



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL Pisana Palace Roma**  
**ROMA RM/ITALY**  
**6<sup>th</sup> to 7<sup>th</sup> of November 2004**

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**MINUTES LARGE SCALE**

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**SATURDAY 6<sup>th</sup> OF NOVEMBER 2004**

*The meeting opened at: 15:15*

**1. CHAIRMAN'S WELCOME** Mr. Wolfgang Stumpf

**2. APOLOGIES FOR ABSENCE**  
 Apologies have been received from:  
 Ireland, Luxembourg

COUNTRY	PRESENT	SECTION SUBSCR	ALLO C EC	RE- ALLO C EC	ALLO WC safe/unsafe	RE- ALL OC WC
AUSTRIA	E. Prochaska	x	4		3/6	
BELGIUM	F. Noens was there for voting	x	6		2/3	
CROATIA	Z. Matosic	x	2		1/2	
CZECH REP.	M. Kubicka	x	5		2/4	
DENMARK	J. Juul	x	8		1/3	
ESTONIA						
FINLAND		x				
FRANCE	J.-L. Molat	x	8		4/14	
GEORGIA						
GERMANY	T. Eisenreich	x	11		4/14	
GREAT BRITAIN	G. Symonds	x	11		4/10	
GREECE	N. Verganelakis	x	2		1	
HOLLAND	A. Verhagen	x	10		3/8	
HUNGARY		x	4		1/2	
IRELAND		x	5		2/4	
ITALY	T. Capasso	x	3		4/10	
LUXEMBOURG		x	2			
NORWAY		x				
POLAND						
PORTUGAL	R. Stricker arrived at 18:26	x	0		1/3	
ROMANIA						
RUSSIA						
SLOVAK REP.						
SLOVENIA		x				
SPAIN	A. Pineda	x	5		2/5	
SWEDEN	L. Idengren	x	11		4/10	
SWITZERLAND	M. Strasser	x	10		4/10	
<b>TOTAL</b>	<b>15</b>	<b>21</b>	<b>104</b>		<b>95</b>	

Other Present: PMT- Company A. and L. Pauselli

### 3 MINUTES OF 2003 SECTION MEETING

1<sup>st</sup> to 2<sup>nd</sup> of November 2003— **Hotel Argosy, Dubrovnik, Croatia**

a) Matters arising:

The minutes were: accepted

**Proposed by: Spain**

**Seconded by: Croatia**

unanimously passed

The auditors for the minutes 2004 are Croatia and Germany

### 4 CORRESPONDENCE RECEIVED

An application was received from *F.L.A.M.R.C.* to host the IFMAR WC 2007.

An email was send on Tuesday from Ireland:

Sir

Please accept my appologies for not being able to attend the EFRA meeting next week. My health is not the best and am unable to travel.

we request the following places for the classes shown

1/5th Large scale on road

EURO 5 places

WORLDS 4 places

If there is a problem please e mail me

Regards

Nick Wyatt

RCCAOI

IRELAND

We also received several email from Czech Republic regarding GP's and finally EC. That's build into the Race Proposals.

### 5 CHAIRMAN'S REPORT

Chairman Mr Wolfgang Stumpf

I was present at three Large Scale EFRA GP's , the Quarter Scale EC in Lostalio, the Fifth Scale EC in Zagreb and as attendance at the 1:10 EC in Amstetten.

In this season we had a lot of rain and bad weather. The First EFRA GP at the end of March miss some participants, who are blocked by snow at the travel routes. But the interest was high. The second EFRA GP in Coimbra/Portugal had bright sunshine but small participation in case of the distance and travel cost. The GP of Lostalio as the test race for the coming QS EC had the expected thunderstorm and a high number of drivers.

The Quarter Scale EC in Lostalio was well attended with 45 Formula, 8 QS Saloon/GT and 13 Trucks in the frame race. The winner in the Formula category was Markus Feldmann D, second Gloor Markus CH, third Vedrine Laurent F. The QS race was a little bit poor, the big fun for the spectators was the truck race. As part of the main discussion for this year was the number of the cars in the final who give a discussion, there is a rule amendment for the AGM now as the reaction to this fact.

The Fifth Scale EC in Zagreb was fully booked, but only 120 drivers show up. The winner was Markus Feldmann D, second Bernard-Alain Arnaldi F, third place Mathieu Briere F, the same picture like last year. Very hot at the weekend before, than rain at Tuesday in the beginning of the event, but the weather get better and with the sunshine the good sides in everyone's mind come back.

From the beginning of the season there was a pressure against some rules from some of the top drivers. At the EC in Zagreb this discussion come to a top, After a open driver meeting there they calmed down. The reason is that the top drivers don't agree with some of the rules and want back the old qualification system and the possibility of a spare engine.

Vice Chairman Mr. Wolfgang Petermann

I was present at the GP's in Zagreb and Lostalio and also at the EC's F1 and Touring Car. As usual I was acting as Technical Inspector. To my surprise, some basic rules are still not common to the competitors. It is extremely frustrating, that after 10 years, still many drivers do not respect the bumper rule. It also seems to be very hard to understand, that minimum means, that something must be bigger but that maximum in difference does mean it has to be not bigger. I do not believe, that a rule change will change anything about this behaviour. When I asked several drivers about their opinion about the new EFRA stickers, I was not understood. "What stickers?" Well, these drivers did not even unpack the EFRA Handbook to take a look inside.

From my point of view the decisions of last years section meeting worked quite well. Especially the one engine rule did not made any problems to technical inspection. Only the one fuel-station-rule was either ignored by some organisers or some drivers did not like the station, because it was not their brand. Anyway, we are definitely on the right way on that item.

Unfortunately two idea's this year did not work as good as expected. First was the F1 final in Lostalio with 20 cars. Not only because the drivers stand was not as big as thought. It also was clear from the beginning of the event, that a group of drivers, not familiar with F1 cars, was making a lot of discussing about it. It looks like these drivers have never seen a F1 race on TV or in real. Does MS give anybody 5 laps down on the main race? No.

Anyway, I have learned that not only the drivers are overtaxed, also it is very hard for the referees, they did a fantastic job.

During this year I have also updated the EFRA Ranking-List after each race to give everybody a clear information about the EFRA GP's. As I think, that could be a good tool for the future, I have made a proposal.

4 new body-shell's have been homologated since our last section meeting and I received the information, that 2 more are planned for springtime.

Also I try to make EFRA as a PR Officer a little bit more known, I think, that this section is the best to increase the public notification. All proposals made to IFMAR for the next WC regarding race management have passed, so we will have now good tools to make it a sportive and fair competition.

After the information a large discussion started about that item.

## 6 PRESENTATIONS FOR APPLICATIONS EC AND GP's

### 2005

12 <sup>th</sup> -13 <sup>th</sup> March	26 <sup>th</sup> -27 <sup>th</sup> March	GP F1/TC	Italy	San Lazzaro di Savena (BO)
30 <sup>th</sup> April -1 <sup>st</sup> .May		GP F1/TC	Croatia	Zagreb
9 <sup>th</sup> -10 <sup>th</sup> April		GP F1 /TC	Austria	Kirchberg
September		GP F1/TC	Germany	Mühlau
18 <sup>th</sup> -19 <sup>th</sup> June	11 <sup>th</sup> - 12 <sup>th</sup> June	GP F1/TC	France	Grenoble
14 <sup>th</sup> -15 <sup>th</sup> May		Int. Race TC	Luxembourg	Luxembourg /late entry
	24 <sup>th</sup> - 26 <sup>th</sup> June	GP F1/TC	Great Britain	Brooklands
26 <sup>th</sup> -28 <sup>th</sup> August	2 <sup>nd</sup> -4 <sup>th</sup> August	GP F1/TC	Czech Republic	Slavkov /late entry
28 <sup>th</sup> -30 <sup>th</sup> October		Int. Race TC	Spain	Lloret

**2006**

July	August	EC Touring Car 24	Austria	Kirchberg
August		EC Touring Car 29	Italy	San Lazzaro di Savena (BO)
		EC Touring Car 27	Czech Republic	Slavkov (late entry)
		<b>EC Touring Car 40</b>	<b>Greece</b>	<b>Fanatix (Athens)</b>
August	September	GP F1/TC	Czech Republic	Slavkov

**7 RACE CALENDAR****2005**

12 <sup>th</sup> -13 <sup>th</sup> March		GP F1/TC	Italy	San Lazzaro di Savena (BO)
9 <sup>th</sup> -10 <sup>th</sup> April		GP F1 /TC	Austria	Kirchberg
30 <sup>th</sup> April -1 <sup>st</sup> .May		GP F1/TC	Croatia	Zagreb
20 <sup>th</sup> -22 <sup>nd</sup> May		Int. race Warm up WC	Switzerland	Lostallo <a href="http://www.mrtm.com">www.mrtm.com</a>
18 <sup>th</sup> -19 <sup>th</sup> June		GP F1/TC	France	Grenoble
24 <sup>th</sup> -26 <sup>th</sup> June		GP F1/TC	Czech Republic	Slavkov
01 <sup>st</sup> - 10 <sup>th</sup> July		EC F1 /Touring Car	Sweden	Gothenburg <a href="http://www.vast-8.se">www.vast-8.se</a>
18 <sup>th</sup> – 28 <sup>th</sup> August		IFMAR WC 1/5 <sup>th</sup> TC	Switzerland	Lostallo <a href="http://www.mrtm.com">www.mrtm.com</a>
September		GP F1/TC	Germany	Mühlau
28 <sup>th</sup> -30 <sup>th</sup> October		Int. Race TC	Spain	Lloret

**8 ALLOCATIONS**

Allocations were made to each country as printed in the table form under item 2 on the agenda.

**9 RULE PROPOSALS****CLEANING UP THE HANDBOOK**

1.3, 1.4 Delete

3.1 Move to Appendix 5, 7.4 and 8.2.4

, **8.2.1 and 8.2.2** Rename 8.2.2 to 8.2.1, and rename 8.2.1 to 8.2.2

**Proposed by: EFRA EXECUTIVE**

**Seconded by: Holland**

**Not Seconded**

Against :

Abstention:

In favour: 13

**THE RULE SHOULD BE AMENDED TO READ**

**1. RACE FORMAT**

The whole paragraph as it is written now should be deleted and swooped against a new one as per below:

**1. Race Format**

**1.1 The European Championship to determine the European Champion will each year be held as a series of 5 Grand Prix races and one final. Out of those 6 races the Final and the 3 best GP's will be counted and nominate the European Champion.**

**1.2 The result of the series will give the EFRA ranking list.**

**1.3 The same format is used both for:**

**a) 1:4 Scale GT/salon, Formula 1**

**b) 1:5 Scale Touring cars**

**all classes could be combined in one race during 4 days Thursday to Sunday if number of participants are below 80 . If above 80 the race should be held during 5 days, Wednesday to Sunday.**

**1.4 Participants must have an EFRA International Drivers Licence to be allowed to participate in the series of GP's and Final held outside their own country.**

**1.5 Entry and sanction fees as written in General rules 3.5.7**

**REMARK:** The GP's to day seems to have lost rather much of it's status and it is time to renew the model in order to keep up the activities. The number of drivers seems also to have dropped during the past year. The new model will increase the interest and increase the racing activities

**Proposed by: SBF Sweden**

**Seconded by:**

**Not Seconded**

**Against :**

**Abstention:**

**In favour:**

**THE RULE SHOULD BE AMENDED TO READ**

**1.2 RACE FORMAT**

The results of the EFRA-GP's combined with that of the European Championship, will give the EFRA ranking list.

**The Ranking list will be a continually updated one, for every new EFRA GP or EC/WC added, the oldest one will be deleted.**

**REMARK:** Discussion in Zagreb about the ranking list, they used the list of the running season, without the EC ranking of the last season.

**Proposed by: EFRA EXECUTIVE**

**Seconded by: France**

**Not Seconded**

**Against :**

**Abstention:2**

**In favour: 11**

**passed**

**2.1 Race procedure**

**THE RULE SHOULD BE AMENDED TO READ**

Duration of the races:

Free practice .....

Heats: ..... **Definition of the word "heats": Heat is only related to the qualification rounds and the length should be 10 minutes (plus the last lap and time of the last lap)**

Sub-finals: **Up to and including the 1/64 finals the length should be 15 minutes. As from 1/32 final up to The final the length should be 20 minutes ( last lap and time of last lap always included)**

Final: **60 minutes including one fuelling (plus last lap and time of last lap). No time break for fuelling. However during fuelling the engine has to be switched of.**

Proposed by: SBF Sweden

Seconded by:

Not Seconded

Against :

Abstention:

In favour:

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### Race procedure

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

##### **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	<b>min. 10 minutes</b> , max. 20 minutes up from the 1/32 final (plus the last lap and time of the Last lap)
Final	30 minutes (plus the last lap and time of the last lap)
Final Formula 1	<b>30 minutes</b> (plus the last lap and time of the last lap)

**REMARK:** In first it was not defined the minimum duration of the finals.

In second its more expensive to built an engine who will run 35 minutes, and the races will get very boring in the last 10 minutes, because the drivers will not take the complete Power that the engine can do, to save fuel.

Proposed by: DMC e.V. Germany

Seconded by: Sweden

Not Seconded

Against :

Abstention:

In favour:

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Amendment was proposed from Holland: Minimum 15 minutes

Seconded by Great Britain

Against :

Abstention:

In favour:

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Amendment made by France: Minimum 15 minutes,

Final F1 35minutes

Seconded by Switzerland

Against : 3

Abstention:4

In favour: 5

passed

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**So the amended rule reads**

##### **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	<b>min. 15 minutes</b> , max. 20 minutes up from the 1/32 final (plus the last lap and time of the Last lap)
Final	30 minutes (plus the last lap and time of the last lap)
Final Formula 1	<b>35 minutes</b> (plus the last lap and time of the last lap)
Against :	Abstention: 4
	In favour: 7
	passed

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### Race procedure

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

**2**

##### **2.1 Duration of the races:**

Free Practice max 8 minutes

Heats 10 minutes (plus...)

Sub-Finals 20 minutes (plus...)

**Final EC 60 minutes non stop (The drivers can stop to refuel in a separate area one time when they need to)**

Final GP 30 or 60 minutes non stop (same as EC but the duration of final must be stated on invitation)

**Final Formula EC: 60 minutes non stop (The drivers can stop to....)**

Final Formula GP: 35 or 60 minutes nos stop (Same as EC but the duration...)

Remark: Delete the word max from sub-finals line and add rule for EC.

No need to limit the amount of fuel because the car has been checked for tank size also no need to remove the body as it gives some protection to stop fuel or hadns from touching the

exhaust. There are connectors in the market that stop a single drop from being spilt but we should not allow compressed gas to aid in the refuelling process

**Proposed by: AECAR Spain**

**Seconded by: Sweden**

**Not Seconded**

Against : 4                      Abstention: 5                      In favour: 3                      failed

## 2.2 RACE PROCEDURE

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

- a) The EFRA Christmas Tree will be.....
- b) .....
- c) **Top two qualifiers goes direct to Final**
- d) Sub-Finals:.....
- e) Semi-final The first **3** drivers from each semi-final... .. 2 semi- finals combined.  
**Starting order for the drivers who moved up to the final is based on number of laps and time.**
- f) In the event of different weather conditions during..... the first **four** drivers from each semi-final will.....

**Proposed by: SBF Sweden**

**Seconded by: Germany**

**Not Seconded**

Against : 8                      Abstention: 2                      In favour: 2                      failed

## 2.2 RACE PROCEDURE

DELET

Sub-finals and finals: Maximum 10 drivers

**Final F1                      Maximum 20 drivers      delete**

**REMARK:** With the open wheels it is too dangerous and give a dangerous race. The drivers cannot handle it by the radio control. Timekeeping cannot follow, the Referees cannot follow properly.

**Proposed by: EFRA EXECUTIVE**

**Seconded by: Croatia**

**Not Seconded**

Against : 2                      Abstention: 4                      In favour: 6                      passed

## 2.2 RACE PROCEDURE

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

Sub-finals and finals: Maximum 10 drivers

**Final F1 EC                      Maximum 10 drivers**

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

**REMARK:** With the open wheels it is too dangerous and give a dangerous race. The drivers cannot handle it by the radio control. Timekeeping cannot follow, the Referees cannot follow properly. If at a EFRA GP the number of drivers in the total is low, there is the possibility to go into the final with all of them.

**Proposed by: EFRA EXECUTIVE**

**Seconded by: Croatia**

**Not Seconded**

Against :                      Abstention: 8                      In favour: 4                      passed

## 2.2 RACE PROCEDURE

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

- a) The EFRA Christmas tree will be used
- b      The best 4 drivers of the heats will qualify directly into the final.**
- c) All drivers are allowed to races sub-final
- d) and so on .....

**REMARK:** This rule is necessary to have the fastest drivers in the main-final.

Proposed by: DMC e.V. Germany

Seconded by: Holland

Not Seconded

Against : 8

Abstention: 1

In favour:

failed

## 2. RACE PROCEDURE

**THE RULE SHOULD BE AMENDED TO READ**

### 2.4. TIME SCHEDULE FOR COMBINED EC

Touring cars 130 drivers

Formula 1 40 drivers

Also it can be possible to changed the numbers in class like

Touring cars 135 drivers

Formula 1 35 drivers

or

Touring cars 120 drivers

Formula 1 50 drivers DEPENDS OF ALLOCATIONS

**Monday** 09.00-18.00 Touring cars Free practice (ticket system) registration

**Tuesday** 09.00-13,00 Touring cars Free practice (ticket system) registration

13.00-14.00 Lunch break

15.00-16,00 Touring cars Free practice (ticket system) registration

16.00-18,00 Formula 1 Free practice (ticket system)

**Wednesday**

09,00-13,00 Touring cars Timed practice Technical insp.

13,00-14,00 Lunch brake

14,00-17,00 Formula 1 Free practice (ticket system) Technical insp.

17,00-18,00 Formula 1 Timed practice Technical insp.

**Thursday**

09,00-13,10 1. Round TC

13,10-14,45 Lunch brake

14,45-18,55 2. Round TC

**Friday**

09,00-09,10 3. Round TC

09,15-09,25 3. Round TC

09,30-09,40 3. Round TC

09,45-09,55 3. Round TC

10,00-10,10 3. Round TC

10,15-10,25 3. Round TC

10,30-10,40 3. Round TC

10,45-10,55 3. Round TC

11,00-11,10 3. Round TC

11,15-11,25 3. Round TC

11,30-11,40 3. Round TC

11,45-11,55 3. Round TC

12,00-12.10 3. Round TC

Proposal for Combined EC F1 and TC

From Monday to Sunday

- it is much more cheaper for the Organizer

- we can go in way to separated F1 and TC drivers, but if somebody want to drive both class

this would be his problem

12,15-12,25 3. Round F1

12,30-12,40 3. Round F1

12,45-12,55 3. Round F1

13,00-13,10 3. Round F1

13,10-14,45 Lunch brake

14,45-14,55 4. Round TC

15,00-15,10 4. Round TC

15,15-15,25 4. Round TC

15,30-15,40 4. Round TC

15,45-15,55 4. Round TC

16,00-16,10 4. Round TC

16,15-16,25 4. Round TC

16,30-16,40 4. Round TC

16,45-16,55 4. Round TC

17,00-17,10 4. Round TC



17,15-17,25 4. Round TC  
 17,30-17,40 4. Round TC  
 17,45-17,55 4. Round TC  
 18,00-18,10 4. **Round F1**  
 18,15-18,25 4. **Round F1**  
 18,30-18,40 4. **Round F1**  
 18,45-18,55 4. **Round F1**

**Saturday**  
 09,00-09,20 Eventual extra Final  
 09,30-09,50 Eventual extra Final  
 10,00-10,20 Touring cars B 1/512 Final  
 10,30-10,50 Touring cars A 1/512 Final  
 11,00-11,20 Touring cars B 1/256 Final  
 11,30-11,50 Touring cars A 1/256 Final  
 12,00-12,20 Touring cars B 1/128 Final  
 12,30-12,50 Touring cars A 1/128 Final  
 13,00-14,00 Lunch brake  
 14,00-14,20 **Formula 1 B 1/8 Final**  
 14,30-14,50 **Formula 1 A 1/8 Final**  
 15,00-15,20 Touring cars B 1/64 Final  
 15,30-15,50 Touring cars A 1/64 Final  
 16,00-16,20 **Formula 1 B 1/4 Final**  
 16,30-16,50 **Formula 1 A 1/4 Final**  
 17,00-17,20 Touring cars B 1/32 Final  
 17,30-17,50 Touring cars A 1/32 Final  
 18,00-18,20 Eventual extra Final  
 18,30-18,50 Eventual extra Final

**Sunday**  
 09,00-09,20 Touring cars B 1/16 Final  
 09,30-09,50 Touring cars A 1/16 Final  
 10,00-10,20 Touring cars B 1/8 Final  
 10,30-10,50 Touring cars A 1/8 Final  
 11,00-11,20 Touring cars B 1/4 Final  
 11,30-11,50 Touring cars A 1/4 Final  
 12,00-12,20 **Formula 1 B 1/2 Final**  
 12,30-12,50 **Formula 1 A 1/2 Final**  
 13,00-14,00 Lunch brake  
 14,00-14,20 Touring cars B 1/2 Final  
 14,30-14,50 Touring cars A 1/2 Final  
 15,00-16,00 **Formula 1 Final race**  
 17,00-18,00 Touring cars Final race

**Proposed by: HAMS Croatia** **the proposal was withdrawn.**  
**Seconded by: Germany**  **Not Seconded**  
 Against : \_\_\_\_\_ Abstention: \_\_\_\_\_ In favour: \_\_\_\_\_

**Combined EC Time Schedule**

The rule was amended by Sweden: The combined EC will start on Saturday with F1 and carry on with the touring cars following on Tuesday. TC will end on Sunday.

**Seconded by: Denmark**  **Not Seconded**  
 Against : \_\_\_\_\_ Abstention: 2 \_\_\_\_\_ In favour: 8 \_\_\_\_\_ passed

**THE RULE SHOULD BE AMENDED TO READ**

**2. RACE PROCEDURE**

2.3a Number of drivers Formula 1  
 Heat: 10 to 13 drivers  
 Sub-finals 20 min max 10 drivers  
 Final 35 min max 10 drivers

**Proposed by: HAMS Croatia**  
**Seconded by:**  **Not Seconded**  
 Against : \_\_\_\_\_ Abstention: \_\_\_\_\_ In favour: \_\_\_\_\_

**THE RULE SHOULD BE AMENDED TO READ**

**2. RACE PROCEDURE**

**2.3.a**

Number of drivers:

Heat: **10 drivers**

Sub-finals and finals: maximum 10 drivers

Final F 1: **maximum 10 drivers**

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

**Proposed by: DMC e.V. Germany** **withdrawn**

**Seconded by:**  **Not Seconded**

Against : \_\_\_\_\_ Abstention: \_\_\_\_\_ In favour: \_\_\_\_\_

**THE RULE SHOULD BE AMENDED TO READ**

**2. RACE PROCEDURE**

**2.3c**

In the event that the transponder loop is before the exit to pit lane any car than should start from pit lane will start from position 11 on the grid

**REMARK:** On some tracks the loop is before the pit lane and the grid is near to the loop so not only is the driver made to wait until all cars have passed pit lane but he is also one lap down.

**Proposed by: AECAR Spain**

**Seconded by: Sweden**  **Not Seconded**

Against : \_\_\_\_\_ Abstention: 3 In favour: 10 passed

**THE RULE SHOULD BE AMENDED TO READ**

**2. 4 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 **Tuesday** morning.

**Tuesday and Wednesday only for 1:5)**

**Monday** **all day** **track closed**

**Tuesday** **09:00-18:00** **Free practice (ticket system)**

**Wednesday** **09:00-18:00** **Free practice (ticket system)**

**Thursday** **09:00-18:00** **Timed practice /tech inspection/heats**

**Friday**

Saturday

Sunday

Time Schedule for combined EC.....

**REMARK:** At the single EC there is no time space for the organizer to do any opening ceremony or space for unforeseen things like the weather.

Bring together the time table of the single EC and the combined one.

**Proposed by: EFRA EXECUTIVE**

**Seconded by: Holland**  **Not Seconded**

Against : \_\_\_\_\_ Abstention: 2 In favour: 11 passed

**THE RULE SHOULD BE AMENDED TO READ**

**2.5 STARTS**

The arrangements of the heats and the numbering **must be done using the EFRA ranking list according to the general rule 3.3.6. (The season is the last 365 days before the event).**

**REMARK:** This rule is made to avoid problems with have in each last EC since 3 years. The frequencies are not be a reason to arrange heats.

Drivers 1<sup>st</sup> to 10<sup>th</sup> in last heat

Drivers 11<sup>th</sup> to 20<sup>th</sup> in the heat just before. Etc.

Each driver could not be in a heat more than one (up or down).

**Proposed by: F.V.R.C. France**

**Seconded by: Croatia**

**Not Seconded**

Against : \_\_\_\_\_ Abstention: 6 \_\_\_\_\_ In favour: 7 \_\_\_\_\_ passed

**THE RULE SHOULD BE AMENDED TO READ**

### **2.5 -3STARTS**

From 30 seconds... .. starting boxes. If a car is not at the starting box at **30** seconds due to... .. of this facility.

**REMARK:** It should not be possible for a driver to come the starting box after 10 seconds

**Proposed by: SBF Sweden**

**Seconded by: Croatia**

**Not Seconded**

Against : 1 \_\_\_\_\_ Abstention: 8 \_\_\_\_\_ In favour: 4 \_\_\_\_\_ passed

**THE RULE SHOULD BE AMENDED TO READ**

### **2.5 -5 STARTS**

During Formula 1... .. all transponders. Following this trial lap, **a new count down from 10 seconds will be made** after the... .. grid has passed.

**REMARK:** It is easier for everyone if a new count down will be made after the trial lap.

**Proposed by: SBF Sweden**

**Seconded by:**

**Not Seconded**

Against : \_\_\_\_\_ Abstention: \_\_\_\_\_ In favour: \_\_\_\_\_

**THE RULE SHOULD BE DELETED**

### **2.5-11 Delayed start**

*(Read general rules page 58, 4.5.4)*

**Proposed by: SBF Sweden**

**Seconded by:**

**Not Seconded**

Against : \_\_\_\_\_ Abstention: \_\_\_\_\_ In favour: \_\_\_\_\_

**THE RULE SHOULD BE AMENDED TO READ**

### **7.7 LARGE SCALE FORMULA**

#### **7.7.2**

The chemical treatment of tyres by adding any tyre traction moistures or other chemicals/additives is **only allowed when the race director declares it a wet race.**

Remarks: This is the best way to cure the problem of some drivers using this product even if it is against the ruelles (do the same for 8.2.6)

**Proposed by: AECAR Spain**

**Seconded by: Portugal**

**Not Seconded**

Against : 4 \_\_\_\_\_ Abstention: 6 \_\_\_\_\_ In favour: 3 \_\_\_\_\_ failed

**THE RULE SHOULD BE AMENDED TO READ**

### **7.7 Large Scale Formula**

Only Formula one cars following the FIA 2000/1 (**or younger**) Formula One Regulations are allowed. **Bodies must be the model of a existing car from the season 2000/1 or younger. Paintwork and colour is free. The design of the visible suspension parts must have the same appearance than the original F1 cars.**

All cut outs must.....

**Proposed by: EFRA EXECUTIVE**

**Seconded by: Denmark**

**Not Seconded**

Against : 1 Abstention: 6 In favour: 5 passed

**THE RULE SHOULD BE AMENDED TO READ**

**Engine 7.7.3**

1. Only **two** marked **engines** to be allowed. The race director may decide an engine replacement.....

**Proposed by: SBF Sweden withdrawn**

**Seconded by: Denmark**

**Not Seconded**

Against : Abstention: In favour:

**THE RULE SHOULD BE AMENDED TO READ**

**7.7.3 and 8.2.7.1**

Only one marked engine allowed. **In case of rain situation, a second engine could be allowed during the time of wet track.**

**Proposed by: F.V.R.C. France**

**Seconded by: Spain**

**Not Seconded**

Against : 2 Abstention: 2 In favour: 9 passed

**THE RULE SHOULD BE DELETED**

**7.7.2 TYRES (Engine)**

**Only one engine... .. till the end of the event.**

**Proposed by: SBF Sweden withdrawn**

**Seconded by:**

**Not Seconded**

Against : Abstention: In favour:

**Rule should be amended to read**

**7.7.3**

**Engine**

**Only marked engines will be allowed**

Remarks: We do not need a limit of engines, and as the size of an engine can be checked fairly fast now I can't see the problem

**Proposed by: AECAR Spain**

**Seconded by: Sweden**

**Not Seconded**

Against : 6 Abstention: 1 In favour: 5 failed

**THE PROPOSED RULE IS NEW**

**7.7.3. Proposal Formula 1**

Engine in Formula 1 max 26 ccm

Refueling is allowed

**Proposed by: HAMS Croatia**

**Seconded by: Germany**

**Not Seconded**

Against : Abstention: 8 In favour: 4 passed

**Rule should be amended to read**

### 7.7.7 SPECIAL REGULATIONS

3 rounds of timed practice

Qualification heats:

6 heats 10 minutes. **5 fastest connecting laps counts**. Rolling starts

Lower finals 20 minutes

Half finals **20 minutes**

Final EC **35 minutes**

**REMARK:** If not the fastest lap counts such stupid actions to use in the first Qualification time WET Tyres in the hope for get one fast lap, may be stopped, the quality of driving will get more weight, and not the biggest budget.

**Proposed by: DMC e.V. Germany**

**Seconded by: Holland**

**Not Seconded**

Against : 4                      Abstention: 5                      In favour: 3                      failed

**Rule should be amended to read**

**7.7.7**

Final EC 60 minutes

**Proposed by: AECAR Spain withdrawn**

**Seconded by:**

**Not Seconded**

Against :                      Abstention:                      In favour:                      \_\_\_\_\_

THE PROPOSED RULE SHOULD BE AMENDED

8.2.1

Section 1: Old text

Section 2: Old text

Section 3: **NEW**

***All bodies that are produced world-wide, descend from a original touring car racing and are commercially available, under consideration of Paragraph 8.2.2, will be allowed.***

**REMARK:** You can get so many different bodies who will never seen on races, because they don't fit into the old rule that the original car must have 4 doors and actually or latest about two

years ago the had the last start in an European Series in 1:1 scale.

It will be more interesting on the tracks, grits and heats on a race and it will become and nicer face for the visitors when they can see **more different** cars.

It is also much better for the drivers when they can use the favour body.

**Proposed by: DMC e.V. Germany**

**Seconded by: Great Britain**

**Not Seconded**

Against : 1                      Abstention: 6                      In favour: 6                      passed

**Rule should be amended to read**

**8.2.2 GENERAL SPECIFICATIONS**

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

Length:                      within scale +/- 5%

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

Height:                      within scale +/- 5%

Tank capacity:              700 ccm

Minimum weight without fuel :              **9500 g**

Maximum weight without fuel:              12000 g

**REMARK:** The minimum Weight was long time 9500 g. Previously a Producer built a car that have a weight nearly 10.000 g the Order was changed.

Proposed by: DMC e.V. Germany

Seconded by: Spain

Not Seconded

Against : 7

Abstention:

In favour: 5

failed

**Rule should be amended to read**  
**8.2.2 GENERAL SPECIFICATIONS**

Width: max 395 mm measured at **the center of the wheel rim.**

.....  
.....  
.....

Maximum weight, without fuel: **No limit**

**REMARK:** If , by accident and out of a drivers control, the body is damage the penalty such as disqualification is unfair and wrong. Further more no one will gain anything by using a big body.

Proposed by: SBF Sweden

Seconded by: Germany

Not Seconded

Against : 4

Abstention: 6

In favour: 2

failed

**Rule should be amended to read**  
**8.2.2 GENERAL SPECIFICATIONS**

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

Length: within scale +/- 5%

Width: **wheel-width over all 395 mm (including adjusted trace on the front and rear tyres)**

**Body: maximum width 405 mm measured in a "U" tunnel**

Height: within scale +/- 5%

The Rest will be the same

**REMARK:** Very less problems with bodysshells after the races when they had crashes.

Proposed by: DMC e.V. Germany

Seconded by:

Not Seconded

Against :

Abstention:

In favour:

Delete line

**8.2.2 GENERAL SPECIFICATIONS**

**Maximum weight, without fuel 12.000 g**

**REMARK:** No racer wants to have a heavy car and most will try hard to be nearer the minimum weight, also more than 1 Formula car is more than 12.000 g

Proposed by: AECAR Spain withdrawn

Seconded by:

Not Seconded

Against :

Abstention:

In favour:

**Rule should be amended to read**  
**8.2.3**

The position of the ignition kill switch must be marked with an E (size 20 mm)

..... The Ignition kill switch **when using a Zenoha engine to remain at its original place on the engine. Right rear window to be completely removed. If another engine will be used the ignition kill switch to be placed at the same place as using a Zenoha engine.**

Due to that it is only, for the moment, one producer at the market of large scale engines it is easier and safer to keep the switch at its original place.

Proposed by: SBF Sweden                      withdrawn  
Seconded by:     Not Seconded  
Against :                      Abstention:                      In favour: \_\_\_\_\_

Rule should be amended to read

**8.2.3**

The position of the ignition kill switch must be marked with an E (size 20 mm)  
..... The Ignition kill switch **when using a Zenoha engine to remain at its original place on the engine. Right rear window to be completely removed. If another engine will be used the ignition kill switch to be placed at the same place as using a Zenoha engine.**

**REMARK:** Due to that it is only, for the moment, one producer at the market of large scale engines it is easier and safer to keep the switch at its original place. The proposed change of the rule also means that the E mark is not necessary any longer.

Proposed by: SBF Sweden                      withdrawn  
Seconded by:     Not Seconded  
Against :                      Abstention:                      In favour: \_\_\_\_\_

Rule should be amended to read

**8.2.3**

Old Text between,

CAR

The car has to have .....  
..... failsafe system is highly recommended.

will be the same.

**The ignition kill switch must be on his original place on the engine and the window on this side must be cut. The position must be market with an E (size 20 mm) on the bodyshell.**

**REMARK:** It is not allowed to take the kill switch out of the engine because the “CE” of the close System Engine will be extinguished.

Proposed by: DMC e.V. Germany  
Seconded by: Denmark     Not Seconded  
Against : 2                      Abstention: 3                      In favour: 5                      passed

Rule should be amended to read

**8.2.4.2 WING/SPOILER**

**All Wings and Spoilers who will be used on the original Touring car in his proportion are allowed. Tuning Wings and Spoilers from the market will be also allowed, if they are not higher or width than the Body-shell  
As material is only allowed plastic or carbon, no metal.**

**REMARK:** It should be the choice of the drivers which Wings they will use.

Proposed by: DMC e.V. Germany  
Seconded by: Greece     Not Seconded  
Against : 8                      Abstention: 2                      In favour: 1                      failed

Rule should be amended to read

**8.2.6 Tyres**

Rim Diameter	Max 95 mm
Rim and fitted tire Diameter	Max 121mm
Rim and fitted tire width - front	Max 65 mm

Rim and fitted tire width- rear Max 65 mm

REMARK: The diameters and width accounted for in the EFRA Handbook seems not adequate.

Proposed by: SBF Sweden withdrawn

Seconded by:  Not Seconded

Against : Abstention: In favour:

THE PROPOSED RULE IS NEW

8.2.6.1

Tyres at European Championship.

In order to develop equal presumptions for all drivers following procedures regarding tire availability and usage should, at each EC, be followed. No other tires or rims will be allowed:

- 1.1 Producer: EFRA AGM nominates each year two producers to be allowed to supply tyres glued on rims to the EC organisers.
- 1.2 One month before the EC, the nominated producers send to the respective organiser marked and glued tyres of different hardness and mix.
- 1.3 The tyres should be held in consignment stock by the producer but sold to the driver by the organiser to an, between the EFRA/producer/organiser agreed price.
- 1.4 EFRA and/or the organiser mark the tyres with own marking.
- 1.5 Receipt must be given to all drivers to make it possible to get the money refunded by sponsor's etc.
- 1.6 After EC the remaining stock of tyres will be sent back to the producer.

Proposed by: SBF Sweden withdrawn

Seconded by:  Not Seconded

Against : Abstention: In favour:

THE PROPOSED RULE IS NEW

8.2.6. Tyres

Only marked tyres will be permitted

Tyres must be semi.....

Remarks:

All tyres to be used in an EC or WC must be sent by the manufacturer to the host club at least 2 weeks prior to the event, there should be a sufficient amount of each compound so all drivers can use any tyres they need (this should be achieved if the countries sending drivers include the make of car that each driver is using) At any time a driver is found to be using tyres that have not been marked either by Technical Inspection or the host club they will lose all qualification times up to and including that time, If unmarked tyres are found in a final the result will be disqualification, The tyres should be sold at a reduced price and any that are not sold at the end of an event are to be returned to the manufacturer to do with as he wants (take back home or sell at the event.) This should finally stop the problem of custom tyres for a select few at the EC and WC, let the tyre manufacturers use a GP's to test and develop new tyres. If the tyre manufacturer wish to support names drivers they can reimburse them after the event for the tyres that were purchased during the event, This rule can only be used after the tyre manufacturer have been consulted.

Proposed by: AECAR Spain withdrawn

Seconded by:  Not Seconded

Against : Abstention: In favour:

8.2.7.1 Engine and Fuel

Rule is new

Only two marked engines allowed. If it looks like for a longer rain period it will possible to use an third engine for this wet-races, who will be marked as an wet engine.



**REMARK:** To mark two engines will grow up the quality of higher finals. The possibility of an engine failure will be less. It will be cheaper because you must not bought an engine in single parts to have the possibility to repair an broken engine and with the third (wet-engine) you must not use your more expensive engines, so the period you can try your engines will get longer, because you can use an old one. I think the third engine will be not the problem you wont have an advantage with that.

**Proposed by: DMC e.V. Germany**

**Seconded by: Holland**

**Not Seconded**

Against : 7 Abstention: 3 In favour: 4 failed

#### 8.2.7.1 Engine ~~and Fuel~~

##### Rule new

1. Only **two** marked **engines** to be allowed. The race director may decide an engine replacement.....

**Proposed by: SBF Sweden** withdrawn

**Seconded by:**

**Not Seconded**

Against : Abstention: In favour:

#### 8.2.7.1 Engine ~~and Fuel~~

Rule should be amended to read

1. Only marked engines will be allowed

**Proposed by: AECAR Spain**

**Seconded by:**

**Not Seconded**

Against : Abstention: In favour:

### 10 ELECTION OF THE VICE-SECTION CHAIRMAN

Wolfgang Petermann  
was unanimous re-elected

### 11 ITEM FOR GENERAL DISCUSSION

**Frederick Scholander** asked the meeting to find a solution to speed up the discussion on voting items at the next AGM

### 12 ANY OTHER BUSINESS

Meeting closed at: 11:25

Minutes audited by: Zvonimir Matosic, Croatia  
Thomas Eisenreich, Germany

Closed at 00:25