



MINUTES ELECTRIC SECTIONS – GENERAL

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

The Electric Offroad Chairman opened the meeting at 13.30

2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from: Czech, Slovakia, Switzerland, Ireland

Member Countries presents. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA	Markus Vrana	X
BELGIUM	W.Heremans. Kris Bultynck	X
BULGARIA		
CROATIA		
CYPRUS		
CZECH REP.		
DENMARK		
ESTONIA		
FINLAND	Vesa Yli	X
FRANCE	JP Caillaud	X
GEORGIA		
GERMANY	Robert Gillig	X
GREAT BRITAIN	Chris Hardisty	X
GREECE		
HOLLAND	Frans Heinsbroek	X
HUNGARY		
IRELAND		
ITALY	Andreas Brianza	X
LITHUANIA		
LUXEMBOURG		
MONACO		
NORWAY	V. Krokstad	X
POLAND		
PORTUGAL	Joao Martinho	X
ROMANIA		
RUSSIA		
SLOVAK REP.		
SLOVENIA		
SPAIN	Javier Llobregat	X
SWEDEN	Kai Koivuranta	X
SWITZERLAND		
TURKEY		
TOTAL		12

Other persons present: Jürgen Lautenbach/LRP

3. MINUTES OF 2011 SECTION MEETING

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

Matters arising from the minutes: Nothing

The minutes were checked and accepted as written at the AGM 2011. Proposed by France, the meeting agreed.

The following person was elected to check the minutes of this year: Frans Heinzbroek, Holland

4. CORRESPONDENCE RECEIVED

See the minutes of the section meetings.

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 field angle of former electric motors. 17 or 27 windings.

Proposed by FFVRC

Seconded by: Austria

Proposal was withdrawn

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:
Finland**

Amended by Belgium: Drivers that finished in the Top 10 at an 1/10 Touring Car European Championship (indoor or outdoor) in the last 2 years are not allowed to participate at the 1/10 Touring Cars 10.5T Spec. Brushless European Championship

Amendment was seconded by Holland and Passed with 11 votes in favor and 1 abstention.

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 1/12 and 1/10 Off-Road 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 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 :- 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.

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: .Holland

The proposal passed unanimously

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 Qualifying System or Round by Round System is used.

Remarks:

Wording clarified, as requested by recent time-keeper.
No change to the original intention.

Proposed by EFRA, Paul Worsley

Seconded by: Spain

The proposal passed unanimously



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

MINUTES ELECTRIC - OFF-ROAD

1. CHAIRMAN'S WELCOME Mr Paul Worsley

The Electric Off-road Chairman opened the meeting at 14:30

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Ireland, Slovakia, Switzerland, Czech Rep.

COUNTRY	PRESENT	SECTION SUBSCR	REQUESTED:				Max33%
			EC	EC	WC	WC	
			Buggy 2wd	Buggy 4wd	Buggy 2wd	Buggy 4wd	EC %
AUSTRIA	Markus Vrana	Y	14	12	5	5	11
BELGIUM	W.Heremans. Kris Bultynck	Y	1				0.4
BULGARIA		No					
CROATIA		No					
CYPRUS		No					
CZECH REP.	Mail: Vladimir Seliga 31.10 (not present)	Y	3	3			2.6
DENMARK		Y	2	2	3	2	1.7
ESTONIA		No					
FINLAND	Vesa Yli	Y	6	6	6	6	5.1
FRANCE	JP Caillaud	Y	8	8	5	5	6.8
GEORGIA		No					
GERMANY	Robert Gillig	Y	20	20	9	9	17
GREAT BRITAIN	Chris Hardisty	Y	14	14	12	12	12
GREECE		Y					
HOLLAND (Ned.)	Frans Heinsbroek	Y	1	1	1	1	0.9
HUNGARY		Y					
IRELAND	Mail: Anthony Fitzpatrick. (not present)	Y			1	1	
ITALY	Andreas Brianza	Y	4	4			3.4
LITHUANIA		No					
LUXEMBOURG		No					
MONACO		No					
NORWAY	V. Krokstad	Y	8	8	8	8	6.8
POLAND		Y					
PORTUGAL	Joao Martinho	Y	2	2	1	1	1.7
ROMANIA		No					
RUSSIA		Y					
SLOVAK REP.	Mail: Mario Hudy. (not present)	Y					
SLOVENIA		No					
SPAIN	Javier Llobregat	Y	26	26	2	2	22
SWEDEN	Kai Koivuranta	Y	5	5	10	10	4.3
SWITZERLAND	Mail: Andy Frattaroli. (not present)	Y	5	5	2	2	4.3
TURKEY		No					
TOTALS 12 Attended			119	116	65	64	

Other persons present: Jurgen Lautenbach (LRP)

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. Proposed Frans Heinsbroek.

The following members were elected to check the minutes of this year: Holland & Belgium.

4. CORRESPONDENCE RECEIVED

Apart from all the usual mails dealing with allocations for the EC in Austria, there were two items :-

1. Letter received from OFMAV, with complaint that the 1/10 OR EC did not use the track in both directions, when the organisers had made modifications to achieve this. OFMAV were given the reasons why both events used the same direction.

2. Mails from Mario Hudy (EFRA 1/10 OR Rep. for Slovakia), requesting that the 2013 EC in Spain should change the proposed date as it will clash with a non-EFRA race for Touring cars at their factory track in Slovakia. Mr. Hudy has been enlightened that avoiding clashes with other EFRA events have priority and it is more important that clashes between Elec. Off-Road and 1/8 IC Off-Road do not happen as several drivers enter both of these Classes.

5. CHAIRMAN'S REPORT

2012 has been a less busy year (than 2011) for the 1/10 Off-Road Section as there was no WC for the Section. The EFRA calendar consisted of :- A GP at Fehring (Austria) which served as a 'Warm-Up' for the later EC, an International Race indoors at Paris (France) and the EC at Fehring (Austria).

GP. - Fehring (Austria):

This event took place at the end of April. The small town of Fehring is situated in the South East of Austria. Although having flights booked, I was unable to attend this event due to illness. The Austria Federation supplied a very comprehensive report of this event showing that despite low numbers, the event ran smoothly and it allowed the Organisers to recognise any 'fine tuning' that was needed for the EC in July. The entry was very low with:- 28 in 2WD and 24 in 4WD.

The level of entry for this event was probably affected by an EOS Race in Germany the previous week-end, making it difficult for competitors to attend both events.

The 1/10 Off-Road Section has strong National Series organised in many countries making it difficult for some drivers to fit all events into their schedules and budgets.

INT. Race - Paris:

This event was at an Indoor venue at Paris in mid. June, with the event being part of a big RC Model Fair.

There is nothing that I can report on this event.

Despite asking for information to be supplied in February, I did not receive the venue information and entry form until 17 days before the event, with all details being in French language. I asked for an English version but nothing was supplied so the French version was published on the EFRA website with not many days remaining prior to the event.

I enquired if the event was successful and information of entry numbers and winners in the few days after the event, but as yet nothing has been received.

EC. – Fehring (Austria):

The track at Fehring is normally used for 1/8 and Large Scale classes. When it was realised (at 2011 agm.) that the organisers had been awarded EC's in both 1/10 and 1/8 at the venue, there was some concern that the Team could manage the two events. The Organising Team did a very good job in providing the facilities required.

The track is on the outskirts of the small town of Fehring and is hard-packed dirt.

The facilities provided met all standards required. The driver's rostrum is high giving a good view of the track with adequate length for all drivers, room for a commentator, a separate room at the end for two Referee's and even a tiled floor.

The venue has permanent covered pitting facilities, including power sockets and lights for approx. 60 drivers and the organisers erected a large marquee with wooden floor to accommodate an expected entry totalling 150 drivers. It was interesting to note that the organisers had provided 'charging stations' for charging the LiPo batteries which made it very easy to check that all drivers were adhering to the safety procedures required.

There was a separate tent for the results to be displayed which was also used for Team Managers meetings.

The on-site cafeteria provided excellent food with an adjoining large marquee for eating.

After the completion of the 2WD event, there was an evening banquet with all food and drinks provided at a very reasonable cost. This function was excellent, especially as all drivers and mechanics attended and celebrated well into the night. It is the first time I can remember this being done for many years and it was a memorable experience.

Race control was an air-conditioned cabin with good visibility of the track and two computer systems linked to separate loops. Above Race Control, a separate cabin had been installed for the EFRA Media Team to use.

The temperatures for the week were in the high 30's, but rain was forecast for the latter days of the week. After the 2WD practice day, the track had deteriorated in many areas. The organisers did some comprehensive repair work and watered the entire track. The following morning (after overnight rain) the track was vibro-rolled to give an excellent smooth surface which was maintained for the remainder of the week. These guys knew how to manage the track surface.

The original plan was to run the 2WD event anti-clockwise and the 4WD event clockwise. At the end of the 2WD event, it was requested by many drivers that the 4WD event should follow the same direction as 2WD. The Team Managers consulted their drivers and it was unanimously agreed to run the 4WD in the same direction as 2WD. The 2WD event was concluded without any weather problems, but the weather forecasts indicated that 4WD would be a problem. To combat this situation, it was decided to have 4WD Controlled Practice at the end of Free Practice day, allowing the 4WD Qualifying to start early the following day, to allow more Rounds to be completed before the arrival of rain. This worked and four Rounds were completed before heavy rain arrived (Round 5 was abandoned).

The Final day was hot weather and the track was in good condition for all 4WD Finals to be completed.

The number of drivers competing reduced by a large amount in the weeks prior to the event.

After the EFRA agm., the number of requested allocations was :- 2WD – 152, 4WD – 144.

Cancellations in the weeks prior to the event reduced the numbers to :- 2WD – 120, 4WD – 115.

With No-Shows at the event, the actual number that competed was :- 2WD – 110, 4WD – 106.

These numbers were similar to 2011 and a little disappointing, given the original allocations requested. It also results in much more administration work for the organisers and EFRA.

The 2012 EC Champions are :- 2WD is Lee Martin (3rd. consecutive year),
4WD is Jörn Neumann (2nd. consecutive year).

Conclusion:

A well organised event with excellent facilities. Special mention for the Time Keeper (Herbert Martelanz) whose attention to detail resulted in no problems with results.

Good racing and a worthy event.

Paul Worsley. (Chairman, 1/10 Elec. Off-Road Section).

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 26-28 April		GP	Spain	Valladolid
2014 14-19 July	7-12 July	EC	Sweden	Trelleborg MK 231 23 Trelleborg Sweden
2014 July	August	EC	Italy	A-Main RC Via Garibaldi 1 27014 Genzone (PV)

Final Race calendar 2013

Year/Date	Alt. Date	Status	Country	Venue
2013 26 -28 April		GP	Spain	ATV Racing Circuit de Terradillos, 47011 VALLADOLID
2013 28 – 30 June		IR	Belgium	Kamphenhout International Race
2013 15-20 July		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

Presentations were made to the floor by Sweden and Italy, being the two applicant Federations for the EC 2014. A vote was taken :- Sweden – 5, Italy – 3, Abstention – 1. The 1/10th. Off-Road EC 2014 will be at Trelleborg, Sweden.

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2014 14-19 July	7-12 July	EC	Sweden	Trelleborg MK 231 23 Trelleborg Sweden

Nominated Tyres for the 1/10th. Off-Road EC 2013. Proline HoleShot 2.0

2013 EC Allocations were made to each country as printed in the table form under item 2 on the agenda. 2013 WC places requested from the Federations are shown in the above table (Item 2). EFRA receives 32 places for this event, therefore allocations will need to be distributed in a fair manner following EFRA procedures for this scenario, which take account of: numbers, no-shows, etc. at previous EC events. The Section Chairman will advise each Federation of the numbers that can be accepted and will record any additional places that may be required.

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. max.
Maximum size of Rear Wing;	177.8 mm wide with chord 76.2 mm. max.
Maximum size of Wing side-dam:	Height 50 mm., length 100 mm.
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:Italy..... o Not Seconded

The proposal: o Passed Unanimously.

8. ELECTION OF SECTION VICE-CHAIRMAN.

There were no nominations from Federations for the post of Section Vice-Chairman. The current Vice-Chairman Frank Mostrey is willing to restand. The vote for Frank Mostrey being elected as Section Vice-Chairman for a period of two years was unanimous.

9. ANY OTHER BUSINESS

No issues were raised for discussion under AOB

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 : 16:00



MINUTES ELECTRIC - TRACK

1. CHAIRMAN'S WELCOME

Mr Heiner Martin

The Electric Track Chairman opened the meeting at 16:00

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Czech Republic

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/12	EC 1/12 Spec	EC Touring	EC TC Spec		
AUSTRIA			1	1				
BELGIUM					2			
BULGARIA								
CROATIA					0			
CYPRUS								
CZECH REP.					4			
DENMARK								
ESTONIA					1			
FINLAND			10	6	6			
FRANCE			3	3	7			
GEORGIA								
GERMANY			4	2	8			
GREAT BRITAIN			15	20	6			
GREECE								
HOLLAND								
HUNGARY								
IRELAND								
ITALY			2		5			
LITHUANIA								
LUXEMBOURG								
MONACO								
NORWAY								
POLAND					4			
PORTUGAL					18			
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN					5			
SWEDEN			3	2	2			
SWITZERLAND			4	2	5			
TURKEY								
TOTAL			42	36	73	0	0	

Other persons present: Jürgen Lautenbach/LRP

3. MINUTES OF 2011 SECTION MEETING

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

Matters arising from the minutes: No matters arose

The minutes were checked and accepted as written at the AGM 2011. Holland proposes to accept these minutes, seconded by Great Britain. The minutes were accepted unanimously.

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

4. CORRESPONDENCE RECEIVED

.No correspondence received except regarding entries and the normal administration.

5. CHAIRMAN'S REPORT

World Championship in Holland. Basically the organisation was good but the race director missed to have a look on the time needed for technical inspection and the controlled tyre procedure. This resulted in a very big delays. According to the feeling of several team managers in Holland the chairman has asked the EFRA Executive Committee to ask IFMAR not to refund the deposit for the Touring Car WC. The Executive Committee has not made a decision on that item on its last meeting.

Electric Touring Cars Stock in Alcobendas. Good race, excellent organisation. Not very much drivers.

The measurement tool for checking "0 boost" function of speed controllers works fine. The chairman thanked Reto König from LRP who helped in planning the measurement equipment. EFRA uses a 2 channel oscilloscope module which is connected to a PC. The software is in French, English and German.

Russ Giles reported from the Worlds. There was a very good show from the organisers. There were some small problems with the track markings, but these seemed to be addressed very quickly. Some drivers had problems to get a good setup of their cars due to the mixing of the tyre additive. This should be raised with IFMAR as it caused the drivers some problems.

Unfortunately the EC 1-12 Stock had to be cancelled due to lack of entries, EFRA needs to learn from this to ensure this does not happen again in the future

The meeting expressed not to take any further action regarding the the deposit of the World Championships

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.

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

Portugal withdraw the application for the Stock European Championship

Final Race calendar 2013

Year/Date	Alt. Date	Status	Country	Venue
7 th to 10 th of March 2013		EC 1/12	Finland	Oulu
1 st to 4 th of August 2013-		EC Touring Car	Portugal	Torres Novas
24-26 May 2013		Warm up Touring Car	Portugal	Torres Novas

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
08-2014	07-2014	EC	1/10 Touring	Spain

Alcobendas was elected unanimously.

There were no application for the European Touring Car Stock for 2013 and 2014 as well as the 1/12 EC 2014. Any country who wishes to held one of these European Championships should contact the Section Chairman before the end of this year

Nominated Tyres for the 1/10th: Nosram VTec 33 Order-No. 95035 The tyre was accepted unanimously. For Rain it is VTEC Rain Dunlop B20 Order No. 95055

7. ALLOCATIONS

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

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)

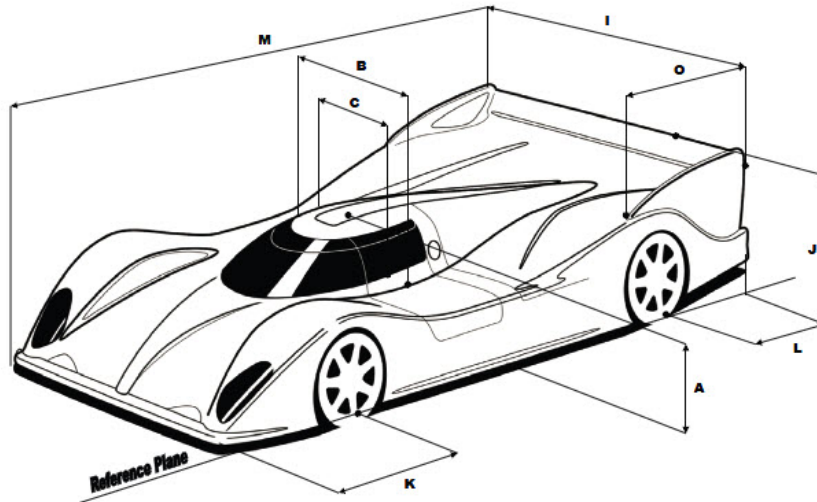
Seconded by: Spain

The proposal passed unanimously

THE RULE SHOULD BE AMENDED TO READ:

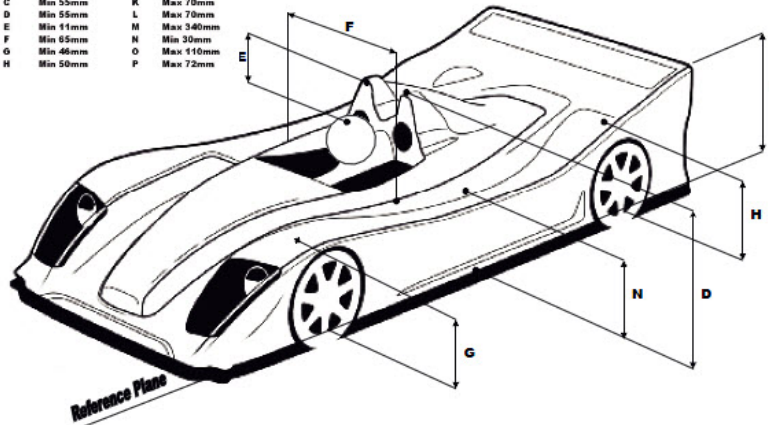
6.2.

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)

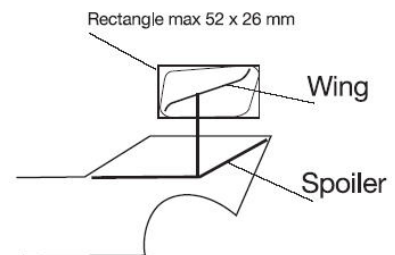
Minimum weight: 730 grams.

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

Spoilers:

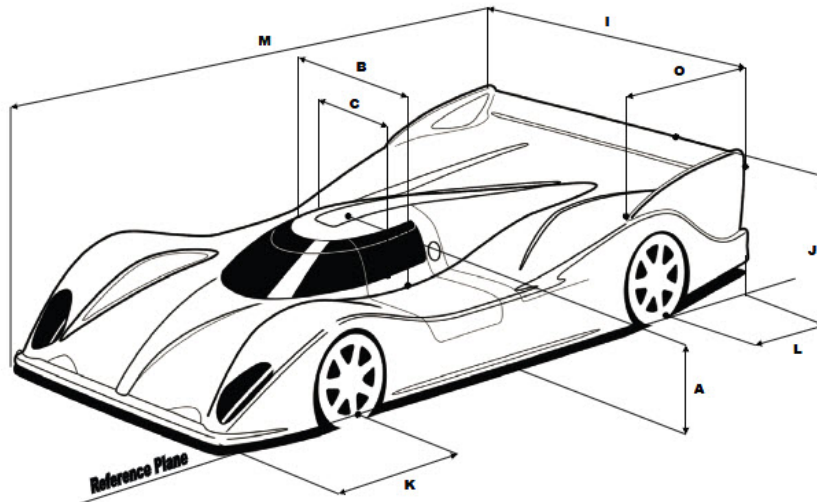
Max. Spoiler height: 25 mm, max length 35 mm.

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



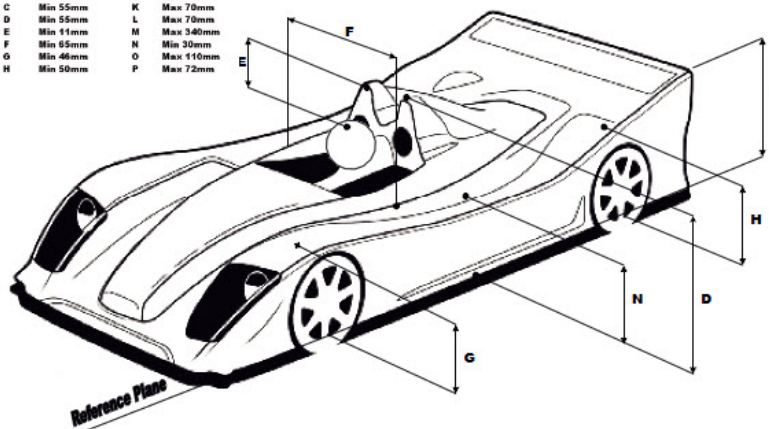
Bumper: May extend 6.5 mm beyond side of body or to 172 mm whichever is less. May extend 13 mm forward of body, but in same shape as body. Wheel rim diameter: Minimum 29 mm and Maximum 38 mm. (Including all non rubber parts of the wheel and tyre).

Proposal: MEASUREMENTS AND WEIGHTS



EFRA Body Specifications 1/12th Scale On Road

A	Min 55mm	I	168 to 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)

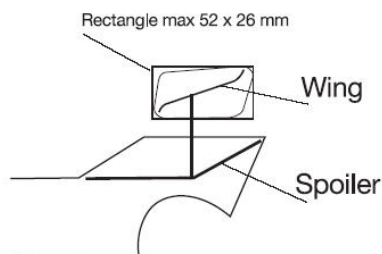
Minimum weight: 730 grams.

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). **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: Great Britain

The proposal passed unanimously

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: Belgium

Russ Giles proposed, that EFRA should investigate on a rule like this and present back to the meeting next year. Holland seconded this. 7 in favor, 4 Abstentions with 0 against.

The original proposal was now withdrawn.

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: Austria

The proposal passed unanimously

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: .Austria

The proposal passed unanimously

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: .Austria

The proposal passed unanimously

The meeting agreed with all rule changes take effect on 31st of March 2013

9. ELECTION OF SECTION CHAIRMAN.

ELECTRIC TRACK CHAIRMAN Heiner Martin is willing to restand. He was elected unanimously.

10. ANY OTHER BUSINESS

1:12 scale rules specify a specific time schedule for this meeting. This time schedule does not fit if 2 classes are run. A new time table may extend the meeting for one day. This time table will be done by Russ Giles together with the organiser. The agreed unanimously.

The question was raised, if the will be a positive list of 0 boost speed controllers. Heiner Martin, answered no, The BRCA will produce a list. Heiner Martin offered BRCA EFRA's help on that list.

No other business arose

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 17:05