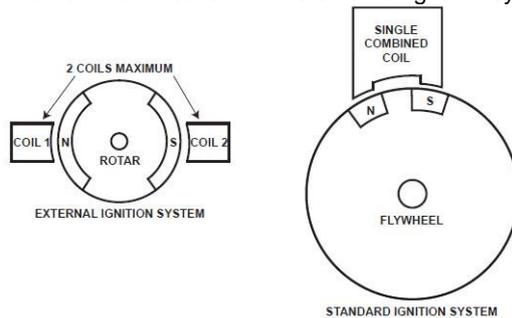
All drivers that qualify for the semi finals will have their fuel tank capacity tested prior to the semi finals. After testing the fuel tank will be emptied, the driver's fuel container will be marked and remain in technical inspection (facilities permitting) until the driver/car is preparing to go out on track for their semi final and main final warm up. Only fuel from the driver's own marked fuel container is allowed to be used.

**Proposal:**

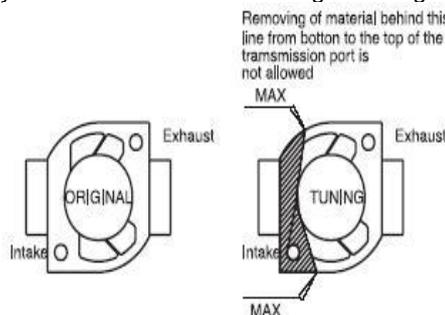
**ENGINE and FUEL**

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2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23ccm, maximum 26ccm for F1, 2wd, 4wd, and maximum 30 ccm for short course pull starter or external electric starter. Electric starters can only be used in the pitlane and under no circumstances to be used on the race-track. There must be a secure protection on the flywheel cover to prevent people touching the flywheel or moving parts.
3. No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/ distribution engines are allowed.
4. All ignition must be mechanically fixed, only manual static adjustment is allowed. The flywheel can only have 1(one)pair of magnetic poles (ie one north and one south). There can only be a maximum of 2 coils (either a single combined LT and HT coil with the standard type ignition or two LT coils with the external ignition systems) working with the flywheel/rotor.



5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.
6. Only open deck admission ports are allowed. The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder bore at all times.
7. The Cylinder block must be of a single casting. no independent liners or slipping liners are



- allowed.
8. The maximum numbers of admission ports is limited to 4.
9. Engine must be air cooled. The air being driven directly by the flywheel.
10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
11. An air filter must be fitted to the carburettor.
12. The maximum venturi diameter of the carburettor is limited to 13 mm.
13. Only fuel admitted will be petrol normally available at street petrol stations. The fuel must be bought at a fuel Station within the vicinity of the event. Details of the fuel station location and opening times should be provided by the race organiser prior to the event commencement, Fuel testing should begin prior to the start of qualification. Special fuel's like Avgas, race fuel etc. are strictly forbidden. The only additive allowed is mass production two stroke oil. Technical inspection may ask for a sealed bottle of that oil, to check it. If a fuel is found suspect, the driver will be asked to mix his fuel at technical inspection, so it can be verified. If an organiser is able to provide fuel at the track, all competitors have to use this fuel. The price of this fuel must not exceed the normal street price by more that 5%. Fuel tests may be made at random during the race. If a fuel is found illegal, the driver will be disqualified from the particular event and they will not be allowed to enter an EFRA Large Scale event for the remainder of the the current year and the full 12 months of the following year. The fuel tester

must be available to the competitors during the event.

If a driver wants to protest that decision, he has to make a written protest to EFRA with a deposit of 500.- EUR.

All drivers that qualify for the semi finals will have their fuel tank capacity tested prior to the semi finals. After testing the fuel tank will be emptied, the drivers fuel container will be marked and remain in technical inspection (facilities permitting) until the driver/car is preparing to go out on track for their semi final and main final warm up. Only fuel from the drivers own marked fuel container is allowed to be used.

**Remarks:** Clarify the penalty for using illegal fuel.

**Proposed by Ian Oddie, EFRA**

**Seconded by: ....Austria..... o Not Seconded**

**The proposal: o Passed Unanimously o Passed with .10... for, .... against and ..1.. abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**THE RULE SHOULD BE AMENDED TO READ:**

#### 4.1.

##### **Existing Rule: ENGINE and FUEL**

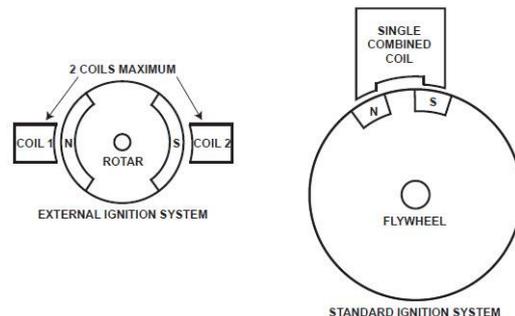
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1. Only one marked engine allowed. In case of rain situation, a second engine could be allowed during the time of wet track. The race director (or his substitute) may decide an engine replacement of the same type or repair in case of failure. The replaced engine will be kept in race control till the end of the event. A driver changing engine will receive an automatic stop and go in his first final. Each driver is only allowed to use a maximum of 2 engines per event.

2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23ccm, maximum 26ccm for F1, 2wd, 4wd, and maximum 30 ccm for short course pull starter or external electric starter. Electric starters can only be used in the pitlane and under no circumstances to be used on the race-track. There must be a secure protection on the flywheel cover to prevent people touching the flywheel or moving parts.

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

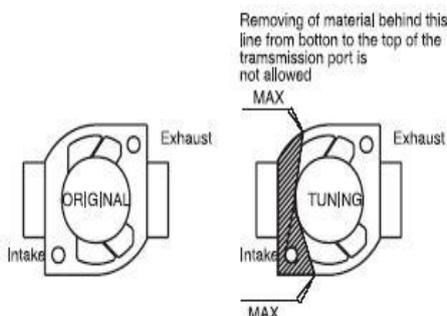
4. All ignition must be mechanically fixed, only manual static adjustment is allowed. The flywheel can only have 1(one)pair of magnetic poles (ie one north and one south). There can only be a maximum of 2 coils (either a single combined LT and HT coil with the standard type ignition or two LT coils with the external ignition systems) working with the flywheel/rotor.



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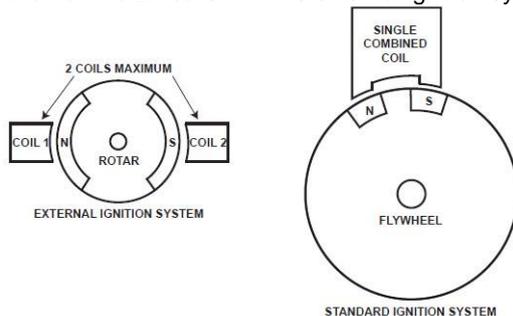
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**Proposal:**

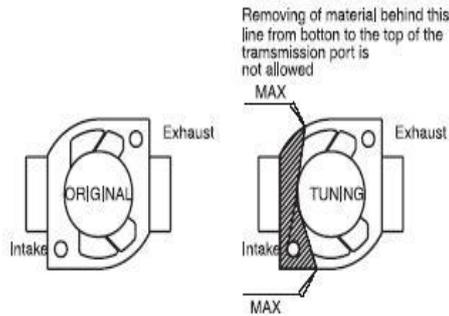
**ENGINE and FUEL**

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4. All ignition must be mechanically fixed, only manual static adjustment is allowed. The flywheel can only have 1(one)pair of magnetic poles (ie one north and one south). There can only be a maximum of 2 coils (either a single combined LT and HT coil with the standard type ignition or two LT coils with the external ignition systems) working with the flywheel/rotor.



5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.
6. Only open deck admission ports are allowed. The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder bore at all times.
7. The Cylinder block must be of a single casting. no independent liners or slipping liners are



allowed.

8. The maximum numbers of admission ports is limited to 4.

9. Engine must be air cooled. The air being driven directly by the flywheel.

10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.

11. An air filter must be fitted to the carburettor.

12. The maximum venturi diameter of the carburettor is limited to 13 mm.

13. Only fuel admitted will be petrol normally available at street petrol stations. The fuel must be bought at a fuel Station within the vicinity of the event. Details of the fuel station location and opening times should be provided by the race organiser prior to the event commencement, Fuel testing should begin prior to the start of qualification. Special fuel's like Avgas, race fuel etc. are strictly forbidden. The only additive allowed is mass production two stroke oil.

Technical inspection may ask for a sealed bottle of that oil, to check it.

If a fuel is found suspect, the driver will be asked to mix his fuel at technical inspection, so it can be verified.

If an organiser is able to provide fuel at the track, all competitors have to use this fuel. The price of this fuel must not exceed the normal street price by more than 5%. Fuel tests may be made at random during the race. If a fuel is found illegal, the driver will be disqualified from the particular event, he may lose his EFRA licence for up to ten years. The fuel tester must be available to the competitors during the event.

If a driver wants to protest that decision, he has to make a written protest to EFRA with a deposit of 500.- EUR.

All drivers that qualify for the semi finals will have their fuel tank capacity tested prior to the semi finals. ~~After testing the fuel tank will be emptied, the drivers fuel container will be marked and remain in technical inspection (facilities permitting) until the driver/car is preparing to go out on track for their semi final and main final warm up. Only fuel from the drivers own marked fuel container is allowed to be used.~~

**Remarks:** Delete the procedure following tank testing for semi finalists, the system didn't work as intended this year when tried out.

**Proposed by Ian Oddie, EFRA**

**Seconded by: ..... o Not Seconded  
withdrawn**

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

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**THE RULE SHOULD BE AMENDED TO READ:**

**4.1.**

**Existing Rule: ENGINE and FUEL**

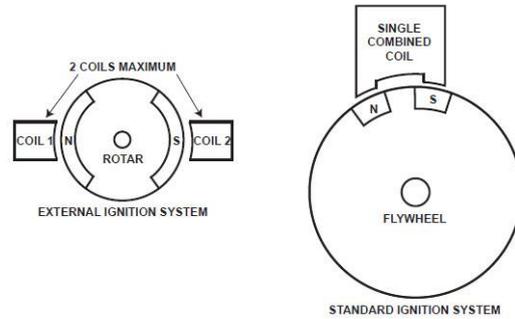
For Formula 1, Off Road and Fifth Scale Saloon:

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2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23ccm, maximum 26ccm for F1, 2wd, 4wd, and maximum 30 ccm for short course pull starter or external electric starter. Electric starters can only be used in the pitlane and under no circumstances to be used on the race-track. There must be a secure protection on the flywheel cover to prevent people touching the flywheel or moving parts.

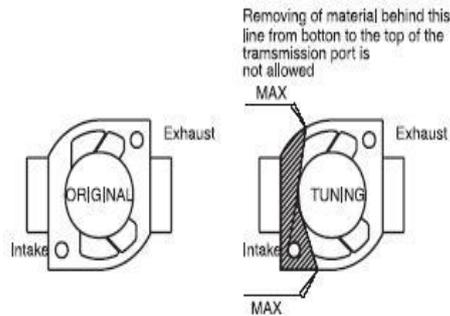
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10. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.

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**Proposal:**

**ENGINE and FUEL**

For Formula 1, Off Road and Fifth Scale Saloon:

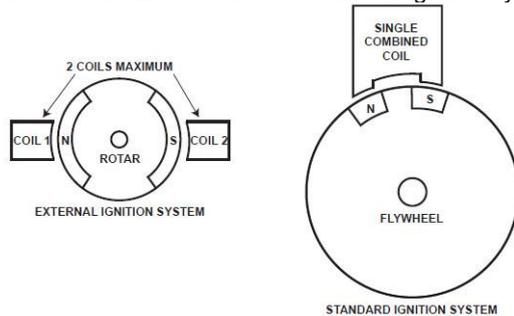
1. **Two engines are allowed per event. Both marked with the beginning of the timed practice. The engine should be marked at the housing and at the cylinder, not on the fan cover to allow maintenance. Any work that requires removing the cylinder should be done in technical inspection. Changing parts of category one will lead to a penalty, changing parts of category two will not lead to a penalty. The engine used for the first qualification run must be used for the hole event. It is only allowed to change to the 2nd engine, if the engine no. 1 is faulty in way that would require to change category one parts (to avoid special quali engine). The 2nd engine can be used then without penalty, but it is not allowed to use no1 engine again during the event. If second engine is also faulty the driver can repair only engine no2. Changing parts of category one on an engine and using it in the event will lead to a penalty of 1lap (stop and go with x time for stop) in the first final for the driver. The stop time should be**

according to one average lap time ( fastest lap in quail rounded up for full sec + 1 add sec) If the driver has to perform more than one repair with changes of category one parts during qualification he will only get one penalty. If he has to change category one parts during final heats, he will get a penalty always for the next final. Category one parts: cylinder, housing, crankshaft, piston. Category two parts: anything else, lie piston ring, inanition parts, flywheel, carburetor, bearings etc...

2. The engine to be a single cylinder, 2 or 4 stroke, maximum 23ccm, maximum 26ccm for F1, 2wd, 4wd, and maximum 30 ccm for short course pull starter or external electric starter. Electric starters can only be used in the pitlane and under no circumstances to be used on the race-track. There must be a secure protection on the flywheel cover to prevent people touching the flywheel or moving parts.

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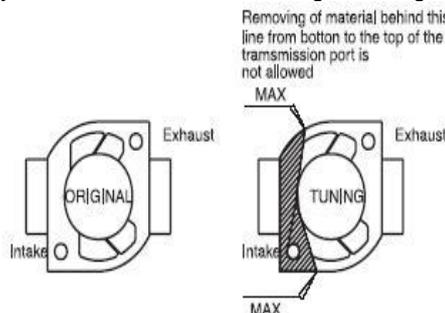
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**Remarks:**

Motivation: At the moment the rule states that it is only allowed to use one engine during an EFRA event. At the euros we saw that the interpretation of the rule by the race director (or substitute) lead to the fact the it was allowed to open the engines everywhere. And as long as the engine housing stays the same it was allowed to change everything. For modern engines and tuning strategies this meant no limit and people where using new parts all the time since all important parts of the engines that brake under extreme tuning effort where changed. This means that engines are basically not limited at the moment. To reduce costs and increase equality between all attendees engines should be limited and lifetime of the engines should increase. Other drivers may not come to the euros if they see how top 40 drivers play with 8-10 engines each event. This new proposal should secure that was originally behind the "one engine" rule. Why this solution: In the top league of touring car large scale, for me there should not be a restriction or limit of power. To limit somehow the effort, money and other resources that are put into the engines, and to secure that new developments are also usable for everybody, the best way is to make sure new developments and engines are lasting long and tested well without parts systematically braking (to high pressure, overheating, etc...). This goal is only reached if the number of parts that are allowed to be used are limited. My opinion is that other solutions to reduce the power of the engine to make them last longer will not succeed. Engine tuners will find a way around new restrictions to get more power out of the engine and this will lead to more costs and parts that will brake. And for those drivers that have no personal limit in getting engines and parts this will be a big advantage again. The reason for two engines instead of one: Since we are using mass products it is always possible the a driver gets a part from a bad badge and this may brake to soon. Because of such an failure the driver should not be punished and get a second chance by a second engine.

**Proposed by DMC , Rasch Norbert**

**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**

**THE RULE SHOULD BE AMENDED TO READ:**

4.2.1.

**Existing Rule:**

Maximum noise level is 81dB (A) measured at 10 metres, 1 metre above the track.  
The race director has the authority to decide a different method of measuring (using the EFRA noise trap) as long, as the result will be the same.  
If a cars average over 10 or more laps exceeds +2dB (A) for On Road cars and +5dB(A) for Off Road cars higher than the limit at any time during the qualifying then the driver will loose their best qualifying result. If this level is exceeded during a final then the penalty is a 1 lap deduction at the end of that final. Under exceptional circumstances common sense will be used.  
Both the Race Director and Referee's can decide if any car producing excessive noise is allowed to race.  
Exhausts have to be of minimum three chamber type. No open exhausts or pipes are allowed.  
The total exhaust must be inside the body, with the exception of the tailend of the pipe, which may protrude the body by no more than 10 mm.  
No adjustable or moving parts are allowed in the manifold or muffler. The body may be cut out at that point max. 20 mm more than the tailend diameter.  
Max. inside diameter tail end 13 mm.

**Proposal:**

Maximum noise level is 81dB (A) measured at 10 metres, 1 metre above the track.  
The race director has the authority to decide a different method of measuring (using the EFRA noise trap) as long, as the result will be the same.  
If a cars average over 10 or more laps exceeds +1dB (A) for On Road cars and +4dB(A) for Off Road cars higher than the limit during the qualifying then the driver will loose their best qualifying result. If this level is exceeded during a final then the penalty is a 1 lap deduction at the end of that final. Under exceptional circumstances common sense will be used.  
Both the Race Director and Referee's can decide if any car producing excessive noise is allowed to race.  
Exhausts have to be of minimum three chamber type. No open exhausts or pipes are allowed.  
The total exhaust must be inside the body, with the exception of the tailend of the pipe, which may protrude the body by no more than 10 mm.

No adjustable or moving parts are allowed in the manifold or muffler. The body may be cut out at that point max. 20 mm more than the tailend diameter.

Max. inside diameter tail end 13 mm.

**Remarks:** Reduce the db noise limit for all classes by 1db. Remove the 'at any time' during qualifying, we should not punish a driver if their exhaust breaks and that's the reason for failing the average noise test momentarily.

**Proposed by Ian Oddie, EFRA**

**Seconded by: .Norway o Not Seconded**

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

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**THE RULE SHOULD BE AMENDED TO READ:**

5.2.2.

**Existing Rule:**

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.

Only 2 complete sets of tyres are allowed for the heats and will be marked by technical inspection with the registration number of the driver.

For EC Series during EFRA GP's only one set of marked tyres is allowed during the three rounds of qualification.

**Proposal:**

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**.

**Remarks:**

Remove tyre limits (Gp and EC) from qualifying in the Formula 1 class.

**Proposed by Ian Oddie, EFRA**

**Seconded by: .NOMAC. o Not Seconded**

**The proposal: o Passed Unanimously o Passed with ..10.. for, .... against and ..1. abstentions.**

**o Rejected with .... for, .... against and .... abstentions. o Amended**

**THE RULE SHOULD BE AMENDED TO READ:**

5.4.1.

**Existing Rule:**

Technical classes and weight

All cars have to be large scale

Only rear wheel drive allowed in 2wd class

Minimum weight limit 10 kg for 2wd & 4wd, and 14 kg for short course

Weight limits for a race ready car with transponder / PT but no fuel load

Modifying or self builder cars are allowed, as far as those fulfil the technical rules mentioned

**Proposal:**

Technical classes and weight

All cars have to be large scale

Only rear wheel drive allowed in 2wd class

Minimum weight limit 10 kg for 2wd & 4wd, and 14 kg for short course

Weight limits for a race ready car with transponder / PT but no fuel load

Modifying or self builder cars are allowed, as far as those fulfil the technical rules **mentioned Minimum weight to be increased to 15.5kg/16kg**

**Remarks:**

Addition for short course only To bring the mcd/losi into a similar performance ball park

**Proposed by British Radio Car Association BRCA, Hill Mick**

**withdrawn**

**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**

**THE RULE SHOULD BE AMENDED TO READ:**

5.4.4.

**Existing Rule:**

Fuel tank and fuel

The max content of the fuel tank till the carb is 700 cc for 2WD and 800 cc for 4WD.

The allowed fuel may only exist of Lead-free gasoline, oils and additives.

**Proposal:** Forbidden are all special fuels and extra's as Avgas, octane boosters and race fuel.  
Fuel tank and fuel  
The max content of the fuel tank till the carb is 700 cc for 2WD and 800 cc for 4WD.  
The allowed fuel may only exists of Lead-free gasoline, oils and additives.  
Forbidden are all special fuels and extra's as Avgas, octane boosters and race fuel. **5% tank discretion on 800ml**

**Remarks:** Addition for Short Course only

**Proposed by British Radio Car Association BRCA, Hill Mick**

**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 withdrawn**

**THE RULE SHOULD BE AMENDED TO READ:**

5.4.9.

**Existing Rule:**

Chassis, Body measurements  
Only original large scale lexan body shells are allowed  
The body must be fully painted except for the windows  
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

Short course truck:

Min length	850 mm
Max length	1000 mm
Min width	480 mm
Max width	530 mm with full compressed suspension
Min height	300 mm
Max height	350 mm with full compressed suspension
Min wheel base	600 mm
Max wheel base	650 mm

**Proposal:**

Chassis, Body measurements  
Only original large scale lexan body shells are allowed  
The body must be fully painted except for the windows  
Motorstop access must be easy .  
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Car size

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Min wheel base	600 mm
Max wheel base	650 mm

**Short course trucks must run a full body supporting roll cage as supplied by manufacturer**

Short course trucks to run mud flaps All Short course trucks shells must have enclosed wheel arches-fenders

**Remarks:** Additions for short course only Keeps the original intent to mirror the US trucks the class was aimed at (re mud flaps & wheel arches)

**Proposed by British Radio Car Association BRCA, Hill Mick**

**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 withdrawn**

## 9. ELECTION OF VICE SECTION CHAIRMAN.

Election of Vice Chairman: Wolfgang Petermann is willing to re-stand re-elected unanimously

## 10. ANY OTHER BUSINESS

The future of engines, controls and limits. A quick follow up/test results after the drivers meeting held in Italy.

## 11. ITEMS FOR GENERAL DISCUSSION.

2.1.

**Suggestion:** On the euros we saw the some (top) drivers where training and testing on their friday off on a different track. This does not show much of sportsmanship since they don't support their team (country) and show disrespect to all the drivers that drive in the lower finals. Also it may be an advantage to other drivers that don't have this opportunity. Suggestion for new rule: It is not allowed to test on a other track with the same scale car during an event. If one driver does he will get a penalty of one lap (stop and go) in his first final. Why this solution: Drivers should stay at the event and support the others, and don't have an advantage to the others. Of course it will be hard to prove that someone drove on a different track but in these time with social media someone will notice. This rule should act as deterrence.

**Proposed by Rasch Norbert , DMC**

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 18:05

Calendar and allocations updated 06.11.16 with permission of the auditor.