



AGENDA ELECTRIC SECTIONS – GENERAL.

1. CHAIRMAN'S WELCOME **Mr. Heiner Martin & Mr. Paul Worsley**

The Electric Track Chairman opened the meeting at --

2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from:

Member Countries presents. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA		
BELGIUM		
BULGARIA		
CROATIA		
CYPRUS		
CZECH REP.		
DENMARK		
ESTONIA		
FINLAND		
FRANCE		
GEORGIA		
GERMANY		
GREAT BRITAIN		
GREECE		
HOLLAND		
HUNGARY		
IRELAND		
ITALY		
LITHUANIA		
LUXEMBOURG		
MONACO		
NORWAY		
POLAND		
PORTUGAL		
ROMANIA		
RUSSIA		
SLOVAK REP.		
SLOVENIA		
SPAIN		
SWEDEN		
SWITZERLAND		
TURKEY		
TOTAL		

Other persons present:

3. MINUTES OF 2011 SECTION MEETING

5th and 6th of November 2011 – Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2011

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

4. CORRESPONDENCE RECEIVED

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 3 A ELECTRIC CARS GENERAL

THE RULE IS NEW:

2.2.

Existing Rule:

‘SPEC’ BRUSHLESS MOTORS (17.5T, 13.5T and 10.5T ‘wind’ limit)

The following rules have been agreed by various International organisations.

1 Only sensored motors are allowed in the Spec. classes.

2 The motor has to be rebuildable. Ball bearings are allowed. The motor must be constructed to allow easy replacement of the; rotor, bearings and front End-Bell.

3 Sensor connection requirements:

The motor must use a six-position JST ZH connector model number ZHR-6 or equivalent connector with 6 JST part number SZH-002T-P0.5 26-28 awg. contacts or equivalent.

Wire sequence must be as follows: -

Pin #1 - Black wire ground potential

Pin #2 - Orange wire phase C

Pin #3 - White wire phase B

Pin #4 - Green wire phase A

Pin #5 - Blue wire temp control, 10 k Thermistor referenced to ground potential

Pin #6 - Red wire + 5.0 volts d.c. +/- 10%.

Compatible speed control must use the 6 position JST header part number X-6B-ZR-SMX-TF (where the X denotes the style of the header), or equivalent.

The motor power connectors have to be clearly marked A, B, C.

A for phase A. B for phase B. C for phase C

It is not mandatory that sensored Speed Controls have to be used, or that the sensor ‘harness’ has to be connected.

4 The Can. (Based on ‘05’ size specifications).

The overall dimensions of the assembled motor do not include: - solder tabs, lead wires or the original manufacturer’s logo or name.

Overall maximum diameter is 36.02mm measured at whatever point yields the maximum dimension. Overall minimum diameter is 34.0 mm measured at whatever point yields the minimum dimension. Maximum length is 53.0 mm measured from the mounting face of the motor to the furthest point of the end bell. Minimum length is 50.0 mm measured from the mounting face of the motor to the furthest point of the end bell. Motor mounting holes must be on nominal 25.0/25.4 mm centres.

5 The Stack/Stator: Slot-less stators are not allowed. The stator must be continuous laminations having the same overall shape, being one after the other without anything in between. The laminations must be of one homogeneous material without cut-outs, holes or hollow sections other than for the three slots of copper coil wires and the three grooves for the screws used to hold the entire assembly together. Stator minimum length 19.3 mm, maximum 21.0 mm. The thickness of the stator laminations is 0.35 +/- 0.05 mm. The Inside diameter of the stator must accept a ‘plug gauge’ of 14.50 mm +/-0.005 diameter, clearing the stator, plus its windings and the electrical collection ring at any end of the stator.

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
 7 The Rotor: Shaft diameter must be 3.175mm where the pinion gear locates. Only one piece, two pole Neodymium bonded or sintered, or Ferrite (ceramic) magnetic rotors are permitted. Magnet length will be 25.00 +/- 1.00mm, not including any non-magnetic balancing aids. Magnet outside diameter will be 12.20/12.51mm (min./max. with no further tolerance) for the entire length of the magnet. The shaft outside diameter where the magnet is mounted will be 7.25mm +/- 0.15mm, with this diameter extending beyond the magnet to facilitate measurement.

8 All motors must have the original manufacturer's logo or name moulded/engraved into the end bell/plate. A unique marking or feature that is difficult to remove must be incorporated into the assembled motor to identify the motor is either a 17.5T, 13.5T or 10.5T Spec. Class motor. Motors introduced from 2011 onwards must have the 'wind' # etched/engraved onto the outer surface of the motor on a part of the motor that cannot easily be separated from the stator windings.

9 If the stator cannot be easily removed from the assembled motor for technical verification of sizes or construction, then the Can/Sleeve must have :- Slots or holes that will allow measurement of the stator length. Slots or holes to allow visual appraisal of the laminates used in the stator. (Rule to be applied to any new range of motor starting 01.01.12. Existing motors without these features are not excluded.)

Proposal: 10 Maximum mechanical timing advance on the motor (stock) must be fixed at 30°;

the 0 point is set at the start of a revolution, as defined at 4.3.1

Remarks: This to avoid inappropriate mechanical timing on the motors settings.

Could be consider as equivalent to the former fied angle of former electric motors. 17 or 27 windings.

Proposed by
FFVRC

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:

7.2.7.

Existing Rule: Drivers that finished in the Top 20 at an 1/10 Touring Car European Championship (indoor or outdoor) in the last 3 years are not allowed to participate at the 1/10 Touring Cars 10.5T Spec. Brushless European Championship

Remarks: There is no need to exclude potential drivers from a new EC. Maybe changed when the numbers of entries are growing a little bit more.

Proposed by
DMC

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:

9.4.2.

Existing Rule:

9.4.2 Qualifying will be by fastest time for 1/12th, by the 2 fastest times added together. For 1/10th Off-Road the round by round system is used. For 1/10th On-road see App. 3 rule 9.4.2b.
If the 'Round by Round' qualifying method is used, the number of Rounds to count are as follows :- 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.

Proposal:

9.4.2 For qualifying the 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. For 1/10th Off-Road the round by round system is used. For 1/10th On-road see App. 3 rule 9.4.2b.
If the 'Round by Round' qualifying method is used, the number of Rounds to count are as follows :- 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.

Remarks:

Equal qualifying system as for touring cars (dry or on carpet). With this qualifying system track differences are not that critical (more or less grip, hall/carpet temperature, ...).

Proposed by
DMC

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:

9.4.7.

Existing Rule:

During the first round of qualifying, heat-starting order will be determined 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 single fastest time of drivers in their heat. This will apply whether the Fastest Time Qualifying System or Round by Round System is used.

Proposal:

During the first round of qualifying, heat-starting order will be determined 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 fastest time of drivers in the heat from any previous rounds results used for qualifying positions. This will apply whether the Fastest Time

Remarks: Qualifying System or Round by Round System is used.
Wording clarified, as requested by recent time-keeper.
No change to the original intention.

**Proposed by EFRA, Paul
Worsley**

**Seconded by: o Not
Seconded**

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

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



MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.



EFRA ANNUAL GENERAL MEETING
HOTEL Holiday Inn, Brussels
3rd to 4th of November 2012

AGENDA ELECTRIC - OFF-ROAD.

1. CHAIRMAN'S WELCOME Mr Paul Worsley

The Electric Off-road Chairman opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

COUNTRY	PRESENT	SECTION SUBSCR	REQUESTED:				Max33%
			EC	EC	WC	WC	
			Buggy 2wd	Buggy 4wd	Buggy 2wd	Buggy 4wd	%
AUSTRIA							
BELGIUM							
BULGARIA							
CROATIA							
CYPRUS							
CZECH REP.							
DENMARK							
ESTONIA							
FINLAND							
FRANCE							
GEORGIA							
GERMANY							
GREAT BRITAIN							
GREECE							
HOLLAND							
HUNGARY							
IRELAND							
ITALY							
LITHUANIA							
LUXEMBOURG							
MONACO							
NORWAY							
POLAND							

PORTUGAL							
ROMANIA							
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN							
SWEDEN							
SWITZERLAND							
TURKEY							
TOTALS							
				2wd	4wd		

Other persons present:

3. MINUTES OF 2011 SECTION MEETING

5th and 6th of November 2011 – Brussels, Belgium: Matters arising from the minutes:

The minutes were accepted as written at the AGM 2011.

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

4. CORRESPONDENCE RECEIVED

5. CHAIRMAN'S REPORT

6. PRESENTATIONS FOR APPLICATIONS EC AND GP'S 2013/14

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

Proposals 2013-2014

Year/Date	Alt. Date	Status	Country	Venue
2013 19-21 April		GP	Spain	Valladolid
2014 14-19 July	7-12 July	EC	Sweden	Trelleborg
2014 July	August	EC	Italy	Genzone

Final Race calendar 2013

Year/Date	Alt. Date	Status	Country	Venue
2013 15-20 July	Date to be ratified	EC	Spain	ATV Racing Circuit de Terradillos, 47011 VALLADOLID
2013 22-29 Sept.	Date to be ratified	WC	USA	Silver Dollar Raceway 2337 Fair Street Chico, CA 95928

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue

Nominated Tyres for the 1/10th. Off-Road EC 2013

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

7. RULE PROPOSALS

8. RULE PROPOSALS

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

APPENDIX 3 C ELECTRIC CARS PARTICULARS for 1/10 OFF ROAD

THE RULE SHOULD BE AMENDED TO READ:

2.

Existing Rule:

MEASUREMENTS AND WEIGHTS:

Maximum overall length:	460 mm
Maximum overall width:	250 mm (At any point of suspension travel)
Maximum overall height:	200 mm (to be measured with the suspension fully compressed)
Minimum weight 2WD cars:	1.474 gram
Minimum weight 4WD cars:	1.588 gram
Maximum size of rear wing:	220mm wide, the wing profile has to fit in a 80mm x 80mm rectangle
Maximum size of wing side-dam:	Any side-dam has to fit an 80mm x 80mm rectangle
Maximum overall diameter of wheel & tyre:	90mm

Measuring equipment for width, length and height should be constructed preferably from metal or alternatively high quality board. The materials will be of suitable thickness to eliminate any distortion.

Design of the equipment to allow all points of the car to be measured.

Proposal:

MEASUREMENTS AND WEIGHTS:

Maximum overall length:	460 mm
Maximum overall width:	250 mm (At any point of suspension travel)
Maximum overall height:	200 mm (to be measured with the suspension fully compressed)
Minimum weight 2WD cars:	1474 gram
Minimum weight 4WD cars:	1588 gram
A maximum of two (2) wings can be used, one at the front and one at the rear of the car:	
Maximum size of Front Wing:	127.0 mm wide with chord 63.5 mm.
Maximum size of Rear Wing;	177.8 mm wide with chord 76.2 mm.

Maximum size of Wing side-dam: Height 50 mm., length 100 mm. max.
Maximum overall diameter of wheel & tyre: 90mm.

Measuring equipment for width, length and height should be constructed preferably from metal or alternatively high quality board. The materials will be of suitable thickness to eliminate any distortion.
Design of the equipment to allow all points of the car to be measured.

Remarks: Changes to wing dimensions only, to be the same as IFMAR dimensions.

Proposed by EFRA, Paul Worsley

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

8. ELECTION OF SECTION VICE-CHAIRMAN.

Frank Mostrey is willing to restand

9. ANY 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

MEETING TO CONTINUE WITH ELECTRIC TRACK SECTION MEETING.



EFRA ANNUAL GENERAL MEETING
HOTEL Holiday Inn, Brussels
Belgium
3rd to 4th of November 2012

AGENDA ELECTRIC - TRACK.

1. CHAIRMAN'S WELCOME

Mr Heiner Martin

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 1/12 Spec	EC Touring	EC TC Spec		
AUSTRIA								
BELGIUM								
BULGARIA								
CROATIA								
CYPRUS								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND								
FRANCE								
GEORGIA								
GERMANY								
GREAT BRITAIN								
GREECE								
HOLLAND								
HUNGARY								
IRELAND								
ITALY								
LITHUANIA								
LUXEMBOURG								
MONACO								
NORWAY								
POLAND								
PORTUGAL								
ROMANIA								
RUSSIA								

SLOVAK REP.								
SLOVENIA								
SPAIN								
SWEDEN								
SWITZERLAND								
TURKEY								
TOTAL			0	0	0	0	0	

Other persons present:

3. MINUTES OF 2011 SECTION MEETING

5th and 6th of November 2011 – Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2011.

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

4. CORRESPONDENCE RECEIVED

5. CHAIRMAN'S REPORT

6. PRESENTATIONS FOR APPLICATIONS - EC AND GP'S 2013/14

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, no other proposal will be accepted after distribution of the agenda.

Tyres for the 1/10th Touring Car EC 2013:

Year/Date	Alt. Date	Status		Country	Venue
03-2013		EC	1/12	Italy	Scandiano
08-2014	07-2014	EC	1/10 Touring	Spain	Alcobendas
2014		EC	1/10 Touring Stock	Portugal	Torres Novas

Final Race calendar 2013

Year/Date	Alt. Date	Status	Country	Venue
2013		EC 1/12	Finland	Oulu
2013		EC Touring Car	Portugal	Torres Novas

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue

Nominated Tyres for the 1/10th.

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

7. ALLOCATIONS

The Section Chairman propose to the meeting the following allocations (rule 3.6.4, page 58 of the EFRA Handbook)

8. RULE PROPOSALS

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

APPENDIX 3 B ELECTRIC CARS REQUIREMENTS FOR ELECTRIC ON ROAD CLASSES

THE RULE SHOULD BE DELETED:

2.4.

Existing Rule: Wheel nuts and/or axles must not protrude more than 1.5 mm beyond the wheels
Remarks: Rule should be deleted from : 2. BODIES and moved to the MEASUREMENTS & WEIGHTS rules particular for 1/12 and 1/10 separately. This will allow the dimension to be different (if needed) in the two Classes and will show dimensions that competitors should be aware of in one area.

Proposed by EFRA, Paul Worsley (Agreed Elec. Track Chairman)

**Seconded by: o Not
Seconded**

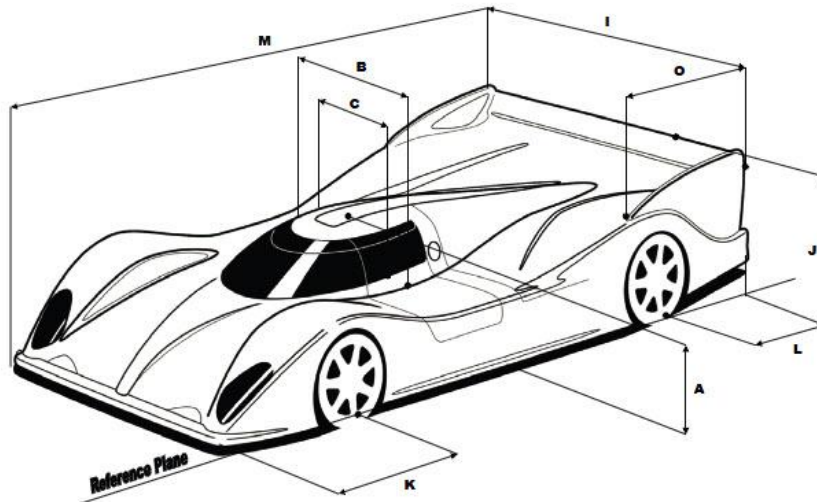
The proposal: o Passed Unanimously o Passed with for, against and abstentions.

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

THE RULE SHOULD BE AMENDED TO READ:

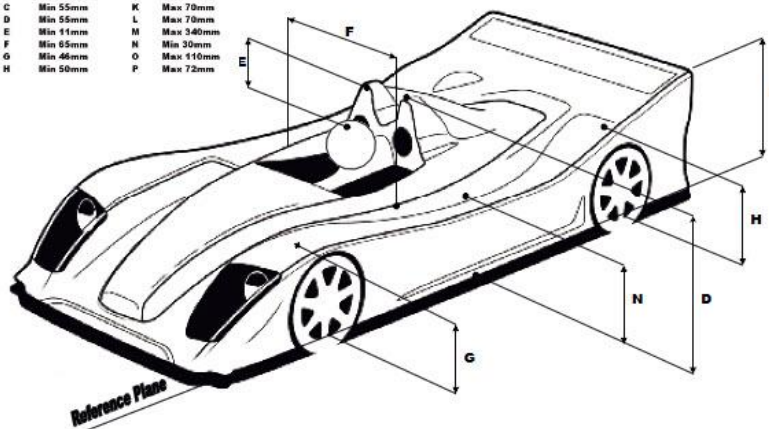
6.2.

Existing Rule: MEASUREMENTS AND WEIGHTS



EFRA Body Specifications 1/12th Scale On Road

A	Min 55mm	I	168 to 178mm
B	Min 70mm	J	Max 65mm
C	Min 55mm	K	Max 70mm
D	Min 55mm	L	Max 70mm
E	Min 11mm	M	Max 340mm
F	Min 65mm	N	Min 30mm
G	Min 46mm	O	Max 110mm
H	Min 50mm	P	Max 72mm



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

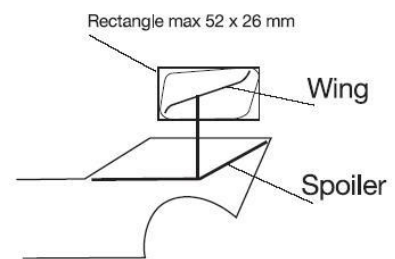
Minimum weight: 730 grams.

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

Spoilers:

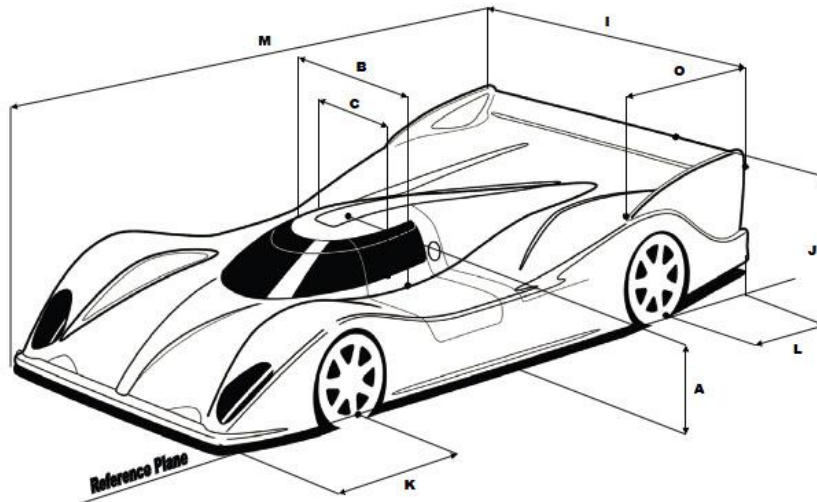
Max. Spoiler height: 25 mm, max length 35 mm.

These dimensions include the moulded in portions of the body, the use of a gurney flap to extend the wing length is acceptable.



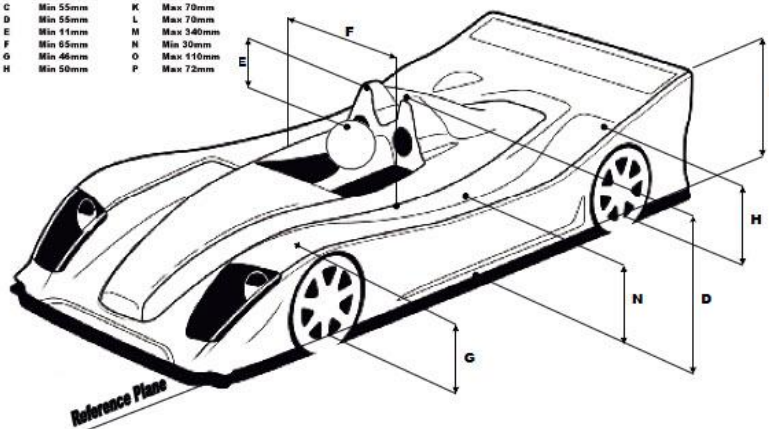
Bumper: May extend 6.5 mm beyond side of body or to 172 mm whichever is less. May extend 13 mm forward of body, but in same shape as body. Wheel rim diameter: Minimum 29 mm and Maximum 38 mm. (Including all non rubber parts of the wheel and tyre).

Proposal: MEASUREMENTS AND WEIGHTS



EFRA Body Specifications 1/12th Scale On Road

A	Min 55mm	I	168 to 176mm
B	Min 70mm	J	Max 65mm
C	Min 55mm	K	Max 70mm
D	Min 55mm	L	Max 70mm
E	Min 11mm	M	Max 340mm
F	Min 65mm	N	Min 30mm
G	Min 46mm	O	Max 110mm
H	Min 50mm	P	Max 72mm



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

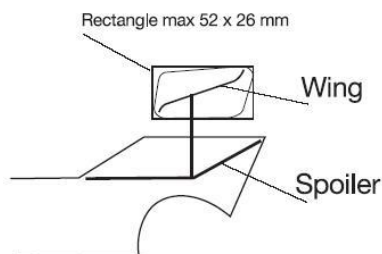
Minimum weight: 730 grams.

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

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). **Wheel nuts and/or axles must not protrude more than 1.5 mm beyond the wheel/tyre outside face.**

Remarks:

Rule moved from: 2. BODIES, to show dimension competitors need to be aware of together.

Dimension not changed.

Proposed by EFRA, Paul Worsley (Agreed Elec. Track Chairman)

Seconded by: o Not
Seconded

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

o Rejected with for, against and abstentions. o
Amended

THE RULE IS NEW:

6.3.

Existing Rule: TYRES

Proposal: 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 use at the EC, the tyres must be bought from the organiser. For each competitor there must be at least 3 set tyres available to be bought for practice at the EC.
Price fixed for each EC event at 80E for 4 sets, this price only for tires used at event. Every driver should be able to buy 3-6 sets for the qualifying rounds and up to 1-3 sets for the finals.

Remarks: Equal chances to run on the same tyres for every driver. Rule should be forwarded to the IFMAR.

Proposed by
DMC

Seconded by: o Not
Seconded

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

o Rejected with for, against and abstentions. o
Amended

THE RULE SHOULD BE AMENDED TO READ:

7.1.2.

Existing Rule: Bodies are not to be cut above the bottom line of the rear bumper.

Proposal: The rear bumper cut-line to be maximum 35mm from track surface, as detailed in GBS drawings.

Remarks: Maybe the original rule was drafted before the GBS drawings were adopted. Competitors may not be aware of this dimension in the small print of the GBS drawings. IFMAR rules have the same dimension.

Proposed by EFRA, Paul Worsley (Agreed Elec. Track Chairman)

Seconded by: o 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.

Existing Rule:

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
Minimum weight 1350 gram
Wing: maximum width 190 mm
The wing profile has to fit in a rectangle of 25mm (height) x 40
Maximum wheel rim diameter (excl. ribs) 50 mm

The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed.

All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed).

Only a fixed single ratio transmission is allowed and it may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches).

Proposal:

MEASUREMENTS AND WEIGHTS

Maximum overall width (with body) 195 mm
Maximum overall width (without body) 190 mm
Minimum height (to top of the roof) 115 mm (ready to run)
Maximum wheelbase 270 mm
Minimum weight 1350 gram
Wing: maximum width 190 mm.
Wing: chord dimension (inc. any extensions) 40 mm. (max.)
Wing end-plates/side-plates 20 mm (height) max. x 40mm. max.
Maximum wheel rim diameter (excl. ribs) 50 mm
Wheel nuts and/or axles must not protrude more than 2.0 mm beyond the wheel/tyre outside face.

The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed.

All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed).

Only a fixed single ratio transmission is allowed and it may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches).

Remarks:

Dimensions amended to be the same as IFMAR dimensions.

Requested by Elec. Track Chairman.

Proposed by EFRA, Paul Worsley (Agreed Elec. Track Chairman)

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:

7.3.1.

Existing Rule: Only moulded tyres are allowed (no sponge tyres).
Maximum tyre width 26 mm
Minimum tyre width 18 mm

Proposal: Only moulded tyres are allowed (no sponge tyres).
Maximum tyre width 28 mm
Minimum tyre width 24 mm

Remarks: Dimensions amended to be the same as IFMAR rules.
Requested by Elec. Track Chairman.

Proposed by EFRA, Paul Worsley (Agreed Elec. Track Chairman)

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions. Amended

9. ELECTION OF SECTION CHAIRMAN.

ELECTRIC TRACK CHAIRMAN Heiner Martin is willing to restand

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.

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