



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL Holiday Inn, Brussels**  
**Belgium**  
**31<sup>st</sup> of October and 1<sup>th</sup> of November 2009**

**Minutes ELECTRIC SECTIONS – GENERAL. Sat. 31.10.09.**

**1. CHAIRMAN'S WELCOME** **Mr. Heiner Martin & Mr. Frank Mostrey**

The Electric Track Chairman opened the meeting at --

**2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL**

Apologies have been received from: Russia- Ireland-Slovakia –Greece –Lithuania –Estonia  
 Member Countries presents. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA	Kramer/ Klehm	
BELGIUM	Heremans/Bultynck	
BULGARIA		
CROATIA		
CYPRUS		
CZECH REP.	Strupek	
DENMARK		
ESTONIA		
FINLAND	Korvenmaa	
FRANCE	Caillaud	
GEORGIA		
GERMANY	Dragani	
GREAT BRITAIN	Cosgrove/Spencer	
GREECE	Dukakis	
HOLLAND	Heinsbroek	
HUNGARY		
IRELAND		
ITALY	Lolli all	
LITHUANIA		
LUXEMBOURG	Hengen	
MONACO		
NORWAY	Olsen	
POLAND		
PORTUGAL		
ROMANIA		
RUSSIA		
SLOVAK REP.		
SLOVENIA		
SPAIN	llobregat	
SWEDEN	Normann	
SWITZERLAND	Imboden	
TURKEY		
<b>TOTAL</b>		

Other persons present: Jansen/Orion – Kohler/LRP – De Zwijger/Mach

### 3. MINUTES OF 2008 SECTION MEETING

1<sup>st</sup>. and 2<sup>nd</sup>. of November 2008 – Lyon, France

Matters arising from the minutes: None

The minutes were checked and accepted as written at the AGM 2008.

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

### 4. CORRESPONDENCE RECEIVED

Clash races LRP \_ Nat. championship France was settled

### 5. RULE PROPOSALS (Does / May affect all Electric Sections)

*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 3A. ELECTRIC GENERAL.

*THE RULE SHOULD BE AMENDED TO READ*

Proposed rule to read

Appendix .3A -- 1.3.1 (offroad)

Existing Rule :

1.3.1 Width: 3 metres minimum *but exceptionally may be 2,5meters on parts within 10 meters from the rostrum.*

Amend to :-

1.3.1 *Width: 3 metres minimum.*

**Remark:** Track width was always 3 metres minimum in past years, but was specifically changed to allow 2.5 metres within 10 metres of the rostrum, to accommodate one particular venue in maybe Nov. 2005. With the close racing and speeds that are found today, the entire track needs a minimum width of 3 metres.

**Proposed by: Efra Section chairman    Seconded by: Sweden    Passed unanimously**

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*THE RULE SHOULD BE AMENDED TO READ*

Proposed rule to read

Appendix 3A -- 2.3 #5

Existing Rule

5 All motors must have the original manufacturer's logo or name moulded into the end bell.

Amend to :-

5 All motors must have the original manufacturer's logo or name **permanently marked by the manufacturer into** the end bell or **end-plate**.

**Remark:** *Simple rule 'tidy-up'.*

*The wording of the rules originates from Brushed motors. Many Brushless motors have metal end plates, which means the name/logo needs engraving or etching. This wording is already included in the Spec. Brushless Motor rules*

**Proposed by: EFRA section chairman, Seconded by: Finland amended by Holland, passed unanimously**

## THE RULE SHOULD BE AMENDED TO READ

### Proposed rule to read

#### Appendix 3A -- 2.4 # 6

##### Existing Rule

6 The Winding: Only three slot (phase) "Y" (star) wound stators are allowed. No delta wound stators allowed. Only circular (round) pure copper magnet wire permitted. The three slotted stator must be wound with: -  
17.5T Class:- 17.5 turns of 2 x 20 awg. (or 0.80 mm)  
13.5T Class: - 13.5 turns of 2 x 21 awg. (or 0.71 mm), & 2 x 23 awg. (or 0.56 mm)  
10.5T Class: - 10.5 turns of 2 x 20 awg. (or 0.80 mm), & 2 x 22 awg. (or 0.65 mm)

##### Amend to :

6 The Winding: Only three slot (phase) "Y" (star) wound stators are allowed. No delta wound stators allowed. Only circular (round) pure copper magnet wire permitted. The three slotted stator must be wound with: -  
17.5T Class:- 17.5 turns of 2 x 20 awg. (or 0.813 mm) **maximum wire dia.**  
13.5T Class: - 13.5 turns of 2 x 21 awg. (or 0.724 mm), & 2 x 23 awg. (or 0.574 mm) **maximum wire dia.**  
10.5T Class: - 10.5 turns of 2 x 20 awg. (or 0.813 mm), & 2 x 22 awg. (or 0.643 mm) **maximum wire dia.**  
**Dimensions are before lacquer coating**

**Remark:** 1. Metric diameters converted to be equivalent to awg. sizes.  
2. Wires sizes stated as maximums, as some stators may need to use smaller diameter wire. This is not considered to give any performance advantage.  
3. Dimensions clarified as being the diameter of copper as the size is for the wire not the coating which can vary. These changes are in line with ROAR rules (except ROAR have a decimal place incorrect)..

**Proposed by: EFRA section chairman    Seconded by: Finland    Passed unanimously**

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### The Greyed part below has been reworked and presented as one bloc to be amended

Proposed rule to read    Appendix 3A -- 3.1.2 #1

#### Existing Rule

1. Lithium Based (Li-Poly/LiPo) battery packs must have a hard, protective case that completely envelopes the cell(s). The case should be made from ABS or a similar material. The two halves of the case must be factory sealed in a way that any attempt to open the case will destroy the case. The only opening in the case that is allowed, is for the exit of wires.

The maximum case size is as follows: -

Length: 139.0mm.

Width: 47.0mm. (The max. width includes any side exit wires).

Height: 23.5mm. ( Additional chassis location protrusions are allowed)

Saddle-Pack cells are allowed, but must comply with the above dimensions. Saddle-Pack cells must have a combined dimension of 139.0mm max when placed end to end.

#### Amend to :-

1. Lithium Based (Li-Poly/LiPo) battery packs must have a hard, protective case that completely envelopes the cell(s). The case should be made from ABS or a similar material. The two halves of the case must be factory sealed in a way that any attempt to open the case will destroy the case. The only opening in the case that is allowed, is for the exit of wires.

The maximum case size is as follows: -

Length: 139.0mm.

Width: 47.0mm. (The max. width includes any side exit wires).

Height: 23.5mm. ( Additional chassis location protrusions are allowed)

Saddle-Pack cells are allowed, but must comply with the above dimensions. Saddle-Pack cells must have a combined dimension of 139.0mm max when placed end to end.

**From April 1<sup>st</sup>, 2011, maximum case height increased to 25.10 mm.**

**Remark:** IFMAR are currently proposing rules for Lithium based batteries.

*It is likely that the IFMAR rules will be the same as EFRA except for height. It would be good if all major organisations had the same rules. Hopefully the final decision from IFMAR will be known by the EFRA meeting.*

*The original 23.5 mm height was included to ensure that the overall sizes were the same as NiMH sizes, therefore giving no advantage on basic volume dimensions. It would appear that when a Class allows Lithium based batteries, at least 95% of competitors change to Lithium, so it should not give rise to any unfairness*

Proposed by: EFRA Section \_\_\_\_\_

## THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 3A -- 3.2.2

#### Existing Rule:-

3.2.2 Any new Lithium Based (LiPo) battery 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 for approval.

Approval process:

For 2009 approval, a minimum of one individual battery has to be received by 31st. Jan. 2009. For subsequent years the submission date for samples will be 1st Dec. 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 battery or casing after the original approval will require re-approval.

Amend to:-

3.2.2 Any new Lithium Based (LiPo) battery must be commercially available for a reasonable time before it can be used at an EFRA event. Therefore any new battery has to be submitted to the EFRA Section Chairman for approval.

Approval process: For 2009 approval, a minimum of one individual battery has to be received by 31st. Jan. 2009. For subsequent years the submission date for samples will be 1st Dec.

A minimum of one individual battery has to be received by 1st. Dec. Each individual battery must have safety test certification in accordance with UN Tests, detailed in Part 3, Sub-Section 38.3 of the UN Manual of Tests and Criteria. 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 battery or casing after the original approval will require re-approval.

Remark: The reference to 2009 approval dates has been removed. Clarification of safety documentation required has been included

Proposed by: EFRA section \_\_\_\_\_

#### THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 3A -- 3 (3.1.1-3.9)3

#### BATTERIES

*Starting 1st. April 2010, EFRA approved cells can be NiCd, NiMH or Lithium based (LiPo/LiFe). Each Electric Section will define which types of cell are allowed at EFRA events and the number of cells and/or nominal rated voltage.*

3.1.1 NiCd or NiMH cells rated at 1.2 volts nominal can be approved, but must conform to the following :-

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 and is valid for virgin cells. 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.

3.1.2 Lithium Based (LiPo/LiFe) Batteries can be approved, but must conform to the following :-

1. Lithium Based (Li-Poly/LiPo/LiFe) battery packs must have a hard, protective case that completely envelopes the cell(s). The case should be made from ABS or a similar material. The two halves of the case must be factory sealed in a way that any attempt to open the case will destroy the case. The only opening in the case that is allowed, is for the exit of wires.

The maximum case size is as follows: -

Length: 139.0mm.

Width: 47.0mm. (The max. width includes any side exit wires).

Height: 23.5mm. ( Additional chassis location protrusions are allowed)

Only for 1:12:

Length: 93.0mm.

Width: 47.0mm. (Side exit wires are allowed outside this dimensions).

Height: 18.0mm. (Additional chassis location protrusions are allowed)

Saddle-Pack cells are allowed, but must comply with the above dimensions. Saddle-Pack cells must have a combined dimension of 139.0mm max when placed end to end.

2. Individual cells used in the construction of the battery pack shall be rated at (LiPo 3.7/ Life 3.3) volts nominal. Individual cells may be wired in parallel, but the maximum connection 'In Series' is two, to give a Final pack voltage of 7.4v (LiPo) / 6.6v (LiFe) nominal.

3. The battery pack shall have leads extending from the case for the positive and negative electrical connections using wire of adequate size to handle discharge rates acceptable to racing applications. Alternatively, the case shall have internal connection points for these wires clearly marked positive and negative so the user can apply the lead wires.

4. The case must have the original suppliers label intact, stating the rated voltage and the pack capacity.. The Brand name/logo shall be easily readable.

5. All LiPo/LiFe packs must be charged with a LiPo/LiFe-capable charger using the industry standard CC/CV (Constant Current/Constant Voltage) charge profile.

6. LiPo/LiFe batteries may be charged to a maximum of 8.40V (LiPo) resp. 7.40V (LiFe). Overcharging is a serious safety hazard and will not be tolerated.

7. Any competitor found to be charging cells using a charger that is not specifically designed for LiPo/Life cells, or using a charge profile other than the industry standard CC/CV, will be disqualified from the event.

Any competitor found to have charged LiPo/LiFe cells to above 8.40V (LiPo) resp. 7.40V (LiFe) will be disqualified from the event.

The different guidelines for use and homologation of LiPo/LiFe-Batteries are published on the EFRA webpage ([www.efra.ws](http://www.efra.ws)). A copy of the guidelines for the end-user must be included in the driver's packages for EC's.

3.2.1 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 for approval.

Approval process:

For 2009, a minimum of six individual cells have to be received by 1st. December 2008, 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. Additional documentation is required 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.

3.2.2 Any new Lithium Based (LiPo/LiFe) battery 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 for approval.

Approval process:

For 2010 approval, a minimum of one individual battery has to be received by 31st. Jan. 2010. For subsequent years the submission date for samples will be 1st Dec. 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 battery or casing after the original approval will require re-approval.

3.3 1/12th Cars will be driven by a LiPo 1S 3.7 Volt nominal. Receiver batteries are allowed.

3.4 1/10 Touring scale cars will be driven by LiFe (battery) with a Maximum nominal voltage of 6.6 Volts. Receiver batteries are not allowed.

3.5 1/10 Off-Road cars will be driven by a maximum of six NiCd or NiMH cells, or a Lithium Based (LiPo) battery. Maximum nominal voltage is 7.4 volts.

3.6 Batteries may not be charged nor changed during a race

3.7 Additional batteries to power the radio equipment in the car are allowed, except as in 3.4 above.

3.8 Only batteries appearing on the official EFRA website will be legal for use in EFRA sanctioned meetings.

3.9 All previously approved batteries may be used for their lifetime or until their specifications no longer comply with the original one that was approved. It is the driver's responsibility to prove the legality of his cells in case of doubt

REMARK: The rule 3.3 and 3.4 becomes effective starting from 31<sup>st</sup> March 2010

Reasons/Advantages for using LiFe in the touring car section:

Will be discussed/presented at the AGM in the section meeting

Proposed by: DMC Germany \_\_\_\_\_

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 3A -- 3.3

3.3 1/12th Cars will be driven by a maximum of four NiCd or NiMH cells, or a Lithium Based (LiPo) battery. Maximum nominal voltage is 4.8 volts

REMARK: To start discussion if LiPo batteries should be allowed in 1/12<sup>th</sup> cars after 2010.

Proposed by: AKK Motorsport \_\_\_\_\_

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 3A -- 3.4

Proposal:

1/10 Touring scale cars will be driven by a maximum of five NiCd or NiMH cells, or a Lithium Based (LiPo) battery. Maximum nominal voltage is 7.4 volts. Receiver batteries are not allowed

Remark: It is already allowed for electric off road classes. Weight limit should stay the same for 2010 so there wouldn't be any major changes for chassis structure. Motor limit is not needed as the experience is that common sense will limit the motors.

Proposed by: AKK Motorsport FINLAND

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 3A -- 3.4

Proposal: EFRA approved Lithium Polymer batteries may be used as an option for 1/10 touring cars like 1/10 off-road. Proposed by: AECAR

**A synthesis of all above proposals had been prepared and replaces all previous issues regarding Batteries I**

## Appendix 3A -- Rule 3 (All of). BATTERIES.

**3.** EFRA approved cells can be NiCd, NiMH or Lithium based (LiPo/LiFe). Each Electric Section will define which types of cell are allowed at EFRA events and the number of cells and/or nominal rated voltage.

**3.1.1** NiCd or NiMH cells rated at 1.2 volts nominal can be approved, but must conform to the following :-

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 and is valid for virgin cells. 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.

**3.1.2** Lithium Based (LiPo/LiFe) Batteries can be approved, but must conform to the following :-

**1.** Lithium Based (LiPo/LiFe) battery packs must have a hard, protective case that completely envelopes the cell(s). The case should be made from ABS or a similar material. The two halves of the case must be factory sealed in a way that any attempt to open the case will destroy the case. The only opening in the case that is allowed, is for the exit of wires.

The maximum case sizes are as follows: -

**2S Batteries.**

Length: 139.0mm.

Width: 47.0mm. (The max. width includes any side exit wires).

Height: 23.5mm. (Chassis location features additional to this dimension are allowed)

Saddle-Pack cells are allowed, but must comply with the above dimensions. Saddle-Pack cells must have a combined dimension of 139.0mm max when placed end to end.

**From April 1<sup>st</sup>. 2010, maximum case height increased to 25.10 mm.:**

**1S Batteries. Length: 93.0mm.**

**Width: 47.0mm. (Side exit wires are allowed outside this dimension).**

**Height: 18.5mm. (Chassis location features additional to this dimension are allowed)**

2. Individual cells used in the construction of the battery pack shall be rated at (LiPo 3.7/ LiFe 3,3) volts nominal. Individual cells may be wired in parallel.

For 2S Packs, the maximum connection 'In Series' is two, to give a Final pack voltage of (LiPo 7.4v/LiFe 6.6v) nominal.

**For 1S Packs, cells can only be connected in parallel to give a Final pack voltage of (LiPo 3.7v/LiFe 3.3v) nominal.**

3. The battery pack shall have leads extending from the case for the positive and negative electrical connections using wire of adequate size to handle discharge rates acceptable to racing applications. Alternatively, the case shall have internal connection points for these wires clearly marked positive and negative so the user can apply the lead wires. **Any type of metal connections that are incorporated in the battery pack must be substantially below the major surface of the plastic casing, to prevent any 'short circuit' if placed on a conductive surface.**

4. The case must have the original suppliers label intact, stating the rated voltage and **the chemistry (Lipo/LiFe)**. The Brand name/logo shall be easily readable.

5. All LiPo/LiFe packs must be charged with a LiPo/LiFe-capable charger using the industry standard CC/CV (Constant Current/Constant Voltage) charge profile.

6. **2S LiPo/LiFe batteries may be charged to a maximum of 8.40v (LiPo) resp. 7.40v (LiFe).**

**1S LiPo/LiFe batteries may be charged to a maximum of 4.20v (LiPo) resp. 3.70v (LiFe).** Overcharging is a serious safety hazard and will not be tolerated.

7. Any competitor found to be charging cells using a charger that is not specifically designed for LiPo/LiFe cells, or using a charge profile other than the industry standard CC/CV, will be **penalised** at the event.

Any competitor found to have charged LiPo/LiFe cells to above **the values detailed in rule 3.1.2 (6) above** will be **penalised**. The different guidelines for use and homologation of LiPo/LiFe-Batteries are published on the EFRA webpage ([www.efra.ws](http://www.efra.ws)). A copy of the guidelines for the end-user must be included in the driver's packages for EC's.

### **Approval Processes.**

3.2.1 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 for approval.

~~For 2009,~~ A minimum of six individual cells have to be received by 1st. December ~~2008~~, 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. Additional documentation is required 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 of the year submitted~~. 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. Any new Lithium Based (LiPo/LiFe) battery must be commercially available for a reasonable time before it can be used at an EFRA event. Therefore any new **battery** has to be submitted to the EFRA Section Chairman for approval.



For 2010 approval: -

2S Batteries -- A minimum of one individual battery has to be received by **31st. Dec. 2009. 1S Batteries -- A minimum of one individual battery has to be received by 31st. DEC.** For subsequent years, the submission date for **2S and 1S** battery samples will be 1st Dec. **Each individual battery must have safety test certification in accordance with UN Tests, detailed in Part 3, Sub-Section 38.3 of the UN Manual of Tests and Criteria.**

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 battery or casing after the original approval will require re-approval.

**Amendments from Great Britain, Austria and Germany for articles up to 3.3 are re-presented as one item and voted on and passed unanimously**

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**3.3** 1/12th Cars will be driven by a LiPo 1S at 3.7 Volt nominal or a maximum of four NiCd or NiMH cells at 4.8 volt nominal , Receiver batteries are allowed.

**Amended by GB: and passed unanimously**

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**3.4** 1/10 Touring scale cars will be driven by a maximum of five NiCd or NiMH cells, or a lithium based (LiPo/LIFE) battery. Maximum nominal voltage is 7.4 V/ 6.6 volts. Receiver batteries are not allowed.

**3.5** 1/10 Offroad scale cars will be driven by a maximum of six NiCd or NiMH cells, or a lithium based (LiPo/LIFE) battery. Maximum nominal voltage is 7.4 V/ 6.6 volts. Receiver batteries are not allowed.).

**3.4 and 3.5 are Amended, by Germany, Sweden, Great Britain, Austria, Finland and passed unanimously**

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**Batterie Rules will be in full force as from** 15 Feb for 1/10 Off-Road  
as from 15 Feb for 1/10 ON-Road  
as from 15 Feb for 1/12 On Road

**Proposed by** section chairmen **Passed unanimously**

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**End of re-presented parts**

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**Proposed rule to read**

**Appendix 3A -- 5.9**

**Existing Rule:-**

5.9 It is not allowed to leave the rostrum before the race is declared over by race control.

**Amend to :-**

5.9 ***It is not allowed to enter/access the rostrum until the previous race is declared over by race control.*** It is not allowed to leave the rostrum before the race is declared over by race control. ***Penalties can be applied to competitors that do not adhere to this procedure.***

**Remark:** *Simple expansion to the existing rule. At a recent EC there were complaints of competitors entering the Rostrum while drivers in the previous race were still racing.*

**Proposed by: EFRA section chairman Seconded by: Belgium Passed unanimously**

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**THE RULE SHOULD BE AMENDED TO READ**

Proposed rule to read

Appendix 3A -- 6.1.1 3B Particular to 1/12 sports cars was moved to track meeting

**THE RULE SHOULD BE AMENDED TO READ**

Proposed rule to read

Appendix 3A -- 8.1.3

**Existing Rule :**

8.1.3. 1/10 E off-road EUROPEAN CHAMPIONSHIP:

MONDAY: Free practice 2WD, Registration and Technical Inspection

TUESDAY: Controlled Practice and Qualifying Rounds 1-3

WEDNESDAY: Schedule permitting, one hour of unofficial practice in

Heat Order of Round 4

Qualifying Rounds 4-5, Finals and Prize Ceremony

THURSDAY: Free practice 4WD, Registration and Technical Inspection

FRIDAY: Controlled Practice and Qualifying Rounds 1-3

SATURDAY: Schedule permitting, one hour of unofficial practice in

Heat Order of Round 4.

Qualifying Rounds 4-5, Finals and Prize Ceremony

*The Race Organiser can change the above timetable providing he does so well in advance.*

**Amend to :**

**Last sentence only :-**

The Race Organiser can change the above timetable providing he does so well in advance. ***ALL changes to the Schedule or alterations to times of any Heats/Finals must be clearly identified to all Team managers and Officials in written form, at least one hour before such changes take place, if any procedures are being brought forward.***

**Remark:** *Simple tidy-up. It has been known for changes in the time(s) of races which are not easily recognised*

**Proposed by:** EFRA section chairman    **Seconded by:** Holland

**Passed unanimously**

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**THE RULE SHOULD BE AMENDED TO READ**

Proposed rule to read

Appendix 3A -- 9.4.7

**Existing Rule :**

9.4.7 During the first round of qualifying, heat-starting order can be determined by lottery, or by the driver's performance in controlled practice based on his 2 best consecutive laps during the last round of controlled practice. During further rounds, heat-starting order will be by the overall fastest time of drivers in their heat. This will apply whether the Fastest Time Qualifying System or Round by Round System is used.

**Amend to :**

9.4.7 During the first round of qualifying, heat-starting order can be determined by lottery, or by the driver's performance in controlled practice based on his 2 best consecutive laps during the last round of controlled practice. During further rounds, heat-starting order will be by the **overall single** fastest time of drivers in their heat. This will apply whether the Fastest Time Qualifying System or Round by Round System is used.

**Remark:** *Simple tidy-up. Word change to make it clear to program writers what is required.*

**Proposed by:** EFRA section chairman

**Seconded by:** Austria

**passed unanimously**

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**THE RULE SHOULD BE AMENDED TO READ**

Proposed rule to read

Appendix 3A -- 10.1



**Existing Rule:**

10.1 There will be 10 drivers in all finals where possible at. All drivers will take part in a final.

**\_Amend to :**

10.1 There will be 10 drivers in all finals where possible ~~at. All drivers will take part in a final.~~ **Finals will be organized for all competitors.**

**Remark:** *The existing rule suggests that it is mandatory for a competitor to take part in a Final. Surely, the rule is to ensure that the organiser accommodates all competitors in a Final.*

**Proposed by: EFRA section chairman    Seconded by: Holland    passed unanimously**

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**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read**

**Appendix 3A -- 11.1**

**Existing Rule:**

11.1 All cars may be called for technical inspection at any time but must always be presented for scrutinizing . immediately after completing their heat, qualification or final.

**Amend to :**

**11.1 All cars may be called for technical inspection at any time but must always be presented for scrutinizing (11.4 remains in force).**

Seconded by: Belgium:Amended by Great Britain, seconded by Finland and passed with one vote *against by Spain*

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**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read    11.6.1 A second chassis, prepared**  
Appendix 3A -- 11.6.1

**Moved to track Meeting**

**General part closed at 1632H**



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL Holiday Inn, Brussels**  
**31<sup>st</sup> of October and 1<sup>th</sup> of November 2009**

**Minutes ELECTRIC - OFF-ROAD.**

**Sat. 31.10.09**

**1. CHAIRMAN'S WELCOME**

**Mr. Frank Mostrey**

The Electric Off-road Chairman opened the meeting at 1634

**2. APOLOGIES FOR ABSENCE**

Apologies have been received from: Apologies have been received from: Russia- Ireland-Slovakia –Greece –Lithuania –Estonia

COUNTRY	PRESENT	Allocations: EC 2010		
		Buggy 2wd	Buggy 4wd EC	max33%
AUSTRIA	Kramer/Klemm	22	22	14,4%
BELGIUM	Heremans/nultynck	8	5	4,3%
CZECH REP.	Strupek	7	9	5,2%
DENMARK	RQSt by mail	3	3	2,0%
FINLAND	Korvenmaa	5	5	3,3%
FRANCE	Cailaud	12	12	7,9%
GERMANY	Dragani	18	18	11,8%
GREAT BRITAIN	Spencer/Crosgrove	25	25	16,4%
GREECE	RQSt by mail	1	1	0,7%
HOLLAND		2	2	1,3%
IRELAND	RQSt by mail	2	2	1,3%
ITALY	Lolli	4	4	2,6%
LUXEMBOURG	Hengen	2	2	1,3%
NORWAY	Olsen	9	10	6,2%
RUSSIA	RQSt by mail	3	4	2,3%
SLOVAK REP.	RQSt by mail	3	3	2,0%
SPAIN	Llobregat	10	10	6,6%
SWEDEN	Norrman	12	12	7,9%
SWITZERLAND	Imbooden	4	4	2,6%
<b>TOTAL</b>		152	153	100,0%

Other persons present: Oscar Jansen/ Orion, Stefan Kohler/LRP Nats de Zwijger: Mach

Starting numbers :- 2WD – 183. 4WD – 178.

### 3. MINUTES OF 2008 SECTION MEETING

1<sup>st</sup>. and 2<sup>nd</sup>. of November 2008 – Lyon, France : Matters arising from the minutes: None

The minutes were accepted as written at the AGM 2008. accepted

The following person was elected to check the minutes of this year: Jean-Patrick Caillaud, FRANCE

### 4. CORRESPONDENCE RECEIVED

Mostly information requests for homologation

FRVC: request to return fee of cancelled GP due lack of interest, positive : will advise the treasurer

### 5. CHAIRMAN'S REPORT

Main race was the Bilbao EC, which was organised up to expectations and ran under very good infrastructures. Some technical issues, beyond the organiser's control were solved in a suitable and timely manner. This race was up to standards over the complete line. Well done

#### 6. PRESENTATIONS FOR APPLICATIONS EC 2011 AND GP'S 2010

The section has reviewed the applications to host coming EFRA events:

Year/Date	Alt. Date	Status	Country	Venue
14-16 MAY 2010		GP	Austria	<b>RMC – Wien</b> Aspernstr. 5 <b>1220 Vienna</b>
23 - 29 August	2010 July	EC	Austria	<b>RMC – Wien</b> Aspernstr. 5 <b>1220 Vienna</b>
16-23 July <b>2011</b>	August 2011	WC IFMAR	Finland	Pitkämäki Motorsport of Vaasa Rantamaantie 65350 Vaasa

Tyres for the 1/10<sup>th</sup>. Off-Road EC 2010: 2WD Proline bowtie 4WD Holeshot, Details to be advised.

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

### 7. RULE PROPOSALS

All tackled during the general part

### 8. ELECTION OF SECTION VICE-CHAIRMAN.

Candidate Paul Worsley Great Britain is willing to re-stand and was re-elected unanimously.

### 9. ANY OTHER BUSINESS

None

### 10. ITEMS FOR GENERAL DISCUSSION.

Initial figures for the Ec 183 & 178: is it appropriate to keep spending 4 days on qualifications?

Manufactures warns that 1/8 Electr. shows the symptoms of becoming a hype, Will we be ready?

The Section Chairman thanks all participants for a constructive meeting, and being no further business the meeting was closed at 17H30



# EFRA ANNUAL GENERAL MEETING

HOTEL Holiday Inn, Brussels  
Belgium

31<sup>st</sup> of October and 1<sup>th</sup> of November 2009

## Minutes ELECTRIC - TRACK.

Sat. 31.10.09

SATURDAY 31<sup>st</sup> of October 2009.

### 1. CHAIRMAN'S WELCOME

Mr Heiner Martin

The Electric Track Chairman opened the meeting at 17.45

### 2. APOLOGIES FOR ABSENCE

Apologies have been received from: Russia, Slovakia, Ireland, Lithuania, Estonia, Poland

Member Countries present like in the Electric General Meeting

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/12	EC 1/12 Spec	EC Touring	EC TC Indoor	WC TC	WC 12
AUSTRIA			1		3		1	1
BELGIUM			1	3	12		2	1
BULGARIA								
CROATIA					1			
CYPRUS								
CZECH REP.					4	4	3	
DENMARK					4	2	2	
ESTONIA						2		
FINLAND			7	5	8	29	7	7
FRANCE			4	2	20		4	3
GEORGIA								
GERMANY			6	8	16	14	10	15
GREAT BRITAIN			24	29	12	7	10	15
GREECE			1		2	3	3	1
HOLLAND				5	1	1	1	1
HUNGARY			1					
IRELAND								
ITALY					4	2	3	2
LITHUANIA			2	2				
LUXEMBOURG					8			
MONACO								
NORWAY								
POLAND			3		1			
PORTUGAL					3			
ROMANIA								
RUSSIA					2	5	2	
SLOVAK REP.			2		3	3	2	2
SLOVENIA								
SPAIN			2	2	10		2	2
SWEDEN			6	4	6	6	3	1
SWITZERLAND					7	2	6	
TURKEY								
TOTAL			60	60	127	80	61	51

Other persons present:

### 3. MINUTES OF 2008 SECTION MEETING

1<sup>st</sup>. and 2<sup>nd</sup>. of November 2008 – Lyon, France

Matters arising from the minutes: None

The minutes were checked and accepted as written at the AGM 2008.

The following person was elected to check the minutes of this year: Josef Dragani from Germany

### 4. CORRESPONDENCE RECEIVED

See Minutes of the general Electric Meeting

### 5. CHAIRMAN'S REPORT

This year I was only able to visit the European Championships Touring Cars Indoor in Turin and Touring Cars outdoor in Luxembourg due to business reasons. The official EFRA observing at the Warmup in Luxembourg was done by Josef Dragani.

Both European Championships was very well organised. In Italy we had to learn, that the advantages, a venue of a shopping center is offering also can cause some disadvantages like the loudspeaker.

In Luxembourg the organisation was perfect and the facilities were excellent.

Seeing all the proposals we have to vote on, I will held my report short and I will finish now.

Russ Giles reported on t 1/12:

The 12<sup>th</sup> scale championships in Italy and Holland were arranged with very little notice, both the organisers should be congratulated for organising well run and enjoyable meetings with such short notice.

I am particularly thankful to Franz Heinsbroek for his hard work in organising the Stock EC in Heemestede.

### 6. PRESENTATIONS FOR APPLICATIONS - EC AND GP'S 2010/2011

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.

#### **Decision of the venue of the World Championship 2010:**

Candidates: Germany, Italy, Netherland, Great Britain only for 1:12, The countries presented their information to the meeting. First Round of voting:

Germany: 10 votes. After that the voting was not completed, cause only 14 votes present, 10 is the majority.

2011 EC 1/12 Montbrison Modified (Poland was not present). Date will be announced as soon as possible. Application accepted unanimously.

2011 EC TC Indoor: Prague Czech Republic. Accepted unanimously 24<sup>th</sup> to 27<sup>th</sup> of February 2011

2011 EC TC Outdoors: Austria and Spain.

Austria: 7 votes

Spain. 6 votes

Austria was elected.

## Final Race calendar 2010

Year/Date	Alt. Date	Status	Country	Venue
4 to 7 03.2010		EC 1/12	Great Britain	Birmingham
25. to 28.02. 2010		EC 1/10 TC Indoor	Finland	Mäntsälä (near Helsinki)
5. to 8.08.2010		EC 1/10 Touring	France	Aniche
4. to 11 <sup>th</sup> 07.2010		WC	Germany	Burgdorf

## Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2011		EC 1/12	France	Montbrison
2011		EC TC Indoor	Czech Republic	Prague
2011		EC TC Outdoor	Austria	Wien

Tyres for ECs:

Finland: Pre mount Xenon MAX Racing Racing touring rubber tire shore 28.

France: Dry: Schumacher 36 XG 36EU Wet Tyre: Schumacher Pit Shimizu D20J

Both proposals were accepted unanimously by the meeting

## 7. ALLOCATIONS

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

## 8. RULE PROPOSALS

### APPENDIX 3B. - ELECTRIC -- PARTICULAR TO 1/12<sup>th</sup> SPORTS CARS

*THE RULE SHOULD BE AMENDED TO READ*

Proposed rule to read

Appendix 3B -- 6.2

*Existing Rule:*

- 6.2 MEASUREMENTS AND WEIGHTS  
Maximum overall width of the car: 172 mm (Excluding shell)  
Minimum weight: **750 gram LiPo 1S.**

Remark:

*Proposed by: DMC Germany*

*Seconded by: Holland*

*Amended by Great Britain :*

- 6.2 MEASUREMENTS AND WEIGHTS  
Maximum overall width of the car: 172 mm (Excluding shell)  
Minimum weight: **730 grams.**

*Amendment seconded by Austria*

*Passed unanimously*

### APPENDIX 3B. - ELECTRIC -- PARTICULAR TO 1/10<sup>th</sup> SALOON CARS

*THE RULE SHOULD BE AMENDED TO READ*



## Proposed rule to read

### Appendix 3B -- 7.2

#### Existing Rule:

7.2	MEASUREMENTS AND WEIGHTS	
	Maximum overall width (with body)	200 mm
	Maximum overall width (without body)	190 mm
	Minimum height (to top of the roof)	115 mm (ready to run)
	Maximum wheelbase	270 mm
	<b>Minimum weight</b>	<b>1350 gram</b>

#### Remark:

**Proposed by: DMC Germany**

**Secoded by: Holland**

**Passed unanimously**

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### THE RULE IS NEW

## Proposed rule to read

### Appendix 3B -- 7.3.11

7.3.11. All set of tyres for qualification have to be returned by the driver by the end of each qualification day to the organizer (tyre impound). Not returning the tyres in the announced time by the organizer will be punished with the lost of the best heat. The not returned set of tyres have to be checked and released for further use by the technical inspection.

**Proposed by: DMC Germany**

**Secoded by: Spain**

**Passed unanimously**

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## Proposed rule to read

### Appendix 3B -- 6.1.1

Existing Rule : Particular to 1/12 sports cars

#### 6.1.1 BODIES

**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~~

Proposed by: AKK Motorsport FINLAND

**Secoded by: Holland**

**Amended by Great Britain.**

Bodies complying to the existing homologation will be allowed until Oct 1<sup>st</sup> 2010. All new homologation must meet the above criteria.

**Amendment Secoded by: Germany**

**Passed unanimously.**

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Proposed rule to read

Appendix 3A -- 11.6.1

Existing Rule:

11.6.1 A second chassis, prepared for wet weather racing may submitted for technical inspection. This chassis may only be used when the race director has called either the heat or final as being a "wet race".  
~~The 'wet' chassis must be of the same design, specifications and materials of the main race chassis.~~

**Proposed by: AKK Motorsport FINLAND**

**Secoded by: Austria**

**Passed with 1 against**

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## 9. ELECTION OF VICE SECTION CHAIRMAN.

ELECTRIC TRACK VICE CHAIRMAN Russ Giles is willing to restand  
Russ Giles was elected unanimously.

## 10. ANY OTHER BUSINESS

None

## **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 19.30.