



EFRA ANNUAL SECTION MEETING

1-3th of November 2024

Van der Valk Hotel, Brussels, Belgium

Agenda Large Scale

SATURDAY 2^h of November 2024.

The meeting started at:

1. CHAIRMAN'S WELCOME

Mr. Ian Oddie

The Large Scale Chairman opened the meeting

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

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

	Touring Cars Open	Touring Cars Sport	Formula
1	Giovanni Verbrugge	Marcel Van der Graaf	Ed Rees
2	Edoardo Repetti	Néo Le Bescond	Saverio Rossignoli
3	Cedric Prevot	Peter Ridder	Bernd Cronert
4	Sindre Undheim	David Le Bescond	Milan Velthuizen
5	Mika Hazenberg	Robert De Ru	Maurizio Borsoni
6	Marius Hetland	Paolo Finardi	Fokko Zoutman
7	Michael Donovan	Michael Weiler	Aldo Bufano
8	Marko Grigic	Dennis Thyssen	Alessandro Luca Tulli
9	Luke Van den Berg	Fabio Caruso	Robert Bos
10	Marco Harlemann	Claudio Rossi	
11	Sven Rodewald	Bernd Cronert	
12	Luca Rauli	Chris Van Zwol	
13	Maximilian Hornig	Salvatore Parello	
14	Damien Soufflet	Hans Jörg Stier	
15	Kevin Tolenaars	Simon Reitsema	
16	Ian Young	Christof Sbielut	
17	Pascal Hervy	Christian Greischer	
18	Emanuele D'Amico	Oliver Thyssen	
19	Dario Veseli	Renato Boasso	
20	Rick Van der Bol	Mattia Cat genova	

COUNTRY	PRESENT	2024 SUBSC	EC TC	EC F1	EC 2WD Off Road	EC 4WD Off road	EC SC Off road	
AUSTRIA								
BELGIUM								
BULGARIA								

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

Please remember that these Allocations can be changed until January 21th 2025.

Other persons present:

3. MINUTES OF 2023 SECTION MEETING

AGM November 2023:

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2023.

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

4. CORRESPONDENCE RECEIVED

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

5. CHAIRMAN'S REPORT

Another year has gone by, and we've had some great events and racing in the Large Scale section.

With many new European champions crowned at our EC's

The first of which was held in Hanvec France, Off Road

2wd- Luke Van De Berg

4wd- Wesley Van Helmond

SC- Tayler Letchford

Next was the On Road EC held at Lostallo-

Open Touring car- Emanuele D'Amico

Sport Touring car- Paolo Finardi

F1- Saverio Rossignoli

The gp's also had reasonable support with drivers traveling from many different countries (not easy with today's economy around the world). It's great to see many applications for Large Scale events for 2025 / 2026, and many proposals for this agm to be discussed.

6. EC AND GP'S 2025-2026

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
2025		GP TC F1	Netherlands	Groningen
2025		GP TC F1	Switzerland	Lostallo
2025		GP TC F1	Italy	Cremona
2025		GP TC F1	Great Britain	Brookland
2026		EC Off Road	Spain	Sonseca(Toledo)
2026		EC Off Road	Austria	Fehring
2026		EC Off Road	Czech rep	Starec
2026		EC Off Road	Estonia	Rakvere
2026		WC	Spain	Autet
2026		WC	Switzerland	Lostallo
2026		WC	Netherlands	Groningen

Final Race calendar 2025 Large scale

Year/Date	Status	Country	Venue
2025	GP		
2025	GP		
2025	GP		
2025	GP		
2025	EC Off Road	Austria	Fehring
2025	EC TC/ F1	Luxembourg	Luxembourg

Future Race calendar 2026 Championships

Year/Date	Status	Country	Venue
2026	EC Off Road		
2026	EC TC/ F1		
2026	WC		

7. ALLOCATIONS

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

8. RULE PROPOSALS

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

Current Rule

APPENDIX 5 LARGE SCALE I . C . RULES

Proposal

Track Positioning System - Lumirank RC . EFRA reserves the right to use the Lumirank RC system for every race. Each driver is obliged to install the system in the vehicle as specified . Installation location on the right-hand side of the windshield in the direction of travel , the corresponding mounting holes are only permitted for attaching the Lumirank .

Remarks

before making a decision or opinion on it , each person have to see it live once before . It makes such a big difference overall . For the drivers , the team or mechanic , the referees and last but not least for the spectators it is just a benefit . It allows more fairness between the drivers , because everybody can directly see which person is necessary to fight or not . The spectator can follow a race and follow the leader or changing his view on another fight between cars without loosing the overview of the race . Here a short video to present the system : [https : //www . youtube . com/watch ? v=YaFYvv1skys](https://www.youtube.com/watch?v=YaFYvv1skys) It is clearly not to make any profit or business for ourselves , it is also fine if the EFRA and the national organisations are buying and sharing a system . it is just the right and next sport to follow the real motorsport and have a benefit for the whole sport in Largescale .

Proposed by: SCSm2, Michelberger Markus

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

1.

RACE FORMAT

Proposal

INTRODUCE NEW CLASS OPEN GENTLEMAN

Remarks

THIS CATEGORY IS A LOT POPULAR IN EUROPE BECAUSE MANY DRIVERS ARE A GOOD LEVEL AND LOVE ENGINE TUNED WITHOU RACE WITH EXPERT DRIVER . IN ORDER TO GET MORE DRIVERS IN THE EFRA GP .

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

2.1.

Duration of the races: Free practice max: 8 minutes
Heats: 10 minutes (plus the last lap and time of the last lap)
Sub-finals min:15 minutes, max. 20 minutes up from the 1/32 final and 20 minutes for semi finals.
Final Touring cars: 30 minutes (plus the last lap and time of the last lap)
Semi final Formula 1: 25 minutes (plus the last lap and time of the last lap)
Final Formula 1:25 minutes (plus the last lap and time of the last lap)

Proposal

Duration of the races: Free practice max: 8 minutes
Heats: 10 minutes (plus the last lap and time of the last lap)
Sub-finals min:15 minutes, max. 20 minutes up from the 1/32 final and 20 minutes for semi finals.
Final Touring cars: 30 minutes (plus the last lap and time of the last lap)
Semi final Formula 1: **20 minutes** (plus the last lap and time of the last lap)
Final Formula 1: **30 minutes** (plus the last lap and time of the last lap), **incl. a mandatory pitstop with maximum 2 mechanics, refueling of min 250ml, refuelling anytime to use it as strategy tool.**

Remarks

F1 getting much higher in competition, as seen in last European Championship. Out of personal multi year knowledge and experience 700ml will only be good for max 22min if you running flat out! Competition should go until the checkered flag and not defined by fuelsaving. Additionally not every manufacture has a 700ml fuel tank available.

Proposed by: SCSm2, Michelberger Markus

Proposal Status:

Secoded by: o Not Secoded

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

Current Rule

2.3.

a) Number of drivers:
Heat: 10 to 15 drivers (only 1:5), track and facilities permitting.
Sub-finals and finals: Maximum 10 drivers
Final F1 EC: Maximum 10 drivers
Final F1 EFRA GP's: Maximum 15 drivers, if the team managers agree
The race format will be notified in the event information and invitation material.
b) In the event that the transponder loop is before the exit to pit lane any car that should start from the pit lane will start from position 11 on the grid (unless the car was too late exiting the pit lane when called to the grid) .

Proposal

a) Number of drivers:
Heat , **Sub-finals and finals:** 10 to 15 drivers (only 1:5), track and facilities permitting. The race format will be notified in the event information and invitation material.
b) In the event that the transponder loop is before the exit to pit lane any car that should start from the pit lane will start from position 11 on the grid (unless the car was too late exiting the pit lane when called to the grid) .

Remarks

Lostallo and other big tracks can easily take 12 drivers or more drivers. Rostrum, Pits, Timekeeping, everything can handle a bigger amount of 10 people. Also more action on track, as well more opportunity for more drivers to win a title.

Proposed by: SCSm2, Michelberger Markus

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

2.5.

START (see also General Race Procedures Chapter 8).

The arrangement of the free practise heats will be created from drivers previous meeting results, known ability and common sense by the organiser.....

-13 The driver asking for the delay for what ever reason, except an error in frequencies of the race control, must start from the pit lane.

Proposal

START (see also General Race Procedures Chapter 8).

The arrangement of the free practise heats will be created from drivers previous meeting results, known ability and common sense by the organiser.....

-13 The driver asking for the delay for what ever reason, except an error in frequencies of the race control, **will have a "stop and go" penalty.**

Remarks

Rule "must start from the pit lane" is indeterminate. It doesn't define which exact location driver must wait. Also, there is no mentioning when driver can start driving and who give permission to go. This year EC race driver who took 10min delay, started from 11th position. It is not good either. Penalty is not same if example 1st driver starts from position 11 compared if 10th driver would start from position 11. Equal penalty would be "stop and go". The duration of a stop and go penalty given must be always as long as decided by the Referees and announced during the Team Managers meeting prior to the race-meeting. The driver has three laps time to come in.

Proposed by: AKK, Vihavainen Mia

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

2.5.3.

Qualification Order and Finals.

-1 In each round drivers will score points based on laps and times achieved. The fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. If two (or more) competitors achieve an equal time in any Round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round. (NOTE: drivers not recording a time or having a time disqualified in any Round score points for last place in that Round). Overall Qualifying positions are decided by each drivers "best" (lowest) points being added together, based on the number of rounds to count. In the event of a tied position the driver with the single highest finishing position in any of the best rounds that counted will be awarded the tie (eg . 1+3+3 = 7 beats 3+2+2 = 7). In the event of a continuing tie then the laps and times from the best points Round will be compared . The driver with the fastest laps and time will be awarded the tie. In the case of a continuing tie, then the times from the next best scores will be compared. Only counting Rounds will be used to decide Qualifying positions (or ties), all other Qualifying Round scores and times will be discarded. Out of 6 (six) completed rounds 4 (four) to count, Out of 5 (five) completed rounds 3 (three) to count. Out of 3 (three) and 4 (four) completed rounds 2(two) to count. Out of 1 (one) and 2 (two) completed round 1 (one) to count.

-2 In case of more than one driver recording identical best results of qualifications the next best result is taken.

-3 In the case of more than one driver recording identical results in a final, the driver starting with the higher start number is classified as the faster, e.g. if number 5 and 2 have equal times, 5 is deemed to have higher final

placing.

-4 The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by teammanagers majority vote.

-5 Starting order for the drivers who moved up to the final is based on number of laps and time.

In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc.

Proposal

Qualification Order and Finals.

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

Remarks

Basically change back to the old system and the reason is simple to explain: The drivers do not have the opportunity to try some crazy setup changes to see if it works or not. So they are forced to do little steps to not make their cars even worse than it has been. With a single 10min Quali heat which you nailed it, it shows still that you are a good driver and you deserve it to be in front. Also TC driver arriving late because of their job or family, they have also no chance to test something and risk something. So it might work for other racing category but clearly it is not working for large scale!

Proposed by: SCSm2, Michelberger Markus

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

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-4 The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by teammanagers majority vote.

-5 Starting order for the drivers who moved up to the final is based on number of laps and time.

In different circumstances it will be number 1 from the A-final who gets the number 1 and the number 1 from the B-final who gets the number 2 etc.

Proposal

a) The EFRA Christmas Tree will be used. b) For the Touring car class, the no. 1 ranked driver after completion of the qualifying heats will move up directly to the main final and take the pole position on the starting grid. The drivers ranked 2nd to 5th will compete in a "superpole" final after completing the last Round of Qualifying. Each driver will drive the "super-pole" individually on the track, for 6 consecutive laps including warm-up. Procedure for Super Pole will be : 3 minutes warm up for each driver and then 6 consecutive laps. The "superpole" running order will be 5, 4, 3, 2. The driver that scores the fastest lap will also move up straight to the "Main" Final and take the second position on the starting grid. The other drivers from the "super-pole" will start in the semi-finals as per qualifying ranking. c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next final. Semi-final : When superpole is used in the Touring car class, the first 4 drivers from each semi final will progress up to the main final. For all other classes the first 5 from each semi final will progress up to the main final. d) It is not allowed to drive a model car on any other place than the track and the marked track pit lane.

Remarks

REINTRODUCE BEST QUALIFY AND SUPER POLE MOST INTERESTED AND MORE SHOW

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

2.8.1.

RAIN PROCEDURE DURING QUALIFYING

- 1 The Race Director and the Referees are jointly responsible for the decision to stop a race in the event of rain.
- 2 When all drivers have had at least one dry heat, all results will be counted.
- 3 When weather and time permits, the Race Director may decide to offer an extra heat to those drivers who did not have a chance to drive a heat dry
- 4 When not all drivers have had a chance to run a dry heat, only the wet results will be counted.
- 5 When continuation is judged to be senseless, or when other drivers should be offered a fair chance to drive under dry conditions, the Race Director together with the Referees may decide to amend the time schedule.

Proposal

RAIN PROCEDURE DURING QUALIFYING

- 1 The Race Director and the Referees are jointly responsible for the decision to stop a race in the event of rain.
- 2 When all drivers **in a class** have had at least one dry heat, all results will be counted.
- 3 When weather and time permits, the Race Director may decide to **re-run a heat for** those drivers who **raced in a wet qualifying heat or reschedule any cancelled qualifying heats.**
- 4 When not all drivers **in a class** have had a chance to run a dry heat, only the wet results will be counted.
- 5 When continuation is judged to be senseless, or when other drivers should be offered a fair chance to drive under dry conditions, the Race Director together with the Referees may decide to amend the time schedule.

Remarks

Clarify re-running a heat if possible within classes if necessary to make qualifying as fair as possible in varying weather conditions.

Proposed by: RCMS, EFRA Oddie Ian

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

4.

GENERAL Technical Specifications

Proposal

PROPOSAL FOR SPORT CLASS : 1 REMOVE CHOOKE 2 ELECTRIC STARTER ALLOWED BUT ONLY WITH THE ORIGINAL FLYWEEL PLASTIC COVER MODIFIED

Remarks

proposal by Megatech

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

1. Only one marked engine allowed. In exceptional circumstances the race director may allow a second engine during the time of a wet track. The marked engine maybe repaired/serviced in technical inspection and the piston ring, gaskets and crankshaft seals maybe replaced without penalty. If any other parts are replaced or a second engine is used then the driver will receive an automatic stop and go penalty in their first final (during the first four laps).Each driver is only allowed to use a maximum of 2 engines per event..

.....

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

Proposal

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.....

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Remarks

Allow the engine covers on the marked engine to be replaced without penalty. eg if the zenoah fan cover is cracked after a crash (quite common in off road), then it should be ok to replace this without penalty, it's not a performance advantage.

Proposed by: RCMS, EFRA Oddie Ian

Proposal Status:

Seconded by: o Not Seconded

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

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.....

....

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Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

1. Only one marked engine allowed **which will be marked with the official efra technical inspection numbered stickers and enough bolts/nuts marked to monitor if an engine has been tampered with.** In exceptional circumstances the race director may allow a second engine during the time of a wet track. The marked engine maybe repaired/serviced in technical inspection and the piston ring, gaskets and crankshaft seals maybe replaced without penalty. If any other parts are replaced or a second engine is used then the driver will receive an automatic stop and go penalty in their first final (during the first four laps).Each driver is only allowed to use a maximum of 2 engines per event.....

....

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

Remarks

Clarify that the marked engine will have the official efra tech inspection sticker applied and as many bolts or nuts also marked as needed to prevent access whilst away from tech inspection.

Proposed by: RCMS, EFRA Oddie Ian

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

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

Touring car Open class and F1- The flywheel can only have 1 (one) pair of magnetic poles (i.e. 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 Touring car Sport class- The engine must be a totally standard unmodified Zenoah as supplied by the manufacturer (including gaskets, bearings, seals, Carburettor etc) with the exception of these parts which may be changed/ upgraded- Carburettor Insulator block and/or a support bracket. Additional cylinder clamping bolts. Spark plug. Electric starter conversion is allowed Engine covers/cases maybe coloured Off Road Engines- Only the standard Zenoah car engine type/size cast flywheel and ignition coil may be used. Additional parts are not allowed to be added to the flywheel but lightening and balancing is allowed. The minimum diameter of the flywheel is 88mm.

5.

Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....

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

Touring car Open class and F1- The flywheel can only have 1 (one) pair of magnetic poles (i.e. 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 Touring car Sport class- The engine must be a totally standard unmodified Zenoah as supplied by the manufacturer (including gaskets, bearings, seals, Carburettor etc) with the exception of these parts which may be changed/ upgraded- Carburettor

Insulator block and/or a support bracket. Additional cylinder clamping bolts. Spark plug. Electric starter conversion is allowed Engine covers/cases maybe coloured Off Road Engines- Only the standard Zenoah car engine type/size cast flywheel and ignition coil may be used. Additional parts are not allowed to be added to the flywheel but lightening and balancing is allowed. The minimum diameter of the flywheel is 88mm (measured across any point around the entire circumference and the full width of the magnet faces).
5.....

Remarks

Removes any doubt or questions, the minimum diameter means exactly that and the flywheels will be checked at numerous positions around the circumference. No more oval flywheels!.

Proposed by: RCMS, EFRA Oddie Ian

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....

13. Only fuel admitted will be petrol normally available at street petrol stations. The fuel must be bought at 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. The fuel tester must be available to the competitors during the event., free fuel test on drivers request can be provided only before controlled practice.

After that, If a fuel is found illegal, the driver will be disqualified from the particular event. If a driver want's to protest that decision, he has to make a written protest to EFRA with a deposit of 500 Euros.

14.

Proposal

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 . The only exception to the above is alkylate type fuel (eg Aspen) is also allowed. 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 want's to protest that decision, he has to make a written protest to EFRA with a deposit of 500 - EUR.

14.....

Remarks

more environmentally friendly/greener for the planet and doesn't damage carbs or any parts of the fuel system. Gives drivers both normal option and Green option

Proposed by: BRCA, Chester Phil

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....

4. All ignition must be mechanically fixed, only manual static adjustment is allowed.
Touring car Open class and F1- The flywheel can only have 1 (one) pair of magnetic poles (i.e. 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 Touring car Sport class- The engine must be a totally standard unmodified Zenoh as supplied by the manufacturer (including gaskets, bearings, seals, Carburettor etc) with the exception of these parts which may be changed/ upgraded- Carburettor Insulator block and/or a support bracket. Additional cylinder clamping bolts. Spark plug. Electric starter conversion is allowed Engine covers/cases maybe coloured Off Road Engines- Only the standard Zenoh car engine type/size cast flywheel and ignition coil may be used. Additional parts are not allowed to be added to the flywheel but lightening and balancing is allowed. The minimum diameter of the flywheel is 88mm.

5.

Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....

4. All ignition must be mechanically fixed, only manual static adjustment is allowed.
Touring car Open class and F1- The flywheel can only have 1 (one) pair of magnetic poles (i.e. 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 Touring car Sport class- The engine must be a totally standard unmodified Zenoh as supplied by the manufacturer (including gaskets, bearings, Carburettor etc) with the exception of these parts which may be changed/ upgraded- Carburettor Insulator block and/or a support bracket . **The Choke flap can be eliminated and shaft can be closed inside the carburettor without any extra functions.** Additional cylinder clamping bolts. Spark plug. Electric starter conversion is allowed Engine covers/cases maybe coloured Off Road Engines- Only the standard Zenoh car engine type/size cast flywheel and ignition coil may be used. Additional parts are not allowed to be added to the flywheel but lightening and balancing is allowed. The minimum diameter of the flywheel is 88mm.

5.

Remarks

It was discussed at the last EC in Lostallo many times and for me the restriction having a choke is senseless , because it is a part only for discussion and no need for the driver , car and engine . . only an additional POF .

Proposed by: DMC, Lamers Andreas

Proposal Status:

Seconded by: Not Seconded

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

Current Rule

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....

4. All ignition must be mechanically fixed, only manual static adjustment is allowed.
Touring car Open class and F1- The flywheel can only have 1 (one) pair of magnetic poles (i.e. 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 Touring car Sport class- The engine must be a totally standard unmodified Zenoh as supplied by the manufacturer (including gaskets, bearings, seals, Carburettor etc) with the exception of these parts which may be changed/ upgraded- Carburettor

Insulator block and/or a support bracket. Additional cylinder clamping bolts. Spark plug. Electric starter conversion is allowed Engine covers/cases maybe coloured Off Road Engines- Only the standard Zenoah car engine type/size cast flywheel and ignition coil may be used. Additional parts are not allowed to be added to the flywheel but lightening and balancing is allowed. The minimum diameter of the flywheel is 88mm.

Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

-
4. All ignition must be mechanically fixed, only manual static adjustment is allowed.
Touring car Open class and F1- The flywheel can only have 1 (one) pair of magnetic poles (i.e. 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 Touring car Sport class- The engine must be a totally standard unmodified Zenoah as supplied by the manufacturer (including gaskets, bearings, seals, Carburettor etc) with the exception of these parts which may be changed/ upgraded- Carburettor Insulator block and/or a support bracket. Additional cylinder clamping bolts. Spark plug. Electric starter conversion is allowed Engine covers/cases maybe coloured Off Road Engines- Only the standard Zenoah car engine type/size cast flywheel and ignition coil may be used. Additional parts are not allowed to be added to the flywheel but lightening and balancing is allowed. The minimum diameter of the flywheel is 88mm . **The normal market price of the engine must be under 300?**
5.

Remarks

At the moment it is possible to take a 1 . 000 € -engine and make it usable in the sport class . . that is not the global target for the sport-class .

Proposed by: DMC, Lamers Andreas

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

4.3.

CAR

a.

g. The ignition kill switch must be on his original place on the engine and an E (size 20 mm) on the bodyshell. To create more safety, it is allowed to have a second kill switch fixed near the rear window to allow easy access. This kill switch should be away from hot or moving parts.



Proposal

CAR

a.

g. The ignition kill switch must be **in it's** original place on the engine . **The engine** kill switch **must** be away from hot or moving parts , **be clearly visible and easily accessible** .



Remarks

Remove the E sticker requirement as it's irrelevant, no one looks for a sticker if they want to stop an engine!. More important is that the engine kill switch clearly visible and also easy to access/operate.

Proposed by: RCMS, EFRA Oddie Ian

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

5.2.

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 exist also in the full size car. Cut outs for engine and fuel tank are allowed in the area of the tank seal, starting device and adjusting screws for carburettor i.e. choke, neutral gear etc.

For Formula cars the side pots have to be used to fit the starting number. About the design of the Car numbers see 5. General Requirements EFRA Events 5.2.4

Proposal

LARGE SCALE FORMULA Only Formula **One** cars **that follow** the 2000/1 (or **earlier**) FIA Formula One **regulations** are allowed. **The bodywork** must be **a** model of **an** existing car from the 2000/1 season or **earlier**. Paintwork and colour **are** free. The design of the suspension parts must have **a front monoshock and rear push-rod** the same **look as** the original F1 cars. All cut-outs must also **be present** in the **full-size** car. **Cut-outs** for the engine and fuel tank are allowed in the area of **??** the tank **gasket, starter** and **adjustment** screws for the carburettor **, e. g.** choke, neutral gear etc. For Formula cars **, side pots** **must** be used to fit the starting number. **Regarding** the design of **car** numbers **, see** 5. General Requirements EFRA Events 5.2.4

Remarks

for correct realism

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

5.2.1.

TECHNICAL SPECIFICATIONS Minimum weight dry:10.000 g
Width Formula maximum: 450 mm (incl. tyres)
Height maximum: 250 mm

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

Proposal

TECHNICAL SPECIFICATIONS Minimum weight dry:10.000 g
Width Formula maximum: 450 mm (incl. tyres)
Height maximum: 250 mm
Wheel base: **610 mm +/-25 mm**
Fuel tank - capacity: Maximum 700 cm with the fuel filter, fuel pipe and without any removable pieces inside.
Tyres front diameter: 142 mm +/- 5% = 134,9-149,1mm
Tyres rear diameter: 142 mm +/- 5% = 134,9-149,1mm
Tyre width front minimum: 60 mm, max. 75mm
Tyre width rear maximum: 85 mm, rear wheels must be min. 5 mm wider than the front wheels
Rims outside diameter: 80mm +/-5mm, indicators must be the same on tyres and rims.
No mixture of +/- is allowed on the wheels and tyres. No tire will be measured after the race.

Remarks

Increase the wheel base tolerance allowed in F1. At the recent European championship some cars could be made illegal by excessive rear toe in and front toe out effecting the cars wheel base and this was never the intention of the old rule.

Proposed by: RCMS, EFRA Oddie Ian

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

5.2.1.

TECHNICAL SPECIFICATIONS Minimum weight dry:10.000 g
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Rims outside diameter: 80mm +/-5mm, indicators must be the same on tyres and rims.
No mixture of +/- is allowed on the wheels and tyres. No tire will be measured after the race.

Proposal

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

Remarks

to respect the realism

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Secoded by: o Not Secoded

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

Current Rule

5.2.1.

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

Proposal

TECHNICAL SPECIFICATIONS Minimum weight dry:10.000 g
Width Formula maximum: 450 mm (incl. tyres)
Height maximum: 250 mm
Wheel base: **610 mm +/-20 mm**
Fuel tank - capacity: Maximum 700 cm with the fuel filter, fuel pipe and without any removable pieces inside.
Tyres front diameter: 142 mm +/- 5% = 134,9-149,1mm
Tyres rear diameter: 142 mm +/- 5% = 134,9-149,1mm
Tyre width front minimum: 60 mm, max. 75mm
Tyre width rear maximum: 85 mm, rear wheels must be min. 5 mm wider than the front wheels
Rims outside diameter: 80mm +/-5mm, indicators must be the same on tyres and rims.
No mixture of +/- is allowed on the wheels and tyres. No tire will be measured after the race.

Remarks

At the last EC in Lostalio half of the cars could not follow the existing rule . I know , nobody measured this , but just to declare the actual range to be legal .

Proposed by: DMC, Lamers Andreas

Proposal Status:

Secoded by: o Not Secoded

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

Current Rule

5.3.

1:5 Scale TOURING CARS

There is one series recognised in accordance to the 1:1 scale series namely the FIA World Touring Car Cup, following FIA .
Touring cars raced in recognised mainstream national series in the past 10 years like Australian V8 Supercars, CTCC ;German Procar, Italian Super Stars will also be allowed with the only restriction that rear wing has to follow 5.3.5.

Proposal

1:5 Scale TOURING CARS

There are multiple series recognised in accordance to the 1:1 scale series following the TC and GT rules by the FIA and National Motorsport Organisations. TC and GT raced in recognised mainstream national and international series in the past 10 years like WTCC (2017), WCTR (2022), TCR, DTM, CTCC, Australian V8 Superstars will also be allowed with the only restriction that rear wing has to follow 5.3.5.

Remarks

Align with current motorsport categories, create diversity with different bodies in this sport.

Proposed by: SCSm2, Michelberger Markus

Proposal Status:

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

Current Rule

5.3.

1:5 Scale TOURING CARS

There is one series recognised in accordance to the 1:1 scale series namely the FIA World Touring Car Cup, following FIA .

Touring cars raced in recognised mainstream national series in the past 10 years like Australian V8 Supercars, CTCC ;German Procar, Italian Super Stars will also be allowed with the only restriction that rear wing has to follow 5.3.5.

Proposal

1:5 Scale TOURING CARS

There is one series recognised in accordance to the 1:1 scale series namely the FIA World Touring Car Cup, following FIA .

Touring cars raced in recognised mainstream national series in the past 10 years like Australian V8 Supercars, CTCC ;German Procar, German DTM, Italian Super Stars will also be allowed with the only restriction that rear wing has to follow 5.3.5.

Remarks

Follow the development of the existing 1:1 race series .

Proposed by: DMC, Lamers Andreas

Proposal Status:

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

Current Rule

5.3.1.

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 +/-10%

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

Height: within scale +/- 10%

Minimum wheel base: 500mm

Maximum wheel base: 535mm

Tankcapacity: 700 cm (including pipes to and from the carburettor and any fittings). If a ventilation chamber/catch tank is fitted, it must be fitted above the tank and be transparent.

Minimum weight, without fuel: 10.000 g

Maximum weight, without fuel 12.000 g

Proposal

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 +/-10%

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

Height: within scale +/- 10%

Minimum wheel base: 500mm

Maximum wheel base: 535mm

Tankcapacity: **800** cm (including pipes to and from the carburettor and any fittings). If a ventilation chamber/catch tank is fitted, it must be fitted above the tank and be transparent.

Minimum weight, without fuel: 10.000 g

Maximum weight, without fuel 12.000 g

Remarks

clearly the sport has developed over the years, tyre development, chassis development, engine and pipe development, therefore a adaption of fuel capacity is necessary. How stupid our sport in largescale is looking when in World, Euro or National Championships cars running out of fuel or need to start to save fuel. It is simply not up to the 21st century.

Proposed by: SCSm2, Michelberger Markus

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

Current Rule

5.3.2.

All 1:5 cars have to be genuine scale in all details and proportions and be a fully detailed model of an existing 1:1 touring race car. If the allowed tolerances are used, then all parts of the model in that particular view have to be within the same sign (wheelbase-, length,- //wheelbase+, lenght+). Mixtures of car designs are not allowed. The minimum length of a Super Touring Car is 4.200 mm that gives a minimum length of 798 mm in scale including max.-tolerance.

All recognized cars must have a minimum length of 4,200 mm/165.35 in. All bodies that are produced world-wide, descend from a original touring car racing and are commercially available, under consideration of Paragraph 5.3, will be allowed.

Only bodyshells that are approved by EFRA will be allowed to race in EFRA sanctioned events. The EFRA-homologation number has to be permanently engraved or moulded in within the space normally used for car-registration numbers at the rear end of the model.

The minimum weight of the body is 500g ready to race including wing and wing support plate if used. The weight excludes any side guards/bracing on air ducts and if these are fitted they must be either removed or identical items provided if requested by technical inspection to allow the body weight to be calculated. Weights are NOT allowed to be added to the body.

Proposal

All 1:5 cars have to be genuine scale in all details and proportions and be a fully detailed model of an existing 1:1 touring race car. If the allowed tolerances are used, then all parts of the model in that particular view have to be within the same sign (wheelbase-, length,- //wheelbase+, lenght+). Mixtures of car designs are not allowed. The minimum length of a Super Touring Car is 4.200 mm that gives a minimum length of 798 mm in scale including max.-tolerance.

All recognized cars must have a minimum length of 4,200 mm/165.35 in. All bodies that are produced world-wide, descend from a original touring car racing and are commercially available, under consideration of Paragraph 5.3, will be allowed.

Only bodyshells that are approved by EFRA will be allowed to race in EFRA sanctioned events. The EFRA-homologation number has to be permanently engraved or moulded in within the space normally used for car-registration numbers at the rear end of the model.

The minimum weight of the body is **550g** ready to race including wing and wing support plate if used. The weight

excludes any side guards/bracing on air ducts and if these are fitted they must be either removed or identical items provided if requested by technical inspection to allow the body weight to be calculated. Weights are NOT allowed to be added to the body.

Remarks

Increase the body minimum weight to 550g. The current 500g doesn't prevent all of the 0.75mm bodies as originally intended.

Proposed by: RCMS, EFRA Oddie Ian

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

5.3.2.

All 1 : 5 cars have to be genuine scale in all details and proportions and be a fully detailed model of an existing 1 : 1 touring race car . If the allowed tolerances are used , then all parts of the model in that particular view have to be within the same sign (wheelbase- , length , - //wheelbase+ , length+) . Mixtures of car designs are not allowed . The minimum length of a Super Touring Car is 4 . 200 mm that gives a minimum length of 798 mm in scale including max . -tolerance .

All recognized cars must have a minimum length of 4 , 200 mm/165 . 35 in . All bodies that are produced world-wide , descend from a original touring car racing and are commercially available , under consideration of Paragraph 5 . 3 , will be allowed .

Only bodyshells that are approved by EFRA will be allowed to race in EFRA sanctioned events . The EFRA-homologation number has to be permanently engraved or moulded in within the space normally used for car-registration numbers at the rear end of the model .

The minimum weight of the body is 500g ready to race including wing and wing support plate if used . The weight excludes any side guards/bracing on air ducts and if these are fitted they must be either removed or identical items provided if requested by technical inspection to allow the body weight to be calculated . Weights are NOT allowed to be added to the body .

Proposal

1 : 5 Scale TOURING CARS There is one series recognised in accordance to the 1 : 1 scale series namely the FIA World Touring Car Cup , following FIA . Touring cars raced in recognised mainstream national series in the past 10 years like Australian V8 Supercars , CTCC ;German Procar , Italian Super Stars will also be allowed with the only restriction that rear wing has to follow 5 . 3 . 5 .

Remarks

PROPOSAL : INTRODUCE NEW ACTUAL BODY GT(PORSCHE , ASTON MARTIN , MERCEDES 9 THAT ACTUALLY RACE IN GT COMPETITION . THE ACTUAL BODY ARE OBSOLETE AND IS NECESSARY RENEW THE CLASS OF COURSE THE BODIES MUST BE OMOLOGATED BY EFRA AND PAY FEE . THIS GENERATE AN INCOMING FOR EFRA WHEELBASE 495-535 MM .

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

5.4.1.

Technical classes and weight
All cars have to be large scale
Only rear wheel drive allowed in 2wd class

Minimum weight limit 10 kg for 2wd, 12kg for 4wd, and 14 kg for short course
Weight limits for a race ready car with transponder / PT but no fuel load
Modifying or self builder cars are allowed, as far as those fulfil the technical rules mentioned. Maximum weight limit for any car is 20kg.

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, 12kg for 4wd, and 14 kg for short course
Weight limits for a race ready car with transponder / PT but no fuel load
Exposed carbon/kevlar parts are not allowed.
Modifying or self builder cars are allowed, as far as those fulfil the technical rules mentioned. Maximum weight limit for any car is 20kg.

Remarks

In off road, exposed carbon parts are extremely prone to breaking leaving carbon splinters which are dangerous. Enclosed parts under the body such as radio trays etc are ok

Proposed by: RCMS, EFRA Oddie Ian

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

5.4.4.

Fuel tank sizes
The maximum content of the fuel tank including pipes to the carb is 700 cc for 2WD and 800 cc for 4WD and 850 cc for the Short Course Class.
The allowed fuel may only exist of Lead-free gasoline, oils and additives.
Forbidden are all special fuels and extra's as Avgas, octane boosters and race fuel.

Proposal

Fuel tank sizes
The maximum content of the fuel tank including pipes to the carb is **800** cc for 2WD and 800 cc for 4WD and 850 cc for the Short Course Class.
The allowed fuel may only exist of Lead-free gasoline, oils and additives.
Forbidden are all special fuels and extra's as Avgas, octane boosters and race fuel.

Remarks

Allowing bigger tank size will not make any effect for 2WD class car tuned engine performance. The race should be a competition between drivers and car setup, not who can save fuel more in 30min finals. Most of the 2wd cars has already 800cc fuel tank by factory, so this will prevent driver to add extra filling to inside fuel tank. Technical inspection will be easier due only two different tank sizes.

Proposed by: AKK, Vihavainen Mia

Proposal Status:

Seconded by: o Not Seconded

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

9. ELECTION OF SECTION CHAIRMAN.

Off Road Chairman position is up for evaluation

Mr Ian Oddie is willing to re stand as On road Chairman.

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.

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