



EFRA ANNUAL GENERAL MEETING
HOTEL Holiday Inn, Brussels
6-7th of November 2010

MINUTES ELECTRIC - OFF-ROAD. Sat. 6.11.10

1. CHAIRMAN'S WELCOME Mr. Frank Mostrey

The Electric Off-road Chairman opened the meeting at 15.30
APOLOGIES FOR ABSENCE: Apologies have been received from: Greece, Ireland, Russia, Estonia, Hungary and Slovakia

COUNTRY	PRESENT	SECTION SUBSCR	REQUESTED:			RQST	
			EC	EC	max33%	WC	WC
		2010	Buggy 2wd	Buggy 4wd	%	2Wd	4Wd
AUSTRIA	Present		11	9	6,9%	7	7
BELGIUM	Present		4	4	2,8%	1	1
Bulgaria					0,0%		
CROATIA					0,0%	0	0
CYPRUS					0,0%		
CZECH REP.	Present		11	9	6,9%	6	6
DENMARK			3	3	2,1%	5	5
ESTONIA					0,0%		
FINLAND	Present		3	3	2,1%	20	20
FRANCE	Present		25	25	17,2%	3	3
GEORGIA					0,0%		
GERMANY	Present		22	22	15,2%	12	12
GREAT BRITAIN	Present		22	22	15,2%	30	30
GREECE	mail- M Nikolakopoulos		1	1	0,7%	1	1
HOLLAND	Present		0	0	0,0%	2	2
HUNGARY					0,0%		
IRELAND	mail- M Bolger				0,0%	1	1
ITALY	mail- A Brianza		3	3	2,1%	5	5
LITHUANIA					0,0%		
LUXEMBOURG	Present		2	2	1,4%	0	0
Monaco					0,0%		
NORWAY	Present		0	0	0,0%	9	9
POLAND					0,0%	4	3
PORTUGAL	Present		1	1	0,7%	0	0
ROMANIA					0,0%		
RUSSIA	mail- A Drenkov		6	6	4,1%	5	5
SLOVAK REP.	mail- p Balint if in AU		3	3	2,1%	0	0
SLOVENIA					0,0%		
SPAIN	Present		6	6	4,1%	2	2
SWEDEN			20	20	13,8%	20	20
SWITZERLAND	Present		4	4	2,8%	2	2
Turkey					0,0%		
TOTAL			147	143	100,0%	135	134
			2wd	4wd		2wd	4wd

Other persons present: Stefan Köhler, LRP5

3. MINUTES OF 2009 SECTION MEETING

31st. Of October and 1nd. of November 2009 . Brussels, Belgium:
Matters arising from the minutes: Nothing
The minutes were accepted as written at the AGM 2009.
The following person was elected to check the minutes of this year: France

4. CORRESPONDENCE RECEIVED

Received information from manufacturers about the transport of Lithium batteries. The EFRA board is looking into this matter.

5. CHAIRMAN'S REPORT

Paul Worsley made the report: Big increase of participants. A lot of changes in the entry list for some countries. 21 countries represented. The venue was really good. Pits was huge. The weather was not so good, Due to rain, not all heats/finals could be raced. The organisers did really a good job.

6. PRESENTATIONS FOR APPLICATIONS EC 2012 AND GP'S 2011

The section has reviewed the applications to host coming EFRA events:
Decision for EC 2011 according to 7.1 Appendix 3: Accepted to have an EC with 3 Abstentions

Final Race calendar 2011

Year/Date	Alt. Date	Status	Country	Venue
3-5 June 2011		Warmup	France	Plaine des Sports du Hameau Rue des Corps Franc-Pommies 64000 PAU
24-26 June 2011		GP	Norway	Radøy RC track, located about 40 minutes drive north of Bergen, Norway
16-23 July 2011		WC	FINLAND	VAASA
22-27 August 2011		EC	France	Plaine des Sports du Hameau Rue des Corps Franc-Pommies 64000 PAU

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2012 August	2012 August	EC	Austria	WMW RC-BUGGY-RACING CENTER FEHRING Fabrikstraße 8350 Fehring

Nominated Tyres for the 1/10th. Off-Road EC 2011: 2WD: Proline Caliber 2.2 (8210-02),
4WD Front: Proline Caliber (8211-02), 4WD Rear: Proline Caliber (8210-02)

Applications for the EC 2012:

Belgium, Norway, Austria. All candidates presented their application to the meeting.

Votes in favour: Belgium 4 Norway 3 Austria 6

Casting vote Belgium 6 Austria 7

Austria got the EC 2012, the

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

7. 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 3 C ELECTRIC CARS PARTICULARS for 1/10 OFF ROAD

THE RULE SHOULD BE AMENDED TO READ:

3.4.

Existing Rule: Modifications to tyre construction and tread patterns are allowed. 'Cut and Shut' is permitted at Grand Prix only and even so if the parts of one or more different tyres are glued together, provided always that the constituent parts are all recognisable as coming from commercially available 1/10th scale tyres.

Proposal: Amend to read :-

Modifications to tyre tread patterns and 'location beads' are allowed by trimming or removal, but the addition of any material is prohibited excepting the glue used to retain the tyre to the wheel. 'Cut and Shut' is permitted at Grand Prix only and even so if the parts of one or more different tyres are glued together, provided always that the constituent parts are all recognisable as coming from commercially available 1/10th scale tyres.

Remarks: At a recent EC, drivers asked if they could glue an additional band from another tyre. This is not really acceptable, and the current rule does not cover this situation.

Proposed by EFRA Seconded by: .Holland

The proposal: Passed with .12 for, 1 against and 0 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

4.1.

Existing Rule: The Race Director and the Referees are jointly responsible for the decision to stop racing in the event of adverse weather conditions.

Proposal: The Race Director and the Referees are jointly responsible for the decision to stop racing in the event of adverse weather conditions. If in doubt or they do not agree they can consult the EFRA rep. or his deputy (if at the meeting) for advice.

Remarks:

Proposed by NOMAC Seconded by:Germany

The proposal: o Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

4.2.

Existing Rule: When Racing is suspended as per the rule above, then racing will recommence, when weather permits, with the heat that was next to be run prior to the interruption.

Proposal: When Racing is suspended as per the rule above, then racing will recommence, when weather permits, with the heat that was next to be run prior to the interruption. If the serie of heats / round cannot be completed the same day that particular round will be cancelled and next day will start with a new (complete) round.

Remarks: To give all drivers the same amount of results overnight.

Proposed by NOMAC Seconded by: Germany

The proposal: o Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

4.3.

Existing Rule: Every effort should be made by the Race Directors to make necessary repairs to the racing surface prior to recommencement of racing.

Proposal: Every effort should be made by the Race Director / organising club to make necessary repairs to the racing surface prior to recommencement of racing to give the racers in the next heats an more or less equal chance to qualify compaired to the heats raced before the meeting was stopped.

If that is not possible racing should be re-started with the next qualifying round.

Remarks:

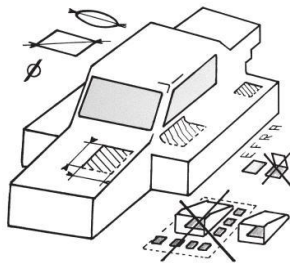
Proposed by NOMAC Seconded by: .Austria.

The proposal: Passed with 11 for, .0 against and 1 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

5.

Existing Rule: Body shell holes/vents: The front and rear ends of the shell must retain some of the original profile of the two ends of the shell. Front and rear facing areas within the body shell surface which are 'marked' with the intention of removal to form 'air scoops/ vents%' are allowed to be removed. If no 'marked%' air scoops/vents are designed in the original mould to assist airflow to the motor or ESC, then material may be removed to a maximum of 10 mm. in any direction within a maximum square area of developed size 30 mm x 30 mm, in two places only. Windows are not allowed to be removed or include holes, other than for the purpose of the antenna.



Proposal: Amend to read:-

Body shell holes/vents: The front and rear ends of the shell must retain some of the original profile of the two ends of the shell. Front and rear facing areas within the body shell surface which are 'marked' with the intention of removal to form 'air scoops/ vents%' are allowed to be removed, within a maximum dimension of 10mm in any direction regardless of the manufacturers marking. If no 'marked%' air scoops/vents are designed in the original mould to assist airflow to the motor or ESC, then material may be removed to a maximum of 10 mm. in any direction within a maximum square area of developed size 30 mm x 30 mm, in two places only. Windows are not allowed to be removed or include holes, other than for the purpose of the antenna.

Remarks: The rule clarifying bodyshell holes and trimming was introduced in 2008. To prevent touching 'hot parts' it was decided that additional holes should be 10mm max. Since 2008, manufacturers have been designing shells with larger marked 'cut-out' areas, therefore these areas need the same control.

Proposed by EFRA Seconded by: Spain

The proposal: o Passed Unanimously o Passed with 9 for, 0 against and 4 abstentions.

THE RULE IS NEW:

1.3.

Existing Rule: Specific track requirements for 1/10 Off Road class tracks

Proposal: Add new rule 1.3.3
If two Classes (2WD & 4WD) are to be held on the same track, then the track should be significantly different for the two Classes. Reverse operation is acceptable.

Remarks: It is normal to find that some competitors only enter the 'second' Class. If the track is not changed, they are at a disadvantage to those competitors that

competed in the first Class.

Proposed by EFRA Seconded by Spain

The proposal: Passed with .8 for, 3 against and 3 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

8.1.3.

Existing Rule:

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. 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.

Proposal:

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
SUNDAY: Reserve day for the 4WD finals in case earlier days are delayed because of rain. Last final must end 12:00 at latest.
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.

Remarks:

Adding Sunday morning as reserve day gives more options for race control to find the best possible solution in case race has been delayed earlier in the week.

Proposed by AKK Not Seconded

8. ELECTION OF SECTION CHAIRMAN.

Heiner Martin took the chair for the election.

Paul Worsley Great Britain is willing to take the position of Chairman. Paul was elected unanimously.

Frank Mostrey Belgium is willing to take the position of Vice Chairman. Frank was elected unanimously.

9. ANY OTHER BUSINESS

No other business.

10. ITEMS FOR GENERAL DISCUSSION.

The Section Chairman thanks all participants for a constructive meeting, and being no further business the meeting was closed at 17.15