



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL Sercotel Sorolla Palace**  
**Valencia, Spain**  
**1<sup>st</sup> and 2<sup>nd</sup> of November 2014**

**Minutes Large Scale**

**SATURDAY 1<sup>st</sup> OF NOVEMBER 2014.**

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: Wolfgang Petermann, Michael Lissau, Slovenia, Ireland, Ernesto/Switzerland

Member Countries presents, section subscription, allocations etc:

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

	Touring Cars			Formula	
1	Van Wijk Jeffery		1	Grigic Marko	
2	Bayer Ales		2	Stegmayer Hrvoje	
3	Arnaldi Bernard Alain		3	Hetland Cato	
4	Donovan Michael		4	Ferkovic Sanjin	
5	Feldmann Markus		5	Mittelstadt Martin	
6	Roskam Hessel		6	Reints Patrick	
7	Verbrugghi Giovanni		7	Gloor Markus	
8	Folman Patrick		8	Richner Roland	
9	Veseli Dario		9	Perazzi Stephan	
10	Tolenaars Kevin		10	Hetland Marius	
11	Catalani Andrea		11	Blum Andreas	
12	Lissau Martin		12	Christophe Hinault	
13	Weigerding Marco		13	Wild Andreas	
14	Weiser Michael		14	Day Ivo	
15	Isler Renato		15	Keller Sebastian	
16	Binder Dominic		16	Zvonimir Matosic	
17	Cricri Placido		17	Thorsten Hagel	
18	Vysin Jiri		18	Camponovo Ernesto	
19	Langer Christian		19	Minkovic Ivan	
20	Van Wijk Jeffery		20	Prochaska Ewald	

COUNTRY	PRESENT	SECTION SUBSCR	EC	EC Re	EC Off Road 2WD	EC Off Road 4WD	World	World Re
AUSTRIA	Ed Prochaska		17		2	2		
BELGIUM			3					
BULGARIA								
CROATIA	Tomislav Grigic		8		3		1	
CZECH REP.								
DENMARK			4		1			
ESTONIA								

FINLAND			2				
FRANCE	Lecollinet Ollivier		8		3	4	
GERMANY	Dirk Horn		18		6	6	2
GREAT BRITAIN	Mike Humphreys		1			6	
GREECE							
HUNGARY							
IRELAND			1				1
ITALY	Aldo Bufano		9				
LUXEMBOURG							
MONACO							
NETHERLANDS	Cor Roskam		5		14	6	2
NORWAY	Kjetil Kristiansen		4				4
POLAND							
PORTUGAL	Alexandre Viera		2				
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN	Pablo Neila		5		5		
SWEDEN			3				
SWITZERLAND	Jacqueline Aebi		12		10	10	
TURKEY							
<b>TOTAL</b>			<b>102</b>		<b>44</b>	<b>34</b>	<b>10</b>

Other persons present: Willy Wuyts, Alex Arisi, Walter Wendler, Guillaume Lievre

### 3. MINUTES OF 2013 SECTION MEETING

November 2013— Zagreb, Croatia

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2013.

The following person was elected to check the minutes of this year: Cor Roskam

### 4. CORRESPONDENCE RECEIVED

Very little over the year, but an engine tuner (who is an associate member of Efra) has expressed feelings that homologation of engines would be a good idea. The topic of homologation of engines, tuned pipes and air boxes will be discussed in AOB.

### 5. CHAIRMAN'S REPORT

With another year over, the large scale section is going from strength to strength with strong entries at all the events. The gp held at Iostallo is the first gp in any class to have been over subscribed!. To me this shows that we can continue to help the class grow as long as we all work together with the best interests of the section at heart.

We held the Touring car EC at Villa Real in Portugal and despite having to rearrange the time schedule around the weather on the finals day, it was a fantastic event. After some very exciting finals, the eventual winner was BA Arnaldi from France. This I am sure was a very special win for him as he has finished 2<sup>nd</sup> so many times in previous years and finally took the top position on the podium.

The off road EC was held at the well known Fehring track in Austria. As with the touring car EC the weather wasn't kind and we had to rearrange the qualifying a little to work around it. Both the 2wd and 4wd classes were well supported and the event ran very well. The winner of the 2wd was Tim Van Der Elst from Holland and the 4wd was won by the local driver Patrick Schweinzer from Austria.

The F1 series was won yet again by Marko Grigic with 3 straight wins along with TQ for the maximum points possible! The gp series for the touring cars was won again by Jeffery Van Wilks from Holland, the top places were only decided at the last round of the gp series which just shows how competitive the series is.

Congratulations to all those drivers, next year we should all look forward to another great year with a gp series, on and off road EC and off course the World Championships in Kuala Lumpur.

## 6. PRESENTATIONS FOR APPLICATIONS EC 2016 AND GP'S 2015

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
05-2015	06-2015	GP TC/F1	Germany	Leipzig
15-17 May 2015		GP TC/F1	Switzerland	Lostallo
05-2015	06-2015	GP TC/F1	Austria	Kirchberg
05-2015		GP TC/F1	Netherlands	Rucphen
06-2015		GP TC/F1	Croatia	Zagreb
06-2015		GP TC/F1	Italy	Cremona
06-2015		GP Off Road	Bulgaria	Vratza/Ledenica
06-07-2015	06-07-2016	EC Off Road	Austria	Fehring
09-2015		GP TC/F1	France	Tourlaville
2016		EC TC	Portugal	Vila Real
2016		EC TC	France	Pouilley Francais
2016		EC TC	Italy	Bologna
2016		EC TC	Spain	Alcobendas

### Final Race calendar 2015

Year/Date	Alt. Date	Status	Country	Venue
17-19/04 2015		GP TC/F1	Italy	Cremona
15-17 May 2015		GP TC/F1	Switzerland	Lostallo
12-14/06 2015		GP TC/F1	Germany	Leipzig
26-28/06-2015		GP Off Road	Bulgaria	Vratza/Ledenica
25-27/09-2015		GP TC/F1	France	Tourlaville
27/07-1/8 2015		EC Off Road	Austria	Fehring
20-25/07 2015		EC TC	Austria	Sollenau
4-12/09 2015		WC	Kuala Lumpur	Malaysia

### Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2016		EC Off Road	France	Pouilley Francais
2016		EC TC	Italy	Bologna

## 7. ALLOCATIONS

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

**All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 21<sup>th</sup>. December LATEST.**

## 8. RULE PROPOSALS

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

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

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

1.1.

**Existing Rule:**

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

- a.) 1:5 Scale Touring Cars
- b.) 1:6 Scale Off Road Cars 2WD + 4WD

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

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

**Proposal:**

There will be two annual 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

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

The European Championship Formula 1 will be run in conjunction with the 4 EFRA GP's, with 3 results held for the attribution of the European Champion Title. For the F1 European Championship the point system according to **rule 1.4** will be used. For an event used as a drop result the TQ point will not count. **A minimum number of 20 participants/class/event is required for a GP series to be a European Championship.**

**Remarks:**

Add minimum number of participants for the GP series to be classed as European Championship.

**Proposed by EFRA**

**Seconded by: Norway**

**Amended: Nomac Seconded by Great Britain**

**Delete the scratched words:**

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

The ~~European~~ Championship Formula 1 will be run in conjunction with the 4 EFRA GP's, with 3 results held for the attribution of the ~~European~~ Champion Title. For the F1 ~~European~~ Championship the point system according to **rule 1.4** will be used. For an event used as a drop result the TQ point will not count. **A minimum number of 20 participants/class/event is required for a GP series to be a European Championship.**

**The proposal: Passed Unanimously**

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

1.4.

**Existing Rule:**

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

20 places for the European Championships and 7 places for the World Championships for the following years meetings will be offered to the highest ranked drivers competing in the

large scale EFRA GP series. The remainder will be split as per normal between countries as outlined in general rule 3.6. Only the EFRA GP Meetings will count for the points system, with the drivers best 3 meetings out of the 4 to count. If there are less than 4 EFRA GPs then they will all count.

Points system to use: 1 = 50, 2 = 47, 3 = 45, 4 = 44, 5 = 43, ... 10 = 38, 11 = 35, 12 = 34 ... 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:

20 places for the European Championships and 7 places for the World Championships for the following years meetings will be offered to the highest ranked drivers competing in the large scale EFRA GP series. The remainder will be split as per normal between countries as outlined in general rule 3.6. Only the EFRA GP Meetings will count for the points system, with the drivers best 3 meetings out of the 4 to count. If there are less than 4 EFRA GPs then they will all count.

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

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

**Remarks:**

Change to the points awarded for the gp series to reward every driver points for their finishing position. Previously a driver finishing below 45th place received 0 points which doesn't encourage them to attend more gp events.

**Proposed by EFRA**

**Seconded by: BRCA**

**The proposal: Passed Unanimously**

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

2.1.

**Existing Rule:**

Duration of the races:

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

**SPECIAL REGULATIONS F1**

Single EC

2 rounds of timed practise

Qualification heats:

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

**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 30 minutes for semi finals

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

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

**SPECIAL REGULATIONS F1**

Single EC 2 rounds of timed practise

Qualification heats:

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

**Timed practise 8 minutes (plus the last lap and time of the last lap) minimum of 3 timed practises. ...**

**Remarks:**

The time between the timed practises was long and it could be a third run without any problem while reducing the time between the practises.

Proposed by DMC

Seconded by: Nomac

The proposal: Rejected with 4 for, 6 against

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

2.2.

**Existing Rule:**

- a) The EFRA Christmas Tree will be used.
- b) All other drivers are allowed to race a sub-final.
- c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next final.  
Semi-final: The first place driver from each semi- final progress up to the final together with the next 8 drivers with the best times from the 2 semi-finals combined.
- d) In the event of different weather conditions during the semi-finals the first five from each semi-final will move up to the final.
- e) It is not allowed to drive a model car on any other place than the track and the marked track pit lane.

**Proposal:**

- a) The EFRA Christmas Tree will be used.
- b) All other drivers are allowed to race a sub-final.
- c) Sub-Finals: The first 3 drivers from each sub-final progress up to the next final.  
Semi-final: The first 5 drivers from each semi final will progress up to the main final
- ~~d) In the event of different weather conditions during the semi-finals the first five from each semi-final will move up to the 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:**

The system this year didn't work so well. 5+5 from each semi final eliminates any doubt in a drivers mind of what they need to do and removes any advantage/disadvantage from being the second semi final to run and knowing what the first semi final did. It also removes any doubts as to the conditions not quite being equal for both semi finals, even if the conditions are dry the track can be considerably different for each semi final and be quicker for one because of it.

Proposed by EFRA

Seconded by: Austria

The proposal: Passed with 7 for 3 against.

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

2.4

**Existing Rule:**

**TIME SCHEDULE for EC**

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

No cars are allowed on the track before Sunday morning.

General qualification format for EC's:

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

If there are 60 drivers or less, 6 rounds.

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

If there are more than 80 drivers, 4 rounds.

If There are less than 100 drivers the event starts on Monday morning.

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

Wednesday	09:00-18:00	Timed practice /tech inspection/heats
Thursday		qualification heats
Friday		qualification heats, lower finals
Saturday	09:00 - 17:00	sub-finals and final. Price giving ceremony

**Proposal:**

**TIME SCHEDULE for EC**

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General qualification format for EC's:

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

If there are 60 drivers or less, 6 rounds.

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

If there are more than 80 drivers, 4 rounds.

~~If There are less than 100 drivers~~ The event starts on Monday morning.

<del>Sunday</del>	<del>09:00-18:00</del>	<del>Free practice (in full heats made by the organiser)</del>
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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

Thursday qualification heats

Friday qualification heats, lower finals

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

**Remarks:**

Always start an EC on Monday. Organisers and competitors need to know the exact start day as soon as possible to prepare for the event and previously that has been a problem if the entry has been close to 100 drivers and changing every week. Most people from anywhere in Europe can be at an EC event starting on Monday without requiring an additional days holiday. Plus a spelling correction.

**Proposed by EFRA**

**Seconded by: Norway**

**The proposal: Passed Unanimously**

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

**2.4**

**Existing Rule:**

**TIME SCHEDULE for EC**

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General qualification format for EC's:

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Thursday		qualification heats
Friday		qualification heats, lower finals
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**Proposal:**

**TIME SCHEDULE for EC**

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

No cars are allowed on the track before Sunday morning.

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If there are 60 drivers or less, 6 rounds.

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

If there are more than 80 drivers, 4 rounds.

If There are less than 100 drivers the event starts on Monday morning.

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

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

Thursday qualification heats

Friday qualification heats, lower finals

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

If there are more than 80 drivers, 4 rounds. Four rounds is the minimum and has to be realized. The event starts on Monday morning. Monday 09:00-18:00 Free practice (in full heats made by the organiser)

**Remarks:**

With only 2 out of 3 heats it was very near to be a lottery in Fehring. With a technical problem and regarding the extra problem weather. May be, in the case of weather influences, it is better to reduce to take one out of three than two out of three (discussion on AGM).

**Proposed by DMC**

**Seconded by: Norway**

**The proposal: Was withdrawn.**

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

4.2.1.

**Existing Rule:**

Maximum noise level is 81dB (A) measured at 10 metres, 1 metre above the track.

The race director has the authority to decide a different method of measuring (using the EFRA noise trap) as long, as the result will be the same.

If a car produces an average noise level over 10 or more laps that is higher than the limit then the driver will receive a warning. If a cars average over 10 or more laps exceeds +3dB (A) higher than the limit at any time during the qualifying then the driver will loose their best qualifying result and if this level is exceeded during a final then the penalty is a 1 lap deduction at the end of that final. Under exceptional circumstances common sense will be used. Both the Race Director and Referee's can decide if any car producing excessive noise is allowed to race.

Exhausts have to be of minimum three chamber type. No open exhausts or pipes are allowed.

The total exhaust must be inside the body, with the exception of the tailend of the pipe, which may protrude the body by no more than 10 mm.

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

Max. inside diameter tail end 13 mm.

**Proposal:**

Maximum noise level is 81dB (A) measured at 10 metres, 1 metre above the track.

The race director has the authority to decide a different method of measuring (using the EFRA noise trap) as long, as the result will be the same.

If a car produces an average noise level over 10 or more laps that is higher than the limit then the driver will receive a warning. If a cars average over 10 or more laps exceeds +3dB (A) for On Road cars and +6dB(A) for Off Road cars higher than the limit at any time during the qualifying then the driver will loose their best qualifying result. If this level is exceeded during a final then the penalty is a 1 lap deduction at the end of that final. Under exceptional circumstances common sense will be used. Both the Race Director and Referee's can decide if any car producing excessive noise is allowed to race.

Exhausts have to be of minimum three chamber type. No open exhausts or pipes are allowed.

The total exhaust must be inside the body, with the exception of the tailend of the pipe, which may protrude the body by no more than 10 mm.

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

Max. inside diameter tail end 13 mm.

**Remarks:** Following testing at this years off road EC, it's extremely difficult for drivers to achieve +3dB with the parts/products currently available. In future years once good airboxes/exhausts are available for off road then this level can be reduced again.

**Proposed by EFRA**

**Secoded by: BRCA**

**The proposal: Passed Unanimously**

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

4.2.1.

**Existing Rule:** Maximum noise level is 81dB (A) measured at 10 metres, 1 metre above the track. The race director has the authority to decide a different method of measuring (using the EFRA noise trap) as long, as the result will be the same. If a car produces an average noise level over 10 or more laps that is higher than the limit then the driver will receive a warning. If a cars average over 10 or more laps exceeds +3dB (A) higher than the limit at any time during the qualifying then the driver will loose their best qualifying result and if this level is exceeded during a final then the penalty is a 1 lap deduction at the end of that final. Under exceptional circumstances common sense will be used. Both the Race Director and Referee's can decide if any car producing excessive noise is allowed to race. Exhausts have to be of minimum three chamber type. No open exhausts or pipes are allowed. The total exhaust must be inside the body, with the exception of the tailend of the pipe, which may protrude the body by no more than 10 mm. No adjustable or moving parts are allowed in the manifold or muffler. The body may be cut out at that point max. 20 mm more than the tailend diameter. Max. inside diameter tail end 13 mm.

**Proposal:** Maximum noise level is 81dB (A) measured at 10 metres, 1 metre above the track. **For large scale offroad: Measuring the noise produced by a car must be done not only from one side but from both sides and above the car due to the different positions of the exhaust.** The race director has the authority to decide a different method of measuring (using the EFRA noise trap) as long, as the result will be the same. If a car produces an average noise level over 10 or more laps that is higher than the limit then the driver will receive a warning. If a cars average over 10 or more laps exceeds +3dB (A) higher than the limit at any time during the qualifying then the driver will loose their best qualifying result and if this level is exceeded during a final then the penalty is a 1 lap deduction at the end of that final. Under exceptional circumstances common sense will be used. Both the Race Director and Referee's can decide if any car producing excessive noise is allowed to race. Exhausts have to be of minimum three chamber type. No open exhausts or pipes are allowed. The total exhaust must be inside the body, with the exception of the tailend of the pipe, which may protrude the body by no more than 10 mm. No adjustable or moving parts are allowed in the manifold or muffler. The body may be cut out at that point max. 20 mm more than the tailend diameter. Max. inside diameter tail end 13 mm.

**Remarks:** In offroad not all the exhaust are on the same side of the car.

**Proposed by NOMAC**

**Secoded by Austria**

**The proposal: Was withdrawn**

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

4.2.1.

**Existing Rule:** Maximum noise level is 81dB (A) measured at 10 metres, 1 metre above the track. The race director has the authority to decide a different method of measuring (using the EFRA noise trap) as long, as the result will be the same. If a car produces an average noise level over 10 or more laps that is higher than the limit then the driver will receive a warning. If a cars average over 10 or more laps exceeds +3dB (A) higher than the limit at any time during the qualifying then the driver will loose their best

qualifying result and if this level is exceeded during a final then the penalty is a 1 lap deduction at the end of that final. Under exceptional circumstances common sense will be used. Both the Race Director and Referee's can decide if any car producing excessive noise is allowed to race.

Exhausts have to be of minimum three chamber type. No open exhausts or pipes are allowed.

The total exhaust must be inside the body, with the exception of the tailend of the pipe, which may protrude the body by no more than 10 mm.

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

Max. inside diameter tail end 13 mm.

**Proposal:**

Maximum noise level is 81dB (A) measured (1) at 10 metres, 1 metre above the track four directions 45°, 135°, 225° and 315° or (2) at 1 meter distance with a recalculated level of 99 dB (A). The cars go into an individual measurement of noise level with giving full throttle (as fast as possible up to a minimum of 10.000 rpm) while maximum result is stored.

Depending on the local possibilities method A or B has to be taken for the whole event. If a car produces an average noise level out of 4 directions that is higher than the limit then the driver will receive a warning. If a cars exceeds +3dB (A) higher than the limit during the qualifying, then the driver will loose their best qualifying result and if this level is exceeded during a final then the penalty is a 1 lap deduction at the end of that final. Under exceptional circumstances common sense will be used. Both the Race Director and Referee's can decide if any car producing excessive noise is allowed to race.

Exhausts have to be of minimum three chamber type. No open exhausts or pipes are allowed.

The total exhaust must be inside the body, with the exception of the tailend of the pipe, which may protrude the body by no more than 10 mm.

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

Max. inside diameter tail end 13 mm.

**Remarks:**

The discussion about the method of measurement is now in the third year without having any driver accepting that. One of the main skills of new European Champions is not to drive very good, it is the one who is top in cheating the noise trap.

The only fair way is to measure each car in the same situation and the same procedure from more than one direction. The last cars on the last meeting did not have enough hits to be punished for being loud.

If noise reduction is an important target, it should not be a game any more. The visitors and neighbours will thank us for real noise reduction and not for this lonely 5 meters of silent cars.

In case of any decision and change it must be 100 % clear for all drivers participating the event, how the measurement works and that everybody is measured and judged in the same and fair way.

**Proposed by DMC**

**Not Seconded**

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

4.2.2.

**Existing Rule:**

All cars to be equipped with an air - box to reduce the intake noise of the carburettor and a second muffler (in case, that a two chamber exhaust is used) or a three chamber type muffler. All three chambers must be designed that way, that the exhaust fumes will pass it and then have to change direction twice to get the max. 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 maximum noise level must not be over 81 dB (A).

**Remarks:**

Add a small clarification to define the basic requirements of an airbox, and some general re-wording (no actual changes to the rule)

**Proposed by EFRA**

Seconded by: BRCA

The proposal: Passed with 9 for, 1 against.

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

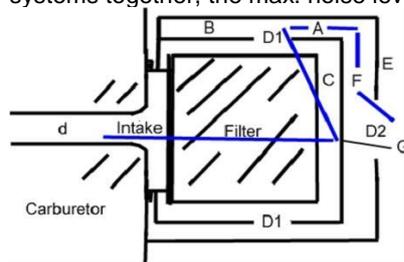
4.2.2.

**Existing Rule:**

All cars to be equipped with an air - box to reduce the intake noise of the carburettor and a second muffler (in case, that a two chamber exhaust is used) or a three chamber type muffler. All three chambers must be designed that way, that the exhaust fumes will pass it and then have to change direction twice to get the max. 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 **need** to be equipped with an **airbox, designed as schematic shows below**, to reduce the intake noise of the **carburetor** and a second muffler (in case, that a two chamber exhaust is used) or a three chamber type muffler. All three chambers must be designed **in a way**, that the exhaust fumes will pass it and then have to change direction twice to get the max. possible noise reduction. The design of that additional silencer is free, but with both systems together, the max. noise level must **be not over 81 dB (A). Schematic air box**



**d** smallest diameter in the intake of the carburetor  
**D1** diameter hole first level  
**D2** diameter hole second level

**Some explanations:**

The noise should be reflected up to 180°. The blue line tries to show that. The plate G should be thick enough to produce no additional reflections. An optimized case is a noise reducing material. The holes D1 should be small and enough of them. The distance to the filter should be big enough to have a good flow, but not more than 1cm. The distance to the plate G should be double of the distance C and a minimum of 2cm. The distance between the inner and the outer cylinder should be big enough to allow enough flow for the incoming air. The outer hole is max double of the intake diameter. The experience from other air boxes should be good enough and for offroad the flow speed must be low enough.

**Remarks:**

The discussion about schematic of an airbox was unnecessary. There was enough time to discuss and precise that before the EC. To provide next discussions and to give a hint to the producers how it works, a schematic is added. The experience from the prototypes show, that this is one of the lonely ways for LSOR. In case of misunderstanding the main working princip of changing airflow and noise for a minimum of 180° must be shown and described clearly.

Proposed by DMC

Not Seconded

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

4.2.2.

**Existing Rule:**

All cars to be equipped with an air - box to reduce the intake noise of the carburettor and a second muffler (in case, that a two chamber exhaust is used) or a three chamber type muffler. All three chambers must be designed that way, that the exhaust fumes will pass it and then have to change direction twice to get the max. 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 and a second muffler (in case, that a two chamber exhaust is used) or a three chamber type muffler. All three chambers must be designed that way, that the exhaust fumes will pass it

and then have to change direction twice to get the max. 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). For Large Scale offroad: The use of an airbox is not mandatory as long as the competitor is capable of reducing the noise of his car in a different way.

**Remarks:** By using a more silent exhaust the noiselevel can be a lot less compared to the use of an airbox.

**Proposed by NOMAC**

**Not Seconded**

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

5.3.7.

**Existing Rule:**

TYRES

Rim Diameter max.: 107 mm  
Rim and fitted tyre Diameter: max.: 136 mm  
Rim and fitted tyre width - front max.: 75 mm  
Rim and fitted tyre width - rear max.: 80 mm

Only semi pneumatic rubber is allowed. Foam tires are not allowed. During EFRA GP's the number of tires is limited to a maximum of 4 pairs during qualification. No replacements allowed. They will be marked before qualification with the competitors registration number. In case of rain the number of tires is free.

**Proposal:**

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.

~~During EFRA GP's the number of tires is limited to a maximum of 4 pairs during qualification. No replacements allowed. They will be marked before qualification with the competitors registration number. In case of rain the number of tires is free.~~

**Remarks:**

At Efra GP's with high driver numbers, it's virtually impossible to implement the tyre control within the time frame of the event.

**Proposed by EFRA**

**Seconded by: NOMAC**

**The proposal: Passed Unanimously**

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## 9. ELECTION OF SECTION VICE CHAIRMAN.

Wolfgang Petermann was re-elected

## 10. ANY OTHER BUSINESS,

Engine homologation/approval, good or bad???

Tuned pipes?

Airboxes?

The general idea from the floor was homologation was not a good idea.

## 11. ITEMS FOR GENERAL DISCUSSION.

The meeting was closed at 16.50