



EFRA ANNUAL GENERAL MEETING
HOTEL Sofitel, Brussel.
Belgium
3rd to 4th of November 2007

Agenda Electric Track

SATURDAY 4th OF NOVEMBER 2007.

1. CHAIRMAN'S WELCOME Mr Heiner Martin - Mr. Russ Giles

The Electric Track Chairman opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/12	EC Touring	WC 1/12	WC Touring
AUSTRIA						
BELGIUM						
CROATIA						
CYPRUS						
CZECH REP.						
DENMARK						
ESTONIA						
FINLAND						
FRANCE						
GEORGIA						
GERMANY						
GREAT BRITAIN						
GREECE						
HOLLAND						
HUNGARY						
IRELAND						
ITALY						
LUXEMBOURG						
NORWAY						
POLAND						
PORTUGAL						
ROMANIA						
RUSSIA						
SLOVAK REP.						
SLOVENIA						
SPAIN						
SWEDEN						
SWITZERLAND						
TOTAL			0	0	0	0

Other persons present:

3. MINUTES OF 2006 SECTION MEETING

4th -5th of November 2006— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2006.

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

4. CORRESPONDENCE RECEIVED

No correspondence has been received besides of several emails regarding the body situation in 1/12. There are proposals regarding that item and the matter should be discussed later.

5. CHAIRMAN'S REPORT

This year we had only 3 races for 1/10 Touring Cars. The first in March, the GP in Sarpsborg/Noway, was cancelled due to missing drivers from other countries (no entries). In some other EFRA sections we can see the same situation. EFRA-GP seem not to be very attractive for the drivers except the GP is a warmup-race for an European Championship. This should be an item of discussion once more in the General Meeting.

Second race was the European Championship in Montbrison/France. I attended this race and can say, that the race was very well organised. The drivers area was big enough for all allocated drivers. As usual for EC's the drivers area was extended by a big tent. I heard some criticism by some drivers, that the "best" places in the drivers area have been reserved for the drivers of the main sponsor. Especially not sponsored drivers felt, that they have been put on a disadvantage. All other facilities have been excellent. The track was large but not easy to drive, the prices for the refreshments were reasonable and the organisation was done by enough people who have known their job. Again I want to thank the Auto Modele Club Montbrisonnais for the work!

The last race on the calendar was a GP in Aniche/France. I am sorry, I can not report anything on that race. I have not seen any invitation nor a result or any report (referee-report).

Seeing all the proposals we have to vote on, I will hold my report short and close with a sentence I have found on the template of these agendas received from our secretary: "This has been a wonderful year and I really looking forward to see what I get as Christmas gifts..."

6. PRESENTATIONS FOR APPLICATIONS EC 2007 AND GP'S 2007

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.

Tyres for the 1/10th Touringcar EC 2008 in Spain:

Year/Date	Alt. Date	Status	Country	Venue
2009 May		GP 1/10 Touring	Austria	Vienna
2009		EC 1/12	Spain	Madrid (already approved)
2009		EC 1/10 Touring	Austria	Vienna
2009		EC 1/10 Touring	Luxembourg	Luxembourg
2009		EC 1/10 Touring	Holland	Heemstede
2010		EC 1/10 Touring	France	Aniche
2010		EC 1/10 Touring	France	Montbrison

Final Race calendar 2008

Year/Date	Alt. Date	Status	Country	Venue
4th to 6 th April		EC 1/12	Germany	Ingolstadt
?		Ec 1/10 Touring	Spain	Villareal

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue

7. ALLOCATIONS

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

8. RULE PROPOSALS

APPENDIX 3 A (Proposal concerning both sections, Track and Off Road are marked red)

THE RULE IS NEW

X.X *Introducing an Indoor EC TC EP 1-10 on carpet*

- Remark:**
- Most races TC are on carpet
 - In USA there is indoor and outdoor US championship, with the indoor being the most popular
 - In winter no EC now- Adds competition to 'black' races- No weather influences
 - More entries/drivers possible, up to 300
 - Adds a new inspiration to TC
 - Held in Mid January. Rotates through 4 countries over 4 years: Great Britain, Germany, Scandinavia, and once any other EU country except the first 3.
 - Same rules as outdoor, with exception of tires: hand-out foam only. Supplier of this is no problem, and changes every year

Proposed by Team Orion

Seconded by: **Not Seconded**

The proposal:

- Passed Unanimously** **Passed with** for, **..... against and** abstentions.
 Rejected with for, **..... against and** abstentions. **Amended**

THE RULE SHOULD BE AMENDED TO READ

All finals will use a „F1“ type grid start **with a minimum of 2** meter alternating intervals with two rows of cars. Cars must be placed **forward facing** to their markerline or startbox.

- Remark:** The distance between the grid's should be at least 2 meter and it would be better if the cars could be setted more freely (like "angled") in their markerline or startbox.

Proposed by DMC - Germany

Seconded by: **Not Seconded**

The proposal:

- Passed Unanimously** **Passed with** for, **..... against and** abstentions.
 Rejected with for, **..... against and** abstentions. **Amended**

THE RULE SHOULD BE AMENDED TO READ

2.1

“SPEC” CAR MOTOR:

~~Rebuildable, 17X2, fixed timing of 5 degrees, Bushes (No Bearings), Maximum wire thickness is 0.71mm. All other dimensions see below and Appendix 10. Armatures may be wound using the Mabuchi (star) or Sagami methods. The armature stack must be solid with no cutouts, tri-rotors etc. Armatures have to be either stamped with the wind by the manufacturer or can be 'tagged'. Epoxy balancing of armatures for rebuildable standard or stock motors will not be permitted. Tabs on the armature's commutator may only be "compression welded". No after market welding, soldering or silver brazing will be permitted. Brushes must be mounted in the 'upright' configuration (lay-down brushes will not be permitted). No hybrid motors or mixing of parts from different models will be permitted. No modifications to the physical construction of the motor can, end bell, or armature will be permitted (e.g. adding or removing material from the armature stack, relocating spring posts). Any motor that shows any sign of tampering will be disqualified, the driver is responsible for any signs of tampering.~~

Rebuildable 19T Spec. Motors

The Can.

- 1. Can diameter, before any surface finish is applied, is 36.02 mm max. The overall length of the assembled motor is 53.0 mm max., measured from the mounting face of the motor to the furthest point of the end bell, not including solder, tabs or lead wires. Only ceramic magnets can be used (Cobalt and rare earth magnets are not allowed). There is no limit on the number of magnets used. Current is supplied to the armature commutator by 2 brushes.**
 - 2. The can will be stamped with the name of manufacturer and '19 Spec'.**
 - 3. Ball-raced bearings are allowed.**
 - 4. The can will incorporate a slot to locate the end bell at a designated timing advance of 24 degrees maximum. The can will have two pairs of mounting holes. The pairs of mounting holes can be positioned by either of the following :-
 - a) Both pairs within the space between the magnets. The line through the mid-point between each pair of mounting holes must pass through the centre of the can and is determined as being zero degrees.**
 - b) One pair within the space between the magnets. The line through the centre of these holes must pass through the centre of the can and is determined as being zero degrees. The second pair will be at 90 degrees to the zero degree line. The zero degree line will be marked on one side of the can to indicate zero degrees. The centre of each magnet (or assembly of magnets) on each side of the can will be at 90 degrees to the 0 degree centre-line, with a tolerance of +/- 2 degrees.****
 - 5. Magnets must be permanently glued to the motor can and may not be removed. No magnet shims are allowed (e.g. an extra shim that could be added on the end of the magnet or between the tips to change performance). Flux collector/timing rings are allowed as long as their only purpose is to secure the end bell to the motor can. Such rings may not extend between the magnet tips.**
 - 6. The motor can must have inspection holes/slots between magnet tips so that the armature may be viewed for inspection. These holes/slots may be no closer than 5.00mm from either the open end or mounting face of the motor can. The view through the inspection holes/slots must not be obstructed by anything covering the holes/slots (e.g. motor label).**
- #### **The End-Bell.**
- 7. Ball-raced bearings are allowed.**
 - 8. The end bell will incorporate a 'tab', which when assembled to the slot in the can must result in a designated timing advance of 24 degrees maximum. When the end-bell assembly is secured to the can, the brush hoods will be aligned at 90 degrees to the can zero line, plus the allowed timing of 24 degrees maximum. Brush hoods/tubes will be assembled at 180 degrees apart. The centre of the brush hood/tube will be in-line with the centre of the armature.**
 - 9. End bells must be marked with the manufacturer's name.**
- #### **The Armature.**
- 10. The shaft diameter is 3.175 mm. The rotor to have three poles with windings. Length of stack is to be 21.00mm min. to 22.80mm max (both dimensions measured with epoxy/hysol insulation coating removed).**

The thickness of the 'stack' laminations is 0.35mm +/-0.05mm. The width of the stack web will be 3.50mm minimum with epoxy/hysol insulation removed.

The armature has to be permanently marked (or tagged) by the manufacturer, showing the number of windings and the name of the manufacturer.

11. The commutator slots must be aligned with the centre of the individual poles, with a tolerance of +/- 2 degrees.

12. The armature will be wound using a single wind of round 19 AWG (American wire Gauge) copper wire giving 19 Turns. It is not mandatory to use the 'Mabuchi' cross wrap technique for winding the armature. There is no plus tolerance on the wire diameter. Armatures must be machine wound, 'hand winding' is not permitted. It is not mandatory to use a locking device between the commutator and the armature stack.

13. Tabs on the armature's commutator may only be "compression welded". No after-market welding, soldering or silver brazing will be permitted.

14. Epoxy balancing of armatures will not be permitted.

15. Only full stack armatures with no cut-outs are allowed. No split, skewed, tri-rotors etc. are allowed. Longitudinal slots/grooves parallel to the armature shaft in the pole crowns are not allowed on any armature introduced after 01.01.02. The crowns of each pole must be symmetrical in cross section, with a constant crown radius. Steps in the crown are not allowed.

16. No modifications to the OEM armature stack may be made, other than the drilling/grinding of balancing holes. Modifications to the OEM designs, including (but not limited to) excessive drill holes, milling or turning to lighten or enhance the performance of the armature are not allowed.

17. The armature shaft does not have to extend beyond the end bell, but any extension has to have a reduced diameter to form a parallel step.

Timing.

18. The overall timing of the assembled motor is determined by the allowed tolerances of the individual assemblies, (I.e. Magnet position, Commutator position, Location of End-bell to Can).

General.

19. No modifications to the OEM construction/design of the motor can, end bell, or armature will be permitted. (e.g. adding or removing material from the armature stack, changing the dimensions or orientation of brushes or brush hoods, relocating spring posts).

20. The armature, motor can, and end bell must all be from the same OEM and can contain only components from the same model. No hybrid motors or mixing of parts from different models will be permitted.

21. All motors used in EFRA sanctioned events must have their original motor builders label(s) substantially intact to be eligible. Organiser may offer one "handout" motor to all competitors entered in the "Spec Car Motor" class. Where "handout" motors are used, the competitor may not make any changes to magnets or springs during the event. Costs of the handout motor (without profit to the organiser) may be charged to the competitor

Remark: The 17 turn 6 cell class is no longer supported in EFRA events. The 19 turn 4 cell class is very popular in UK and US. This class makes a good alternative class for those wishing to race 1/12 without the high performance of the latest brushless systems. The addition of a handout clause allows the practice commonly used in US spec racing to be used in EFRA

Proposed by BRCA - Great Britain

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE DELETED

2.2.d. ~~Rotor magnets must be marked or colour coded to identify the composition of the material used.:~~

Remark: With the free usage of bounded or sintered magnets there is no need for color coding anymore.

Proposed by DMC - Germany

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended
-

THE RULE SHOULD BE DELETED

2.2.d. ~~**Rotor magnets must be marked or colour coded to identify the composition of the material used:-**~~

Remark: This rule was adopted when only 'bonded' magnets were allowed, to help identify them from the more powerful sintered type of magnet which was not allowed. As we now allow both types of magnet (bonded and sintered) the identification is not needed. None of the manufacturers mark or code the magnets, so if the rule remains none of the magnets comply

Proposed by BRCA - Great Britain

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended
-

THE RULE SHOULD BE DELETED

2.2.e. ~~**All motors must have the original manufacturer's logo or name moulded into the end bell.**~~

Remark: The manufacturer's logo is (should be) on the can. There is no need for marking extra the end bell.

Proposed by DMC - Germany

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended
-

THE RULE SHOULD BE AMENDED TO READ

3.1. Only NiCd or NiMH cells are approved. Cells are rated at 1.2 volts nominal. The size of the individual cells to be :- Diameter 23.0 mm +0/-1mm, Overall length 43.0 mm +0/-1.5mm. Measurements include original manufacturers heat shrink. Overall length is the maximum length **of the complete cell including the positive button**, before attaching/soldering any link wires, **connectors** or battery bars. **Dimensions taken at ambient temperature and at 90 degrees to the centre-line of the cell. The original manufacturers of cells are allowed a maximum of +/- 2 grms. tolerance on the nominal weight of the cell stated on the technical specification/data sheet submitted at the time of approval.** Weights to conform to EFRA cell approval list **for cells approved from Jan. 2007 onwards. Existing approvals having a weight tolerance outside +/- 2 grms. will be adjusted accordingly.** It is **known** that fast charging may result in cell distortion. However from **1st April 2008**, cells may never exceed 43.0 mm.

Remark: The proposed change incorporates what was accepted at the 2006 AGM with regard to cell length, but sets the start date at 1st April so that the 1/12th. EC (usually March) is not affected. The proposal also includes that cells have a maximum weight tolerance. Some manufacturers are stating larger tolerances, to allow substantial development during an approval year. Weights on the EFRA cell list clarified as applying from Jan 2007 onwards, as the list did not include weights prior to this date.

Proposed by BRCA - Great Britain

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended
-

THE RULE SHOULD BE AMENDED TO READ

- 3.2 1/10 Touring scale cars will be driven by a maximum of 5 cells. **They will have a minimum weight of 1350 gram. The receiver batteries cannot be used to power the car.**

Remark: Missing of some words to make short sentences may lead to misunderstanding or difficulties for non-english speaking persons

Proposed by FVRC - France

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

- 3.4. 1/12th Cars racing spec motors will be driven by a maximum of ~~6 cells and 7.2 volts~~ **4 cells and 4.8 volts** nominal:

Remark: 6 cell 1/12 cars are no longer raced in most countries

Proposed by BRCA - Great Britain

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

- 3.6. 3.6 Additional batteries to power **only** the radio equipment in the car are allowed.

Remark: In relation to the proposal for modifications of rule 3.2 hereabove

Proposed by FVRC - France

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

- 3.7. Any new NiCd or NiMH must be commercially available for a reasonable time before it can be used at an EFRA event. Therefore any new cells have to be submitted to the EFRA Section Chairman.
Rule takes effect as from January the first 2006. Cells submitted or approved before that date keep their approval for lifespan.
Approval process :-
For 2008, a minimum of six individual cells have to be received by December 31st. 2007, together with a written technical specification/data sheet from the original cell manufacturer, which must include :- dimensions and weights with associated tolerances. Samples submitted are required to closely represent the weight range stated.
For 2009, samples must be received by 1st December 2008 and in addition to the above, must also include documentation to show that a minimum of 20,000 individual cells have been received by distributors or commercial outlets associated to the hobby industry within the EFRA countries, by 31st. Dec 2008.
Subject to the Chairman being satisfied that the new cell conforms with technical specifications and **commercial availability**, the cell will be legal for use from the following April 1st. **Cells received after the above submission dates will not be included on the EFRA approved list for the following year.**

Any changes to the technical specifications or visual appearance of the cell/heat shrink after the original approval will require re-approval.

Remark: EFRA needs specifications from the manufacturer. The approval process has been difficult to manage in recent years with many different manufacturers submitting cells. Typically, many samples arrive between Xmas and new year, which gives difficulty for any correspondence due to holiday period. More importantly, it has been found that manufacturers are submitting samples before commencing production or supply. This gives EFRA a major problem, as we cannot guarantee that cells will be available to all by the time the cell becomes legal for use.

Proposed by BRCA - Great Britain

Seconded by: **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for, against and abstentions.

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

THE RULE SHOULD BE AMENDED TO READ

6.1. Second line of rule Change: (subject to 6.5) to **(subject to 6.6):**

Remark: Simple 'tidy-up'. Maybe a typo from last year or rule numbers moved

Proposed by BRCA - Great Britain

Seconded by: **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for, against and abstentions.

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

THE RULE IS NEW

7.1.1. ***European championships will be held every year, except of the year where WC is held in Europe. The year WC is held in Europe; this year there will not be hold an EC for that class. The time for the Euros, shall be that the finals shall be finished:
1:12th European Championship, the last weekend of March
1:10th Touring European Championship, the first weekend of August
1:10th Electric Off Road European Championship, the last weekend of July***

Remark: This will make it possible for both organizers and drivers to organize and participate the ECs. All IC/Large Scale classes, have similar rules, why not the electric classes also? We have proposed foxed times for the ECs, from the calendar for 2007. The definition of a week is already defined in the general rules

Proposed by NMF - Norway

Seconded by: **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for, against and abstentions.

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

THE RULE SHOULD BE AMENDED TO READ

7.2.5. For EC's **any** countries allotment, is in no case to be higher than 33% of the total number of **allocated** entries ("No-Show's" and last minute cancelling drivers are not to be considered).

Remark: Simple 'tidy-up'. Using the word allocated makes it clear that the calculation is made on the total number allocated to all countries and not the number listed at the time of the event.

Proposed by BRCA - Great Britain

Seconded by: **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for, against and abstentions.

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

THE RULE SHOULD BE AMENDED TO READ

8.1.1. 1/12th EUROPEAN CHAMPIONSHIP:

Friday: 1-2 Round(s) of un-timed practice (organizers discretion),
 2 Rounds of timed Practice
 Opening Ceremony (**a limited** heat re-seed, based on average lap times of
 timed practice 1 & 2, will be carried out while the opening ceremony is taking
 place)
 2 Rounds of timed practice in new heat format
 Saturday: 5 Rounds of Qualifying (In heats used for the last 2 rounds of controlled
 practice)
 Sunday: 1 Round of Qualifying
 1 Controlled practice in final groupings
 3 rounds (legs) of finals

Remark: The full re-seed that we tried in Eskilstuna was not popular with many drivers, it turned practice
 in to more qualifying!

Proposed by BRCA - Great Britain

Seconded by: **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for,

Rejected with for,

THE RULE SHOULD BE AMENDED TO READ

8.1.2. 1/10th Touring EUROPEAN CHAMPIONSHIP:
 THURSDAY: 09:00 Registration, Open and Timed Practice
 FRIDAY 09:00 2 rounds of controlled Practice and 2 Qualifying Rounds
 SATURDAY 09:00 ~~4~~ Qualifying Rounds and Practice in Final Format
 SUNDAY 09:00 ~~second part~~ practice in Final Format and Finals

Remark: Drivers did not run their qualifying heats when conditions were not favorable for a potential fast
 run resulting in empty track during many qualifying heats. Number of qualifiers to increase from
 5 to 6. (Practice on finals format can be done on Sunday prior start of finals)

Proposed by Greece

Seconded by: **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for,

Rejected with for,

THE RULE SHOULD BE AMENDED TO READ

8.1.2. 1/10th Touring EUROPEAN CHAMPIONSHIP:
 THURSDAY: 09:00 Registration, Open and Timed Practice
 FRIDAY 09:00 2 rounds of controlled Practice and 2 Qualifying Rounds
 SATURDAY: 09:00 3 Qualifying rounds and Practice in Final Format
 SUNDAY 09:00 ~~second part practice in Final Format and~~ Finals

Remark: Drivers did not run their qualifying heats when conditions were not favorable for a potential fast
 run resulting in empty track during many qualifying heats. Number of qualifiers to increase from
 5 to 6. (Practice on finals format can be done on Sunday prior start of finals)

Proposed by FVRC - France

Seconded by: **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for,

Rejected with for,

THE RULE SHOULD BE AMENDED TO READ

9.4.2 Qualifying will be by fastest time for 1/12th, by the **4** fastest times added together for 1/10th On-
 road and "round by round" points system for 1/10th Off road to cope with changing track and/or
 weather conditions. If the 'Round by Round' qualifying method is used, the number of Rounds
 to count are as follows: - Six Rounds three to count, Five Rounds two to count, Four Rounds two
 to count, Three rounds two to count, Two Rounds one to count. Less than two Rounds completed
 event null and void. If the intended maximum number of Rounds cannot be completed, due
 to weather or unforeseen circumstances, the number of Rounds to count will follow the same

format. Qualifying Round has to be completed for any heats of that Round to be counted. Highest qualifying position in each round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. All other qualifying round scores will be discarded. In every round, in the event of a tie the points will be equally awarded to each driver and the first next driver not tying will get one point less

Remark: Number of qualifiers to increase from 5 to 6. Number of qualifiers to count best 4 runs out of 6

Proposed by Greece

Seconded by: **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for,

Rejected with for,

Amended

THE RULE SHOULD BE AMENDED TO READ

9.4.2 Qualifying will be by fastest time for 1/12th, by ~~the 2 fastest times added Together~~ "round by round" points system for 1/10th On-road and "round by round" points system for 1/10th Off road to cope with changing track and/or weather conditions. If the 'Round by Round' qualifying method is used, the number of Rounds to count are as follows: - Six Rounds three to count, Five Rounds two to count, Four Rounds two to count, Three rounds two to count, Two Rounds one to count. Less than two Rounds completed event null and void.
If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format. Qualifying Round has to be completed for any heats of that Round to be counted. Highest qualifying position in each round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. All other qualifying round scores will be discarded. In every round, in the event of a tie the points will be equally awarded to each driver and the first next driver not tying will get one point less.

Remark: - Empty qualifying heats at European Championship TC 1-10 Electric
1) Current rules say two timed rounds count instead of 2 round of points
2) Track condition changes during day (fastest run evening or morning)

Proposed by Team Orion

Seconded by: **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for,

Rejected with for,

Amended

THE RULE SHOULD BE AMENDED TO READ

9.4.2 Qualifying will be by fastest time for 1/12th, by the 2 fastest times added together for 1/10th On-road and "round by round" points system for 1/10th Off road to cope with changing track and/or weather conditions.
If the 'Round by Round' qualifying method is used, the number of Rounds to count are as follows :- Six Rounds three to count, Five Rounds two to count, Four Rounds two to count, Three Rounds two to count, Two Rounds one to count. Less than two Rounds completed event null and void. **All other qualifying Round scores will be discarded. Qualifying Round has to be completed for any Heats in that Round to be counted**
If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format. .
Highest qualifying position in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. In every Round, in the event of a tie the points will be equally awarded to each driver and the first next driver not tying will get one point less.

Remark: Simple 'tidy-up'. The meaning of the Rule has not been changed. Two sentences have been moved to make the rule easier to understand

Proposed by BRCA - Great Britain

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE IS NEW

- 9.4.2-1 *Top Qualifier of each round gets an extra point, i.e. 151pts instead of 150.*
a. *In case of points tie, the 4 fastest times combined will be the tie breaker deciding the final starting order*

Remark:

Proposed by Greece

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE IS NEW

- 9.4.2b *At the start of the event on Team Managers (on Friday morning) meeting they will decide if the qualifications will be declared dry or wet based on the weather.*
a. *If it will be declared dry then round by round point scheme will be used where all drivers will be awarded points based on their finish against all others for each round.*
b. *If it will be declared wet then 2 fastest times will be used (as it was for 2007)*

Remark: Number of qualifiers to increase from 5 to 6. Number of qualifiers to count best 4 runs out of 6

Proposed by Greece

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

- 9.4.10 If the number of Heats differs from *the format detailed in 9.4.9*, or if the event is planned with more/less Rounds, a sequence following this general theme has to be used.

Remark: Simple 'tidy-up'. Worded to accommodate any number of heats

Proposed by BRCA - Great Britain

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

- 10.6. 6 In the event of a tied position the driver with the single highest finishing position in either of the best 2 finals that counted will be awarded the tie. In the event of a continuing tie then the laps and times from the highest finishing position will be compared. The driver with the fastest laps and time total will be awarded the tie. In the case of a continuing tie, then the times from the second best position will be compared. **When some drivers of a final do not run a final, they will be awarded the remaining points in the order of their car numbers.**

Eg:

Car Number	1	2	3	4	5	6	7	8	9	10
Finishing position	No race	3rd	No race	5th	No race	4th	No race	2nd	No race	1st
Points	6	3	7	5	8	4	9	2	10	1

Remark: Will help lap counting software developers

Proposed by FVRC - France

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

- 12.2 Open cockpit cars must have a realistic driver figure fitted in an appropriate position at all times when racing. This consists of at least a driver's head/helmet, ~~shoulders and arms~~ and should be painted in a realistic appearance, colour and garb.

Remark: Modern open cockpit race cars have enveloping cockpits due to the latest safety requirements. Generally the driver's arms cannot be seen.

Proposed by BRCA - Great Britain

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

APPENDIX 3 B

THE RULE SHOULD BE AMENDED TO READ/IS NEW

- 5.2 ~~Generally~~ allowable products for carpets are: Corally TC2 (Jack the gripper), LRP Top grip carpet, Orion Foam TQ. and CS Grip tyre conditioner.
Allowable products for Tarmac use: Orion street juice, Jack the Gripper, Trinity Tyre Tweak, GM X grip 3, LRP top grip Asphalt.
- 5.5 **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.

Remark: Clarification of what products can be used on which surface.
Recommendation and liability clauses added from EFRA LS Rules

Proposed by BRCA - Great Britain

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ

- 6.1. **BODIES**
- 6.1.1 The body must be a 1/12th replica of an actual racing car in all areas: ~~GTP/GROUP C/World Sports Cars (WSC)/GT racing classes 1 A, 2 (GT1 & GT2)) and Le Mans Prototype (LMP) bodies only will be allowed.~~
Body shells must be submitted to the EFRA Body shell Homologation Officer for approval. A list of homologated bodies must be sent with the drivers package and to the organisers and be available on the EFRA website.
The following is the specification for approval of 1/12 Prototype Sports car body shells. They should be used by the Homologation officer to enable clear and consistent application of standards for future approvals,
1. Lower body cut line is to be used as the reference plane for all height dimensions.
 2. Minimum cockpit height – Closed cockpit – 55mm (Excluding any air scoops / air boxes)
 3. Minimum cockpit width – Closed cockpit – 70mm (Measured at the point it intersects with the side pod)
 4. Minimum cockpit width - 55mm (measured at the lower window line)
 5. Minimum Roll bar height – Open cockpit – 55mm
 6. Maximum distance from Drivers helmet to top of roll bar – Open cockpit -11mm
 7. Minimum cockpit width – Open cockpit – 65mm (Measured at the point it intersects with the side pod)

8. **Minimum front wheel arch height – 46mm (Including vents) (measured at a point 15mm from edge of body)**
9. **Minimum rear wheel arch height – 50mm (measured at a point 10mm from edge of body)**
10. **Maximum overall width – 176mm**
11. **Minimum overall width – 168mm**
12. **Max wing / spoiler height – 65mm**
13. **Max front overhang (From centre of front wheel)– 70mm**
14. **Max rear overhang (from centre of rear wheel) – 70mm**
15. **Max length overall – 340mm**
16. **Minimum side pod height – 30mm**
17. **The side dam must blend fully (disappear) into the main body shape within 110mm of the rear edge of the body/side dam.**
18. **Max side dam height – 72mm**
19. **The body side forward of the side dam must have a radiused edge, no lips or upward extensions are acceptable**
20. **Bodies must be a reasonable representation of a full size LMES / ALMS / LMP / WSC prototype.**
21. **Open cockpit cars to have twin roll bars as current LMES / ALMS**
22. **Open cockpit cars must have a representative drivers helmet and cockpit opening**
23. **The name of the prototype must be used for the homologation process.**
24. **The name of the prototype does not have to be used for general sales and marketing.**
25. **Only fins or strakes that are present on the full size prototype will be allowed.**
26. **The body must not be cut above the lower cut line**
27. **Cut-outs in the shell will be allowed only if clearly defined on the full size prototype**
28. **Once Homologated there must be no changes to the design, trim lines, detail lines or any feature of the body. All changes will require resubmission for approval and an additional revision letter added to the part number- Example 15001A - Original - 15001B for a 2nd Rev. Etc**
The manufacturer's part number must be clearly marked on the shell alongside the windscreen area.
Bodies complying to the existing homologation list will be allowed until October 1st 2008, after this date only bodies meeting the above criteria will be allowed

6.1.2 Wheel cut-outs may not be more than 15 mm larger than tyre radius (Exception - scale size and/or shape wheel cut-outs). Wheel wells must be cut out if those on the original car were cut out.

6.1.3 Only one wing is allowed on the car unless the actual car had a second wing. The second wing must be scale within 10% in size and location. The wing may be not closer than 6.5 mm to any part of the body other than the tail fins or side dams.

6.2 MEASUREMENTS AND WEIGHTS

Maximum overall width of the car: 172 mm (**Excluding shell**)

Minimum weight: 800 gram for 4 cell and 890gram for 6 cells.

Wing: Maximum width: 172 mm, the wing profile has to fit in a rectangle of 52mm (height) x 26mm

~~**Dams: Maximum dam length: 102 mm, max. height 25 mm. These dimensions include moulded-in portions of body.**~~

Spoilers: Max. Spoiler height: 25 mm, max length 35 mm. These dimensions include the moulded in portions of the body, the use of a gurney flap to extend the wing length is acceptable.

Bumper: May extend 6.5 mm beyond side of body or to 172 mm whichever is less. May extend 13 mm forward of body, but in same shape as body.

Wheel rim diameter: Minimum 29 mm and Maximum 38 mm. (Including all non-rubber parts of the wheel and tyre).

Note! the diagram labelled Group C should be deleted

Remark: The current generation of popular 1/12 shells (Protoform Speed 12, Parma Speed 8 Etc) have been designed and developed for performance only and have little resemblance to the full size prototype. This situation has been allowed to develop over a period of time, it is our view that this should be corrected and the body shells brought back in to the spirit of rule 6.1.1. That is, they should resemble real prototypes. This set of specifications has been developed in conjunction with 3 of the major 1/12 body manufacturers, Protoform, Parma and CEFX.

Proposed by BRCA - Great Britain

Seconded by:

Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended
-

THE RULE SHOULD BE AMENDED TO READ

6.2 and 7.2 All these rules should say : **including transponder.(whatever the type).**

Remark: What is important and fair is that the cars have the same minimum weight.

Proposed by FVRC - France

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended
-

THE RULE SHOULD BE AMENDED TO READ

7.2. **Minimum Weight 1400 gram**

Remark: The 1350 gram weight was defined in case of using 4 cell's. Now we're using five cell's and we should adjust the weight limit for the one additional cell. So the car manufacturer's don't need to lower the strength of the used material too much to reach the actual weight limit.

Proposed by DMC - Germany

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended
-

THE RULE SHOULD BE AMENDED TO READ

- 7.3.2. At EC's it is only allowed to use the tyres that were agreed by the section meeting at the EFRA AGM together with the race organiser (race organiser will make their recommendation). For dry weather racing there will be a single control slick tyre with insert and will come pre-glued to the wheel (insert, tyre and wheel to be same for all drivers) and commercially available via model/hobby shops. For wet/damp conditions there will also be a pre-glued control set of tyres. For use at the EC, the tyres must be bought from the organiser. For each competitor there must be at least 1 set of dry and wet weather tyres available to be bought for practice at the EC.
Price fixed for each EC event at 100E for 5 dry weather sets, this price only for tires used at event. Supplier changes each year, with min 5 year re-use.
- 7.3.3. 5 sets of 4 dry weather tyres are allowed for qualifying, and an additional 3 sets of 4 dry weather tyres are allowed for A finals. All lower finals only one additional set of dry weather tyres. 1 set of 4 wet weather tyres are allowed to be used for both qualifying and finals.

Remark: - Empty qualifying heats at European Championship TC 1-10 Electric Reasons:
1) Too much difference in tires between 1st and 2nd run
2) Not enough new sets allowed (2 new sets for 5 runs)
3) Current rules say two timed rounds count instead of 2 round of points
4) Track condition changes during day (fastest run evening or morning)

Proposed by Team Orion

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended
-

THE RULE SHOULD BE AMENDED TO READ

- 7.3.3. **2 6** sets of 4 dry weather tyres are allowed for qualifying, and an additional 3 sets of 4 dry weather tyres are allowed for A finals. All lower finals only one additional set of dry weather tyres. 1 set of 4 wet weather tyres are allowed to be used for both qualifying and finals. **set price for 6 sets of EUR 150,00**

Remark: Number of qualifiers to increase from 5 to 6. (Practice on finals format can be done on Sunday prior start of finals) Number of handout tyres to increase from 2 to 6 sets at a set price for all 6 sets of EUR 150,00

Proposed by Greece

Seconded by: **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for, **..... against and** abstentions.

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

9. ANY OTHER BUSINESS,

10. ITEMS FOR GENERAL DISCUSSION.

Lithium Polymer drive batteries will be allowed from 2009

- Lipo is becoming more and more a standard in our industry
- To improve safety for racers as well organizers clear rules need to be written to avoid accidental issues
- Dimensions and configuration settings for (car) manufacturers
- Longer runtimes possible- Higher cycle rates compared to NiMh
- Safety issue have been improved a lot the last 2 years

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