

Minutes Large Scale

SATURDAY 18th of November 2023.

The meeting started at: 13:30

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

With the low numbers attending this years GP series, one gp being cancelled and at some events the classes were mixed together, we've extrapolating the data from the events the best we could, but the ranking lists below might not be 100% correct.

	Touring Cars Pro	Touring Cars Sport	Formula
1	HAACKE TOM	ROSSI CLAUDIO	Andreas Jäkel
2	CATALANI ANDREA	DADA MARIO	Beckmann Uwe
3	ARNALDI BERNARD	Ian Young	
4	Sebastian Elsner	BORSONI NICOLA	
5	D'AMICO EMANUELE	Néo LE BESCOND	
6	GRIGIC MARKO	Martin Mittelstädt	
7	VESELI DARIO	Robert Schultheis	
8	REPETTI EDOARDO	Marcel Thieme	
9	MARRONE COSTANTINO	David LE BESCOND	
10	RODEWALD SVEN	ROSSIGNOLI GIUSEPPE	
11	VENDER AMBROGIO	Angelo Vicini	
12	HETLAND MARIUS	LAURENZA IVAN	
13	BOLSEC VIKTOR	Ernesto Camponovo	
14	MARTELLI GIANMARCO	Daniel Schiller	
15	ROSSIGNOLI SAVERIO	SBIELUT CHRISTOF	
16		FANTOZZI MASSIMILIANO	
17		PIACITELLI GIANCARLO	
18		Stephan Perazzi	
19		VICINI ANGELO	
20			

COUNTRY	PRESENT	SEC SUBs	EC TC	EC F1	EC 2WD Off Road	EC4WD Off road	EC SC Off road	WC
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AUSTRIA	x		4	3	1	1		
BELARUS								
BELGIUM	x		1			4		
BULGARIA							5	
CROATIA	X		4			1		
CZECH REP.			8					
DENMARK	X		5		5	5		
ESTONIA						2		
FINLAND	X		1			4		1
FRANCE	X		7	4	11	10	10	
GERMANY	X		10		2	7	5	
GREAT BRITAIN	X		13	2	9	10	12	1
GREECE								
HUNGARY								
IRELAND								
ITALY	X		12	2				
LUXEMBOURG	X							
MONACO								
NETHERLANDS	X		8	4	8	7	8	2
NORWAY	X		5					2
POLAND								
PORTUGAL	X			3				
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN	X		15	5				
SWEDEN	X		4					3
SWITZERLAND	X		27	5	2	3	6	
TURKEY								
UKRAINE								
TOTAL	16		128	24	38	54	46	

Please remember that these Allocations can be changed until January 21th 2024.

Other persons present:

3. MINUTES OF 2022 SECTION MEETING

AGM November 2022: Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2022.

Seconded by: GREAT BRITAIN

The following person was elected to check the minutes of this year: GREAT BRITAIN

4. CORRESPONDENCE RECEIVED

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

5. CHAIRMAN'S REPORT

As with most years, there's been many ups and downs through out the 2023 racing season. It must always be remembered that the world is a changing place, with the ever rising cost of living and many people cannot justify regularly traveling around Europe to race rc cars. This is something we should all keep in all our minds with some of the proposals during this agm.

The Off Road Ec held in Starec was a great success, with a full entry of 151 booked in and 145 racing. The weather made the event tricky, with various time schedule changes but everything worked out in the end with some great racing in all 3 classes and the winners were;-

4wd – Sven Rodewald

2wd – Wesley Van Helmond

Short Course – Mathew Stokes

The On Road Ec was held at Groningen, with a good entry of 104 booked in. Again the weather wasn't always on our side and the time schedule was adjusted several times to work around the worst of the rain. Even so this was probably one of the best On Road Ec's we've had in many years, some great racing but also just as important in my mind was a fantastic atmosphere on track, in the pits and camping etc (we should all remember this when discussing/voting on some of the proposals). The class winners were;-

Touring cars – Dario Veseli

Formula 1 – Sebastien Marinot

The gp series just didn't work this year with low numbers at every event. I believe it's a combination of things from rules, track locations, poor comments/posts on social media (I'm sure most people know what I mean on the latter..)

We have many proposals for this agm covering everything from classes, engines, bodies and tyres and of course venue applications for Gp's and EC's. We must all think very carefully whilst some of these are being discussed and then voted on.

6. EC AND GP'S 2024-2025

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
2024	18-19 May	GP TC	Netherlands	Groningen
2024	22-23 June	GP TC	Luxembourg	Luxembourg
2024	27-28 April	GP TC	Italy	Cremona
2025	May or April	IR Warmup Off Road		Blackpool
2025		EC On Road	Luxembourg	Luxembourg
2025	July or Aug	EC Off Road		Blackpool
2025		EC Off Road	Spain	Sonseca(Toledo)
2025		EC Off Road	Austria	Fehring
2026		WC	Austria	Fehring
2026		WC	Netherlands	Groningen

Final Race calendar 2024 Large scale

Year/Date	Alt. Date	Status	Country	Venue
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2024	27-28 April	GP TC	Italy	Cremona
2024	22-23 June	GP TC	Luxembourg	Luxembourg
2024	7-8 September	GP TC	Netherlands	Groningen
2024	24-26 May	IR	France	Brest
2024	22-27 July	EC Off Road	France	Brest
2024	29.07.- 03.08.2024	EC TC/ F1	Switzerland	Lostallo

Future Race calendar Championships

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

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

EC New class to be introduced. Standard Zenoah engine obligation, other rules based on RCS Germany except tyre rule should be similar to TC.

Proposed by: HAMS, Matosic Tea

Proposal Status: Withdrawn

Current Rule

1.1.

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

.....

Drivers can only enter one class at a European Championship. There will not be a 1:5 touring car European

Championship event held in the same year as an IFMAR World Championship event held in Europe, the 4 EFRA GP's will determine the European Champion in Touring car and Formula 1 with the 3 best results counting.

Proposal

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

.....

Drivers can only enter one class at a European Championship. There will not be a 1:5 touring car European Championship event held in the same year as an IFMAR World Championship event held in Europe, the 3 EFRA GP's will determine the European Champion in Touring car and Formula 1 with the 2 best results counting.

Remarks

Reducing the number of races may lead to an increase in drivers given the multitude of races in Europe

Proposed by: AMSCI, Geraci Vito

Proposal Status: Passed

Seconded by: NETHERLANDS

The proposal: o Passed with ..11.. for, ..4.. against and ..1.. abstentions.

Current Rule

1.1.

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

.....

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

Proposal

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

....

Drivers can only enter one class at a European Championship. There will not be a 1:5 touring car European Championship event held in the same year as an IFMAR World Championship event ~~held in Europe~~, the 3 EFRA GP's will determine the European Champion in Touring car and Formula 1 with the 2 best results counting.

Remarks

Limit numbers of events to adapt to financial situations for drivers.

Proposed by: NMF, Hoglien Simen

Proposal Status: Withdrawn

Current Rule

1.1.

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

- a.) 1:5 Scale Touring Cars
- b.) 1:6 Scale Off Road Cars 2WD + 4WD + Short Course
- c.) 1:5 Scale Touring cars and F1, 40+
- d.) The 40+ event will be run as an International Race

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

Proposal

Divide into 4 different categories:

Pro class Same regulations/rules as EFRA 2022, except semifinal and main final is 25min. instead of 30min and 2 engines allowed instead of only one.

Intension. Have a top class for TC and a shorter final with 5min to let the drivers push from start to finish instead like now when too much of the final is about saving fuel, and not racing.

Sport class Same regulations/rules as EFRA 2022, except tire limitation. 4 marked pairs for qualifying rounds. The marked tires are kept in technical sone.

Intension. Have a Sport class for TC, a midrange class where there is cost cuts on tires.

Hobby class Same regulations/rules as EFRA 2023, except tire limitation. 4 marked pairs for qualifying rounds. The marked tires are kept in technical sone.

Intension. Have a Hobby class for TC, with the engine regulation from 2023 and limitation on tires this will be a reasonable class for a wider range of drivers and work as a recruiting class.

F1 class Regulations/rules as EFRA 2023.

Remarks

Proposed by: NMF, Hoglien Simen

Proposal Status: Amendment Passed

Secoded by: Italy

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

Amendment . Two classes, Sport Class Standard Zenoah 23cc Engine Big flywheel, Open Class Any flywheel On road class only Secoded by: Italy

**Amendment: o Passed Unanimously o Passed with ...9. for, ..7.. against and ..0.. abstentions.
o Rejected with for, against and abstentions. o Amended**

Current Rule

1.3.

The number of drivers per event is limited for GP's to 110 and for EC's to 150 .
There are 3 classes at a GP (TC Pro , TC Sport and F1) ,

Proposal

Creation of the hobby category with standard Zenoah engine , (not tuning) only replacement of isolator in the intake allowed . With Possibility to mark only 1 engine . Only steel pipe

Remarks

Create an entry level category to bring in new riders and reduce costs

Proposed by: AMSCI, Geraci Vito

Proposal Status: Not Secoded

Not Secoded

Current Rule

1.4.

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

..... Only the EFRA GP Meetings will count for the points system, with the drivers best 3 meetings out of the 4 to count. If there are less than 4 EFRA GP's then they will all count.

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

point.

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

Proposal

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

..... Only the EFRA GP Meetings will count for the points system, with the drivers best 2 meetings out of the 3 to count. If there are less than 3 EFRA GP's then they will all count.

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

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

Remarks

reducing the number of races may lead to an increase in drivers given the multitude of races in Europe

Proposed by: AMSCI, Geraci Vito

Proposal Status:Withdrawn

Current Rule

2.1.

Duration of the races: Free practice max: 8 minutes

Heats: 10 minutes (plus the last lap and time of the last lap)

Sub-finals min:15 minutes, max. 20 minutes up from the 1/32 final and 30 minutes for semi finals.

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

Semi final Formula 1: 30 minutes, 1 single fuel stop (plus the last lap and time of the last lap)

Final Formula 1:50 minutes, 1 single fuel stop (plus the last lap and time of the last lap)

Proposal

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 Saloon: 28 minutes (plus the last lap and time of the last lap)

Remarks

The semi finals are a nightmare to watch for the last 10-15 minutes, even now with the orig Zenoah flywheels. To bring back the excitement reduce the semi final to 20 minutes and the final to 28 minutes.

Proposed by: NOMAC, Houtman Raymond

Proposal Status: Amendment Passed

Seconded by:Sweedan

The Amendment: passed with ...9. for, ...3. against and ..4.. abstentions.

Amendment. 20 min semi finals Main final 30 min. Seconded by:Sweedan

Current Rule

2.4

TIME SCHEDULE for EC

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

.....

The event starts on Monday morning.

Approximate time schedule.

Monday 09:00-18:00 Free practice (in full heats made by the organiser)

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

Proposal

TIME SCHEDULE for EC

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

.....

The event starts on Monday morning **If there are more than 80 drivers otherwise from Wednesday .**

Approximate time schedule.

Monday 09:00-18:00 Free practice (in **complete** heats **carried out** by the **organizer** if there are more than 80 drivers)

Tuesday 09:00-18:00 Free practice (in **complete** heats **carried out** by the **organizer** if there are more than 80 drivers)

Wednesday 09:00-18:00 **Free Practice/Timed** practice /tech inspection/heats(a minimum of the car/body checked and marked, engine marking is optional)

Thursday qualification heats

Friday qualification heats, lower finals

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

Remarks

The reduction of race days is to meet the needs of drivers, to reduce costs or work problems

Proposed by: AMSCI, Geraci Vito

Proposal Status: Rejected

Seconded by:Sweden.....

The proposal:

o Rejected with ..0.. for, ...13. against and ..3.. abstentions.

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. The arrangement of the heats and numbering will be done using common sense and a drivers best 3 consecutive laps. The drivers must stand adjacent to their numbers on the rostrum, the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.
- 1 There must be a 3 min. gap between the end of one heat and the start of the next heat. Also a minimum of 2 minutes must be allowed between the issuance of the transmitters and the start of the heat.

.....

-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. The arrangement of the heats and numbering will be done using common sense and a drivers best 3 consecutive laps. The drivers must stand adjacent to their numbers on the rostrum, the mechanics must remain in their boxes along the pit lane. For all finals, drivers with the lowest starting numbers may choose their position on the rostrum and the mechanics must stand under the driver where this is possible.
- 1 There must be a 3 min. gap between the end of one heat and the start of the next heat. **Also a minimum of 2 minutes must be allowed between the issuance of the transmitters and the start of the heat**

.....

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

Remarks

Delete sentence, no longer applicable

Proposed by: RCMS, EFRA Oddie Ian

Proposal Status: Passed

Seconded by: GREAT BRITAIN

The proposal: o Passed Unanimously

Current Rule

2.5.

START (see also General Race Procedures Chapter 8).

.....

-11 Delayed start. As long as the starter has not called the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on his car. This delay can be granted only once for each semi final and final. - the track is closed, if the delay is requested as a result of frequency or radio problems - the track is open, if the delay is requested for mechanical repairs or problems. If a driver is asking for a delay on frequency problems, the mechanics are only allowed to turn off engine and receiver. They are not allowed to make any repairs including change of tyres. At the end of the 10 minute delay period, a complete new warm up time and start procedure will begin.

-12 When the starter calls the main final to the start line, the mechanics are not allowed to refuel the cars.

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

Proposal

START (see also General Race Procedures Chapter 8).

.....

-11 Delayed start. As long as the starter has not called the cars to the start line, any participant of the semi-finals and final may request a delay of 10 minutes to carry out repairs on **their** car. This delay can be granted only once for each semi final and final. **The track is closed and the remaining mechanics/drivers are only allowed to turn off the engine and receiver of their cars which must remain in the pit lane. They are not allowed to make any repairs including change of tyres. At the end of the 10 minute delay period (or if every participant is ready prior to the 10 minute time out),** a complete new warm up time and start procedure will begin.

-12 When the starter calls the main final to the start line, the mechanics are not allowed to refuel the cars.

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

Remarks

Clarify the 10 minute delay for semi and main finals. The track should be closed to prevent a driver calling a delay just to test changes to their car. The other cars must remain in the pit lane under parc ferme until the new warm up period starts. The restart maybe called early if every driver/car is ready to go, no point in waiting the full 10 minutes if everyone is happy.

Proposed by: RCMS, EFRA Oddie Ian

Proposal Status: Amendment Passed

Seconded by: GREAT BRITAIN

Amendment Tyre warmers are allowed in the pit lane Seconded GREAT BRITAIN

Amendment Passed Unanimously

Current Rule

2.5.3.

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

-3 The sub-finals and final are run according to the schedule printed in the official race program, which may only be changed by teammanagers majority vote.

-4 Starting order for the drivers who moved up to the final is based on number of laps and time.

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

Remarks

Change qualifying to points per round system. The points system makes every round of qualifying equally important even if the track conditions have changed.

Proposed by: RCMS, EFRA Oddie Ian

Proposal Status:Passed

Seconded by: ..CROATIA

The proposal: o Passed with ...7. for, ..6.. against and ...3. abstentions.

Current Rule

2.5.3.

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 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

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 4 completed rounds, 3 to count, out of 5 completed rounds 4 to count.... and so on, always completed rounds minus one to count.

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

Proposed by: HAMS, Matosic Tea

Proposal Status: withdrawn

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 On the result sheets the Race Director or the appointed official must mark a heat 'WET' when the heat was raced under wet conditions. On the corresponding record sheets, this must also be marked. The Race Director together with the Referees will decide in case of doubt. Heats are generally considered to be 'WET2' when average lap times are approximately 20% slower than before, due to rain or moisture on the track.
- 3 When all drivers have had at least one dry heat, all results will be counted.
- 4 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 (i.e. when most drivers had 2 resp. 3 dry runs, a 2nd. resp. 3rd. run may be offered to those who had only 1 resp. 2 dry runs).
- 5 When not all drivers have had a chance to run a dry heat, only the wet results will be counted.
- 6 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 end a heat or cancel a complete heat (2.7.-1.)

Proposal

RAIN PROCEDURE DURING QUALIFYING

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- ~~-2 On the result sheets the Race Director or the appointed official must mark a heat 'WET' when the heat was raced under wet conditions. On the corresponding record sheets, this must also be marked. The Race Director together with the Referees will decide in case of doubt. Heats are generally considered to be 'WET2' when average lap times are approximately 20% slower than before, due to rain or moisture on the track.~~
- 3 When all drivers have had at least one dry heat, all results will be counted.
- 4 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 dry heat (i.e. when most drivers had 2 resp. 3 dry runs, a 2nd. resp. 3rd. run may be offered to those who had only 1 resp. 2 dry runs).
- 6 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** (2.7.-1.)

Remarks

If the qualifying system is changed to round by round points system, then these wet weather rules for qualifying require amending/deleting. The proposal will be withdrawn if the points system is not passed.

Proposed by: RCMS, EFRA Oddie Ian

Proposal Status: Passed

Seconded by: GREAT BRITAIN

The proposal: o Passed with ..12.. for, ...0. against and ...4. abstentions.

Current Rule

4.

GENERAL Technical Specifications

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

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

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

If an organiser is able to provide fuel at the track, all competitors have to use this fuel. The price of this fuel must not exceed the normal street price by more that 5%. Fuel tests may be made at random during the race. If a fuel is found illegal, the driver will be disqualified from the particular event and at the Efra boards discretion may not be allowed to enter an EFRA large Scale event for the remainder of the current year and the full 12 months of the following year. The fuel tester must be available to the competitors during the event.

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

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

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

Proposal

4. GENERAL Technical Specifications

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 that 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, he may loose his EFRA licence for up to ten years. If a driver want's to protest that decision, he has to make a written protest to EFRA with a deposit of 500.

Proposed by: HAMS, Matosic Tea

Proposal Status: Amendment Passed

Seconded by: Sweden

The Amendment: o Passed Unanimously

Amendment. Remove the wording he may lose his EFRA licence for up to ten years Seconded by: GREAT BRITAIN

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 a fuel

Station within the vicinity of the event. Details of the fuel station location and opening times should be provided by the race organiser prior to the event commencement, Fuel testing should begin prior to the start of qualification. Special fuel's like Avgas, race fuel etc. are strictly forbidden. The only additive allowed is mass production two stroke oil.

.....

Proposal

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 **for on road classes**. 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, **Alkylate gasoline is only fuel admitted for off road classes and the organizer is providing fuel at the track** . 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.

.....

Remarks

EFRA development plan "Welcome to the future" doesn't cover environmental topics but in our opinion it should. To get started EFRA should promote use of high quality "green" fuel as alkylate gasoline has been available already 30 years. Alkylate gasoline is referred to as 'environmental petrol' as it is the cleanest petrol available. The key difference is that alkylate gas is an extra pure fuel form. Alkylate gas is made of vapor produced when refining oil. This engineered fuel is significantly purer than traditional gas. The content of harmful aromatic hydrocarbons such as benzene and polyaromatics (PAH) is close to zero. The engine run on alkylate gas will be much cleaner, while the other engine will show significantly higher levels of soot and deposits in many places. Alkylate gasoline also helps reduce nitrogen oxide emissions and lessens its contribution to ground-level ozone. Alkylate gasoline contains no ethanol at all, not even the 5%-10% that commercial petrol contains. Alkylate gasoline also has a much longer shelf-life than commercial petrol.

Proposed by: AKK, Ketonen Juho

Proposal Status: Rejected

Seconded by: Sweden

The proposal: o Rejected with ..2.. for, ..9.. against and ..5.. abstentions. o Amended

Amendment. Add to cover all classes Not seconded.

Current Rule

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....

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

.....

Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....

5. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed . **Engine Control Units (ECU) are not allowed although they would get energy from ignition coil.**

.....

Remarks

ECU's could also be allowed if elected so, but rulebook should clearly specify if they are legal or not.

Proposed by: AKK, Ketonen Juho

Proposal Status: Amendment passed

Seconded by: Spain

Amendment o Passed with ..15.. for, ..1.. against and ..0.. abstentions.

Amendment. Power must only come from standard ignition coil GREAT BRITAIN

Current Rule

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....

6. Only open deck admission ports are allowed in engines up to 30cc, they maybe closed ports on engines over 30cc. The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder bore at all times.

7.....

Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....

6. Only open deck admission ports are allowed in engines up to 30cc, they maybe closed ports on engines over 30cc. The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder. Modification of the last 10mm in the roof area is free except B-port width, which is limited as shown in the images. Transfer port divider can be modified, lowered, or removed. Adding material to any port is not allowed.

7.....

Remarks

Current rule is written based on 23 cc engines having 32 mm bore. Using bolt hole / cylinder bore tangent as a limiting line greatly depends on cylinder bore diameter and does not work for 34 / 36 mm cylinders. Segment width gives clear limit and is easily measurable with suitable thin eg. metal strip cut to the width. Widths shown in the images are proposals only but should give sufficient port area. Red lines in the images indicate current tangent rule limits, to be removed.



Proposed by: AKK, Ketonen Juho

Proposal Status: o Not Seconded

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.. is strictly forbidden.

.....

Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

1. Only **two** marked engine allowed. In exceptional circumstances the race director may allow a **third** 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 **third** 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 **three** engines per event..

.....

Remarks

Penalizing a driver for a technical problem, in an important race like a European Championship, in which he is not at fault seems unfair since the spirit is to entertain the participants.

Proposed by: AMSCI, Geraci Vito

Proposal Status: Rejected

Secoded by:Sweden

o Rejected with ..0.. for, ..14.. against and .2... abstentions. o Amended

Current Rule

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....

4. All ignition must be mechanically fixed, only manual static adjustment is allowed. 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. 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, lightening and balancing **is allowed, but only one drilled hole max 5mm diameter** is allowed. The minimum diameter of the flywheel is 88mm, **minimum width 23mm, with both tolerance 0,1mm.**

Proposed by: HAMS, Matosic Tea

Proposal Status: withdrawn

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. 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. 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.

Remarks

Proposed upon request by Abbate Racing

Proposed by: AMSCI, Geraci Vito

Proposal Status: withdrawn

Current Rule

4.1.

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

....

6. Only open deck admission ports are allowed in engines up to 30cc, they maybe closed ports on engines over 30cc. The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder bore at all times.

7.

Proposal

ENGINE and FUEL

For Formula 1, Off Road and Fifth Scale Saloon:

.....

6. Only open deck admission ports are allowed in engines up to 30cc, they maybe closed ports on engines over 30cc. The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder bore. **Modification of the last 10mm in the roof area is free except B-port width, which is limited as shown in the images. Transfer port divider can be modified, lowered, or removed. Adding material to any port is not allowed.**

7.

Remarks

Current rule is written based on 23 cc engines having 32 mm bore. Using bolt hole / cylinder bore tangent as a limiting line greatly depends on cylinder bore diameter and does not work for 34 / 36 mm cylinders. Segment width gives clear limit and is easily measurable with suitable thin eg. metal strip cut to the width. Widths shown in the images are proposals only but should give sufficient port area. Red lines in the images indicate current tangent rule limits, to be removed.

Proposed by: AKK, Vihavainen Mia

Proposal Status: Not Seconded

Current Rule

4.2.2.

All cars to be equipped with an air - box to reduce the intake noise of the carburettor. The air box must change the direction of air entering the carburettor by 90 degrees(or more) and be made of a rigid material. The exhaust must have a second muffler (if a two chamber exhaust is used) or be a three chamber type muffler. All three chambers must be designed so that the exhaust fumes will pass through and have to change direction twice to get the maximum possible noise reduction. .

The design of that additional silencer is free, but with both systems together, the max. noise level must not be over 81 dB (A).

Proposal

All cars to be equipped with an air - box to reduce the intake noise of the carburettor. The air box must change the direction of air entering the carburettor by 90 degrees(or more) ~~and be made of a rigid material~~ . The exhaust must have a second muffler (if a two chamber exhaust is used) or be a three chamber type muffler. All three chambers must be designed so that the exhaust fumes will pass through and have to change direction twice to get the maximum possible noise reduction. .

The design of that additional silencer is free, but with both systems together, the max. noise level must not be over 81 dB (A).

Remarks

What is "rigid material" ? Discussing about Shore values is not very practical and unnecessary as noise measurement covers all of intake, exhaust and drive line. On the contrary flexible materials are good against collisions etc. - saving money.

Proposed by: AKK, Ketonen Juho

Proposal Status: Passed Unanimously

Seconded by:Sweden

The proposal: o Passed Unanimously

Current Rule

4.4.

TYRES

Tyres have to be black. The design of the tyre profile is free. It is not allowed to treat the tyres in the pit area. This means it is clearly forbidden. But if someone use it at home, it is recommended that the chemical components of these products must be harmless for people and environment. Liability at the use of tyre additives lies at the user and manufacturer.

Oil of wintergreen, paragon and other strong smelling products are prohibited.

Proposal

4.4.

TYRES

Tyres have to be black. The design of the tyre profile is free. It is not allowed to treat the tyres in the pit area. This means it is clearly forbidden. But if someone use it at home, it is recommended that the chemical components of these products must be harmless for people and environment. Liability at the use of tyre additives lies at the user and manufacturer.

Oil of wintergreen, paragon and other strong smelling products are prohibited.

Tyre quantity for use is limited from controlled practice through qualification rounds , to one pair pro session. Pro session in general (example. 4 sessions - 4 pairs) Rubber compounds are free choice.

Proposed by: HAMS, Matosic Tea

Proposal Status: withdrawn

Current Rule

4.4.

TYRES

Tyres have to be black. The design of the tyre profile is free. It is not allowed to treat the tyres in the pit area. This means it is clearly forbidden. But if someone use it at home, it is recommended that the chemical components of these products must be harmless for people and environment. Liability at the use of tyre additives lies at the user and manufacturer.

Oil of wintergreen, paragon and other strong smelling products are prohibited.

Proposal

TYRES

Tyres have to be black. The design of the tyre profile is free. It is not allowed to treat the tyres in the pit area. This means it is clearly forbidden. ~~But if someone use it at home, it is recommended that the chemical components of these products must be harmless for people and environment. Liability at the use of tyre additives lies at the user and manufacturer.~~

Oil of wintergreen, paragon and other strong smelling products are prohibited.

CONTROL TIRE SPECIFICATIONS: A control tire is mandatory for : time-controlled free practice (which is used for seeding), qualifying, sub-finals and the final. The price will be fixed throughout the EFRA season and will be reviewed at each General Assembly: The price will be established in agreement with EFRA and the manufacturer for the current season. Sets available 2 sets Qualifying 1 set for each subsequent stage (sub-Final, Final)

Remarks

Reduce tire costs to increase participation

Proposed by: AMSCI, Geraci Vito

Proposal Status: Rejected

Seconded by: Sweden

Amendment on road Sport Class only Seconded by: SWITZERLAND o Rejected with ...0. for, .14... against and ..2.. abstentions. o Amended

Current Rule

5.

SPECIAL TECHNICAL SPECIFICATIONS

Proposal

Chassis and bodyshell : All chassis variants/manufacturers/own constructions with wheelbases from 500mm to 535mm and a maximum width of 395mm are permitted . 10 kg minimum weight For the GT Series classification , only bodies based on GT3 vehicles are permitted . Rear spoilers must correspond to the original GT3 vehicles in terms of appearance and dimensions . The rear spoiler may have the maximum vehicle width , the height not higher than the highest point of the vehicle roof . The weight of the painted , pasted bodywork including the rear spoiler must be at least 750g , The base thickness of the Lexan raw material used by body manufacturers must be >1 . 5mm . Bodywork list : Porsche 911 GT3 Type 997 (FG or SR88)(510 wheelbase) Porsche 911 GT3R Type 991 (530 wheelbase) STone GT3 (similar to AMG GT) (510 and 530 wheelbase) STtwo GT3 (similar to McLaren 650) (530 wheelbase) BMW M3 ALMS (530 wheelbase) Audi R8 LMS (530 wheelbase) Kilam-AM (similar to Aston Martin) (530 wheelbase) C6 and GT-C (similar to Corvette) (530 wheelbase) Ferrari S88R (510 wheelbase) TCN5 (similar to Nissan GTR) (535-550 wheelbase) eX Zero GT-E (530 wheelbase) Reissued GT3 bodies will be added throughout the season . Other bodies based on the GT model can also be approved by arrangement (see eX Zero GT-E , Sim GT Sport) . Engine : Only 1-cylinder 2-stroke engines from the Zenoh brand with a maximum of 23 ccm are permitted . Injection , turbocharging , battery-powered ignition systems , rotary valve and Wankel engines are prohibited . The ignition timing must be fixed . Only mechanical adjustment is allowed . No battery powered ignition is allowed . Only a passive ignition system using RPM as the only parameter is allowed . . The use of a (steel) carburetor shaft with bushings or ball bearings , that Removal of the choke shaft and 4-point bolting or other additional bolting of the cylinder are permitted . All commercially available spark plugs are permitted . Exhaust : No titanium exhaust allowed Tyres : PMT - Compound : S00 GRP - Compound : XM2 Only treaded tires may be used . Recutting tires with additional profile is not permitted . Only the specified , limited number of wheelsets may be used for the heats and finals . From the beginning of the heats , a maximum of 3 pairs of tires may be used . This amount of tires is designed for driving times of e . g . up to 4 preliminary runs of 10 minutes each , Å½ finals of 20 minutes each , finals of 30 minutes each , which corresponds to a total racing driving time of up to 90 minutes . Preparation times are excluded , only the race driving time applies . Driving times of more than 90 minutes that have been completed with the 3 pairs of approved tires will be approved for another pair of tires for another final that has been reached . Only driving

times that were driven during dry runs count , wet runs do not count . Before the start of the preliminary heats , tires , a tire compound , from a manufacturer must be marked by the technical inspection . The tires to be marked may , but do not have to be new . A pair of marked tires must be used on the rear axle for each heat run; only in the heats may unmarked tires from the same manufacturer and the same tire compound be used on the front axle . The marking is only valid with the correct colored sticker used on race day . Old markings from previous events do not apply . Wheel sets can be marked again . For the final runs , marked tires must be mounted and used on the vehicle on the front and rear axles . Random checks will be carried out before and/or after the race by the race management or by the technical inspection . The different manufacturers and mixtures may not be mixed in the preliminary and final runs , which means that the same manufacturer and the same mixture must always be fitted to the vehicle; the choice of tires is only free for the free practice period .

Remarks

Rule proposal for the TC Sport class :

Proposed by: NOMAC, Houtman Raymond

Proposal Status: withdrawn

Current Rule

5.3.

1:5 Scale TOURING CARS

There is one series recognised in accordance to the 1:1 scale series namely the Touring Car Championship Series, following FIA class 2 Super Touring Car, FIA Group N and Touring Cars Super 2000. Touring cars raced in national series 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 **reconised 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

Rule is out of date to current 1:1 scale series

Proposed by: RCMS, Orman Craig

Proposal Status:Passed

Seconded by: GREAT BRITAIN

The proposal: o Passed with ..14.. for, ..0.. against and ..2.. abstentions.

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 +/- 5%

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

Height: within scale +/- 5%

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: 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

Remarks

scale tolerance increase to enable more bodyshell designs

Min/Max wheel base added

Proposed by: RCMS, Orman Craig

Proposal Status:Passed

Seconded by: GREAT BRITAIN

The proposal: o Passed Unanimously o Passed with ...14. for, ..1.. against and .1... abstentions.

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 +/- 5%

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

Height: within scale +/- 5%

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

NEW 1:5 Scale TOURING CARS in accordance to the 1:1 scale series.

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

Length: **wheelbase 515mm +/- 15mm**

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

Height: within scale +/- 5%

Tank capacity: 700 **cm³** (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

Bodyshells The current bodyshell rules doesn't allow manufacturers to come up with new models as the current 1:1 race series have long wheelbase cars. So this makes it impossible for the 500 and 520mm wheelbase cars to have other bodyshells.

Proposed by: NOMAC, Houtman Raymond

Proposal Status: Withdrawn

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 +/- 5%

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

Height: within scale +/- 5%

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 +/- 5%~~

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

~~Height: within scale +/- 5%~~

~~Wheelbase between 498-538mm~~

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

Remarks

adapt the wheelbase to the measurements of the new real Gran Turismo cars

Proposed by: AMSCI, Geraci Vito

Proposal Status: Withdrawn

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.

.....

Proposal

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.

.....

Remarks

BodysHELLS The current bodysHELL rules doesn't allow manufacturers to come up with new models as the current 1:1 race series have long wheelbase cars. So this makes it impossible for the 500 and 520mm wheelbase cars to have other bodysHELLS.

Proposed by: NOMAC, Houtman Raymond

Proposal Status: Withdrawn

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

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 **wheelbase between 498-538mm which corresponds to the range of the new Super Touring Cars.**

All bodies produced worldwide, descended from an original touring racing car and are commercially available, in consideration of paragraph 5.3, will be eligible.

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 **650g** ready to race including wing and wing support plate if used, **it is forbidden to add weights or glue to reach the minimum weight of the bodies, before marking.** 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

The current rules and the current real cars participating in the Gran Turismo championships are no longer compatible with the current 1/5 chassis on sale. It is advisable to apply a wheelbase range to the large scale and enable the creation of the bodywork with the possibility of adapting the wheelbase to the indicated scale. The new bodywork must always be sought in the GT championships to continue the spectacular nature that distinguishes the large scale.

Proposed by: AMSCI, Geraci Vito

Proposal Status: Withdrawn

Current Rule

5.3.7.

TYRES

Rim Diameter max: 107 mm

Rim and fitted tyre Diameter: 136 mm

Rim and fitted tyre width - front max.: 75 mm

Rim and fitted tyre width - rear max.: 80 mm

Only semi pneumatic rubber is allowed. Foam tires are not allowed.

Proposal

5.3.7.

TYRES

Rim Diameter max.: 107 mm

Rim and fitted tyre Diameter: **max:** 136 mm

Rim and fitted tyre width - front max.: 75 mm

Rim and fitted tyre width - rear max.: 80 mm

Only semi pneumatic rubber is allowed. Foam tires are not allowed.

All tyres used from qualifying on have to be commercially available to everybody.

Proposed by: NOMAC, Houtman Raymond

Proposal Status: Withdrawn

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, Ketonen Juho

Proposal Status: Not Seconded

Not Seconded

9. ELECTION OF SECTION CHAIRMAN.

Off Road Chairman position is up for evaluation

Mr Craig Orman is willing to re stand as Vice 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 18:15