



EFRA ANNUAL GENERAL MEETING
HOTEL Aristos, Zagreb.
Croatia
2nd and 3th of November 2013

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		
CZECH REP.		
DENMARK		
ESTONIA		
FINLAND		
FRANCE		
GEORGIA		
GERMANY		
GREAT BRITAIN		
GREECE		
HOLLAND		
HUNGARY		
IRELAND		
ITALY		
LUXEMBOURG		
MONACO		
NORWAY		
POLAND		
PORTUGAL		
ROMANIA		
RUSSIA		
SLOVAK REP.		
SLOVENIA		
SPAIN		
SWEDEN		
SWITZERLAND		
TURKEY		
TOTAL		

Other persons present:

3. MINUTES OF 2012 SECTION MEETING

November 2012 – Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2012

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:

1.3.3.

Existing Rule: 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.

Proposal: 1.3.4 Minimum track length: 250 meters.

Remarks: 1/8th off road tracks as such are not suitable for 1/10th off road. Usually track is too large even if some parts of the 1/8th track is not used. Jumps are too big and some corners are too far away for 1/10th cars. Easiest way to control the track size is length and distance to furthest point (already defined).

Proposed by AKK-Motorsport
Ry

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE HAS TYPO ERROR ONLY:

2.1.

Existing Rule: MODIFIED BRUSHLESS MOTORS:
1 Sensorless as well as sensed motors are allowed.
2 The motor has to be rebuildable . Ball bearings are allowed.
3 If the motor is sensed:
It must use a six position JST ZH connector model number ZHR-6 or equivalent
connector with 6JST 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, 10K thermistor referenced to ground potential
Pin #6- Red wire +5.0 Volts DC +/-10%
Compatible speed control must use the 6 position JST header part number X-6B-ZR-
SMX-TF (Where the X denotes the stile of header), or equivalent.
The power connector has to be clearly marked A, B, C:
A for phase A, B for phase B and C for phase C
4 "05" Size specifications
Can: Overall maximum diameter is 36,02mm measured at whatever point yields the
maximum dimension, excluding solder tabs or lead wires. Overall minimum diameter is
34,0mm measured at whatever point yields the maximum dimension, excluding solder

tabs or lead wires. Maximum length is 53,0mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer's logo or name. Minimum length is 50,0mm measured at whatever point yields the maximum dimension, excluding solder tabs or lead wires.

Motor mounting holes must be on 1,00 inch (25.0 - 25.4mm) centres.

Stack/Stator: The stack or backiron must be continuous. The laminations have to be one after the other without anything in between. Stack/backiron minimum length 19.3mm, maximum 21.0mm. The thickness of the stack/backiron laminations is 0.35 +/- 0.05mm. All laminations must be of the same material. Inside diameter of stack or windings equals the central space between the laminations or assembly of windings and must accept 'plug' gauges of 12.5mm minimum, 16.0mm maximum. These dimensions to be measured with the centre of the 'plug' gauge in-line with the centre of the motor can. (ie. concentric to can).

Winding: Delta and Y wounded stators are permitted. Only circular (round) pure copper is permitted. There is no turn limit.

Rotor: Output shaft diameter must be 0,125" (3.175mm). Only one piece, two poles Neodymium or Ferrite magnetic rotors are permitted.

Magnet: Minimum length 23,0mm. Maximum 27,0mm. Magnet minimum diameter 12,0mm, maximum 15,5mm.

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

6. 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:

MODIFIED BRUSHLESS MOTORS:

1 Sensorless as well as sensed motors are allowed.

2 The motor has to be rebuildable . Ball bearings are allowed.

3 If the motor is sensed:

It must use a six position JST ZH connector model number ZHR-6 or equivalent connector with 6JST 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, 10K thermistor referenced to ground potential

Pin #6- Red wire +5.0 Volts DC +/-10%

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

The power connector has to be clearly marked A, B, C:

A for phase A, B for phase B and C for phase C

4 "05" Size specifications

Can: Overall maximum diameter is 36,02mm measured at whatever point yields the maximum dimension, excluding solder tabs or lead wires. Overall minimum diameter is 34,0mm measured at whatever point yields the **minimum** dimension, excluding solder tabs or lead wires. Maximum length is 53,0mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer's logo or name. Minimum length is 50,0mm measured at whatever point yields the maximum dimension, excluding solder tabs or lead wires.

Motor mounting holes must be on 1,00 inch (25.0 - 25.4mm) centres.

Stack/Stator: The stack or backiron must be continuous. The laminations have to be one after the other without anything in between. Stack/backiron minimum length 19.3mm, maximum 21.0mm. The thickness of the stack/backiron laminations is 0.35 +/- 0.05mm. All laminations must be of the same material. Inside diameter of stack or windings equals the central space between the laminations or assembly of windings and must accept 'plug' gauges of 12.5mm minimum, 16.0mm maximum. These dimensions to be measured with the centre of the 'plug' gauge in-line with the centre of the motor can. (ie. concentric to can).

Winding: Delta and Y wounded stators are permitted. Only circular (round) pure copper is permitted. There is no turn limit.

Rotor: Output shaft diameter must be 0,125" (3.175mm). Only one piece, two poles Neodymium or Ferrite magnetic rotors are permitted.

Magnet: Minimum length 23,0mm. Maximum 27,0mm. Magnet minimum diameter 12,0mm, maximum 15,5mm.

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

6. 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.

Remarks:

Proposed by
EFRA

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:

7.1.1.

Existing Rule: European Championships are held in the following classes:
1/10 Off-Road
1/12 Modified
1/12 10.5T Spec. Brushless
1/10 Touring Cars
1/10 Touring Cars 10.5T Spec. Brushless

Proposal: European Championships are held in the following classes:
1/10 **Off-Road 2WD & 4WD**
1/12 Modified & 1/12 10.5T Spec. Brushless
1/10 Touring **Cars & 1/10** Touring **Cars 10.5T** Spec. Brushless

Remarks: Clean up the rulebook and clearly specify the existing 1/10 Off-Road European Championships.
For the 1/12 class the current practise of running the Modified Euros and Stock Euros at one event should be put in the rulebook.
1/10 Touring Cars should follow the successful practise of holding Modified Euros and Stock Euros together at one event.
This would also results in more starters at this event. This would make the event more interesting for the organizer as well as for the drivers.

Proposed by
LRP

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:

7.2.2.

Existing Rule: Allocation and re-allocations are according to the general rules.

Proposal: 7.2.2.b.

The allocation of the entry spots for the 1/10 Touring Car 10.5T Spec. Brushless European Championships should not be done by the section meeting. Entry to this class

Remarks: should be arranged by the organizing host club and should be done first-come-first-serve. Like for the 40+ Nitro EC the entries should be done directly at the host club. That way it is easy for the drivers to enter the race.

Proposed by
LRP

Seconded by: **Not**
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

7.2.4.

Existing Rule: At least 100 entrants for 1/12 and 130 for the other classes (One may consider up to 150 participants if timetable and facilities i.e. driver tables etc, permit) are to be accepted for European Championships and GP's.

Proposal: At least 100 entrants for 1/12 and 130 for **1/10 Off-Road** (One may consider up to 150 participants if timetable and facilities i.e. driver tables etc, permit) are to be accepted for European Championships and **GP's**.
For 1/10 Touring Car & 1/10 Touring Car 10.5T Spec. Brushless up to 150 entrants have to be accepted for European Championships and GPs. For Touring Car 10.5T Spec. Brushless the number of entrants is limited to 50.

Remarks: As Touring Cars Modified and Touring Cars Spec Brushless Euros should be run together this rule also needs to be clarified/updated.

Proposed by
LRP

Seconded by: **Not**
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

7.2.7.

Existing Rule: 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

Proposal: 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**.
At the 1/10 Touring Car & 1/10 Touring Car 10.5T Spec. Brushless European Championships drivers are only allowed to enter one of the two classes.

Remarks: Allowing the drivers to take part in two classes would lead to a longer timetable and also would be against the idea of the 10.5T Spec. Brushless class for drivers who are not "able" to drive in the Modified class.

Proposed by
LRP

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:

8.1.

Existing Rule: The Race Organiser should schedule all events for each day to be completed and the track closed by 18.30 hours. It is recommended to end the last day early enough to allow participants to start their return journey.

Proposal: The Race Organiser should schedule all events for each day to be completed and the track closed by 18.30 hours. **For 1/2th scale events it is recommend to complete each day by 19.30.** It is recommended to end the last day early enough to allow participants to start their return journey.

Remarks: See rule proposal regarding 1/12th scale event schedule.

Proposed by AKK-Motorsport
Ry

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:

8.1.1.

Existing Rule: 1/12th EUROPEAN CHAMPIONSHIP:
Friday: 1-2 Round(s) of un-timed practice (organizers discretion), 2 Rounds of timed Practice
Opening Ceremony (a limited heat re-seed, based on average lap times of timed practice 1 & 2, will be carried out while the opening ceremony is taking place)
2 Rounds of timed practice in new heat format
Saturday: 5 Rounds of Qualifying (In heats used for the last 2 rounds of controlled practice)
Sunday: 1 Round of Qualifying
1 Controlled practice in final groupings
3 rounds (legs) of finals

Proposal: 1/12th EUROPEAN **CHAMPIONSHIP:**
Friday:
1-2 Rounds of un-timed practice (organizers **discretion**)
2 Rounds of timed **practice**
Opening Ceremony (a limited heat re-seed, based on average lap times of timed practice 1 & 2, will be carried out while the opening ceremony is taking **place**)
1-2 Rounds of timed practice in new heat **format**
1 Round of **qualifying** (In heats used for the last 2 rounds of controlled **practice**). **Total of 5 or 6 rounds of qualifying to be run depending on amount of participants**. **6 rounds of qualifying recommended to be run.**
Saturday:
1 Round of **controlled practice in heats (warm-up) 4-8min recommended**
5-6 Rounds of Qualifying (depending if one round was run on Friday already)

Sunday:

1 Controlled practice for A-final

3 rounds (legs) of A-finals, 2 rounds (legs) of finals B, C, D...etc

Remarks:

Since 2010 there has been combined 1/12th scale EC for both Spec and Mod classes (except 2012 due to WC).

The new 4 days long race format was introduced in 2010 in Hinckley, UK.

The problem with the current format is that is simply too long - 4 days. Shorter race attracts more people, and also without sacrificing the quality of the race. WC is raced within 3 days, so should be EC.

The proposal is to cut some free and timed practice off from Friday so that there would be max 2 rounds of free practice followed by 1 or 2 timed control practice, then followed by 1 round of qualifying.

Saturday would have short controlled practice in the morning (4-8min dep. on participants and time table) followed by round 2 to 6 qualifiers. 3 out of 6 qualifiers count with round by round point system as used 2013.

Sunday would see new timetable as final practice would be only for A finalists (5-8min) and instead of 3 x finals for all, now 3 x finals for A finals and 2 x finals for B, C, D etc.

This allows shorter event squeezed to 3 days and the sunday is short day and no need to take flights back home for monday. Less days off work attracts more people to come as its cheaper also.

Proposed by AKK-Motorsport

Ry

**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:

8.1.2.

Existing Rule: 1/10th Touring EUROPEAN CHAMPIONSHIP:

Proposal: Add to the rule:

Based on the numbers of participants, this timetable can be changed by the organiser with agreement by the section chairman.

Remarks:

Proposed by

EFRA

**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:

8.1.2.

Existing Rule: 1/10th Touring EUROPEAN CHAMPIONSHIP:

Proposal: 1/10th Touring EUROPEAN CHAMPIONSHIP:
The first heat of the day should not start before 9am and the last heat of the day should not start after 6pm.

Remarks: No changes to the rule 8.1.2.
Just an addition to have reasonable racing days.

Proposed by
LRP

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

8.1.2.

Existing Rule: 1/10th Touring EUROPEAN CHAMPIONSHIP:

Proposal: Existing rule: 8.1.2. 1/10th Touring EUROPEAN CHAMPIONSHIP: THURSDAY: 09:00
Registration, Open and Timed Practice FRIDAY 09:00 2 rounds of controlled Practice and
2 Qualifying Rounds SATURDAY 09:00 3 Qualifying Rounds and Practice in Final Format
SUNDAY 09:00 second part practice in Final Format and Finals Proposal: 8.1.2.a) 1/10th
Touring EUROPEAN CHAMPIONSHIP - 10.5T Spec. Brushless: FRIDAY 09:00
Registration, Timed Practice and 2 rounds of controlled Practice SATURDAY 09:00
Practice and 5 Qualifying Rounds SUNDAY 09:00 Practice in Final Format and Finals

Remarks:

Remarks:

3 days only (1 for practice and 2 race days). Less race expenses.

The purpose of these 3 new rules is to make reborn the interest in the stock class.

Proposed by FEPRA Federação Portuguesa de Rádio Modelismo
Automovel

Seconded by: Not
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE IS NEW:

9.1.3.

Existing Rule: During controlled practice the driver must be present and his transmitter switched on for
checking radio interference.

Proposal: 9.1.4.
Practice heats at 1/10 Touring Car & 1/10 Touring Car 10.5T Spec. Brushless European
Championships must not be longer than 6 minutes. Inbetween two heats there has to be a
break of 3 minutes.

Remarks: Due to the power and the therewith arising heat the practice heats should not be too long. So electrical components will not be stressed too much.

Proposed by
LRP

Seconded by: **Not**
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE IS NEW:

9.4.2.

Existing Rule: 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.
If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format. Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. If two (or more) competitors achieve an equal time in any Round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round.

Proposal: 9.4.2.c.

If the round by round point scheme will be used where all drivers will be awarded points based on their finish against all other for each round the number of Rounds to count are as followed: six rounds - three to count, five rounds - three to count, four rounds - two to count, three rounds - two to count, two rounds - one to count. Less than two rounds completed event null and void. All other qualifying round scores will be discarded. Qualifying round has to be completed for any heats in that round to be counted. If the intended maximum number of rounds cannot be completed, due to weather or unforeseen circumstances, the number of rounds to count will follow the same format. Fastest competitor (based on laps & time) in each round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. If two (or more) competitors achieve an equal time in any round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular round.

Remarks: Qualifying format for popular Touring Car races.

Proposed by
LRP

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:

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.

If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format. Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. If two (or more) competitors achieve an equal time in any Round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round.

Proposal:

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 and 9.4.2.c. If the 'Round by Round' qualifying method is used, the number of Rounds to count are as follows :- Six rounds three to count, Five Rounds two to count, Four Rounds two to count, Three Rounds two to count, Two Rounds one to count. Less than two Rounds completed event null and void. All other qualifying Round scores will be discarded. Qualifying Round has to be completed for any Heats in that Round to be counted.

If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format. Fastest competitor (based on laps & time) in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. If two (or more) competitors achieve an equal time in any Round they will be awarded equal points. The next competitor not included in the tie will be awarded points corresponding to his position in the particular Round.

Remarks:

Including new rule 9.4.2.c to define number of counted rounds during qualifying.

Proposed by
LRP

**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:

9.4.2.a.

Existing Rule:

1/10 Touring cars racing under raining conditions
If it is impossible to complete all qualifying heats under the same weather conditions, (wet, semi wet or total dry) the following rule will become effective:
Before the start of every heat the race director has to announce if it will be a dry heat or a wet heat.
The race director has also the chance of declaring that the actually started racing heat is now running under wet conditions, just as well as after the ended racing heat, if the average lap times during the heat are (or were) becoming more than 20% slower.
If every qualify round had at least one dry race cycle every round will count. If not all qualify rounds had at least one dry race cycle only the wet rounds will count

Proposal:

Proposal:

9.4.2 a) EUROPEAN CHAMPIONSHIP - 1/10th Touring 10.5T Spec. Brushless

If the 'Round by Round' qualifying method is used, the number of Rounds to count are as follows: Five Rounds three to count,

Remarks:

Remarks:

All drivers will have to race at least 3 qualifying rounds.

The purpose of these 3 new rules is to make reborn the interest in the stock class.

Proposed by FEPRA Federação Portuguesa de Rádio Modelismo Automovel

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 Aristos, Zagreb.

Croatia

2nd and 3th of November 2013

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							
CZECH REP.							
DENMARK							
ESTONIA							
FINLAND							
FRANCE							
GEORGIA							
GERMANY							
GREAT BRITAIN							
GREECE							
HOLLAND							
HUNGARY							
IRELAND							
ITALY							
LUXEMBOURG							
MONACO							
NORWAY							
POLAND							
PORTUGAL							
ROMANIA							
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN							
SWEDEN							
SWITZERLAND							
TURKEY							
		TOTALS					
					2wd	4wd	

Other persons present:

3. MINUTES OF 2012 SECTION MEETING

November 2012 – Brussels, Belgium: Matters arising from the minutes:

The minutes were accepted as written at the AGM 2012.

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 2014/15

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

Year/Date	Alt. Date	Status	Country	Venue
24/29-08-2015		EC	Germany	Burgdorf
2015		EC	Great Britain	Retford

Final Race calendar 2014

Year/Date	Alt. Date	Status	Country	Venue
14/19 07-2014	7-12 July	EC	Sweden	Trelleborg

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue

Nominated Tyres for the 1/10th Off-Road EC 2014

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

7. RULE PROPOSALS.

None received

8. ELECTION OF SECTION CHAIRMAN.

Paul Worsley 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 Aristos, Zagreb.
Croatia
2nd and 3th of November 2013

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	WC	
AUSTRIA								
BELGIUM								
BULGARIA								

CROATIA								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND								
FRANCE								
GEORGIA								
GERMANY								
GREAT BRITAIN								
GREECE								
HOLLAND								
HUNGARY								
IRELAND								
ITALY								
LUXEMBOURG								
MONACO								
NORWAY								
POLAND								
PORTUGAL								
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN								
SWEDEN								
SWITZERLAND								
TURKEY								
TOTAL			0	0	0	0	0	0

Other persons present:

3. MINUTES OF 2012 SECTION MEETING

5th and 6th of November 2012 – Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2012.

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 2014/15

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 2014:

Year/Date	Alt. Date	Status	Country	Venue
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2015		EC	1/10 Touring Stock/Brushless	Portugal	Torres Novas

Final Race calendar 2014

Year/Date	Alt. Date	Status		Country	Venue
		EC	1/12		
08-2014		EC	1/10 Touring	Spain	Alcobendas

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 IS NEW:

1.

Existing Rule: GENERALITIES

Proposal: 1/12 Electric Track - Up to a maximum of two chassis may be submitted to Technical inspection, either of these chassis may be used at any time during the event. The second chassis may be approved after the event has started.

Remarks: To enable the driver to have a second chassis, at this level most drivers will have more than one chasis.
It stops the need to make a critical choice early in the event.

Proposed by
EFRA

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 DELETED:

5.2.

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

Remarks: the list is now outdated. It should be down to the organiser / section chairman to specify the additive to be used at the event

Proposed by
EFRA

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:

5.3.

Existing Rule: Any other product can be added to the list by request and once checked by section chairman and organiser as being ok.

Remarks: See previous proposal

Proposed by
EFRA

Seconded by: **Not**
Seconded

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

Rejected with for, against and abstentions.
Amended

THE RULE SHOULD BE AMENDED TO READ:

7.3.2.

Existing Rule: At EC's it is only allowed to use the tyres that were agreed by the section meeting at the EFRA AGM together with the race organiser (race organiser will make their recommendation). For dry weather racing there will be a single control slick tyre with insert and will come pre-glued to the wheel (insert, tyre and wheel to be same for all drivers) and commercially available via model/hobby shops. For wet/damp conditions there will also be a pre-glued control set of tyres. For use at the EC, the tyres must be bought from the organiser. For each competitor there must be at least 1 set of dry and wet weather tyres available to be bought for practice at the EC.
Price fixed for each EC event at 100E for 5 dry weather sets, this price only for tires used at event.

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 dry weather racing there will be a single control slick tyre with insert and will come pre-glued to the wheel (insert, tyre and wheel to be same for all drivers) and commercially available via model/hobby shops. For wet/damp conditions

there will also be a pre-glued control set of tyres. For use at the EC, the tyres must be bought from the organiser. For each competitor there must be at least 1 set of dry and wet weather tyres available to be bought for practice at the EC.
Price fixed for each EC event at 60E for 3 dry weather sets, this price only for tires used at event.

Remarks: Reducing costs for the competitor and using widely spread amount of tires.
2 sets for qualifying and 1 set for finals.

Proposed by
LRP

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:

7.3.2.

Existing Rule: At EC's it is only allowed to use the tyres that were agreed by the section meeting at the EFRA AGM together with the race organiser (race organiser will make their recommendation). For dry weather racing there will be a single control slick tyre with insert and will come pre-glued to the wheel (insert, tyre and wheel to be same for all drivers) and commercially available via model/hobby shops. For wet/damp conditions there will also be a pre-glued control set of tyres. For use at the EC, the tyres must be bought from the organiser. For each competitor there must be at least 1 set of dry and wet weather tyres available to be bought for practice at the EC.
Price fixed for each EC event at 100E for 5 dry weather sets, this price only for tires used at event.

Proposal: 7.3.2.a) Price fixed for each EUROPEAN CHAMPIONSHIP - 1/10th Touring 10.5T Spec. Brushless
is 55E for 2 sets of 4 dry weather tires, this price only for tires used at the event.

7.3.3.a) EUROPEAN CHAMPIONSHIP - 1/10th Touring 10.5T Spec. Brushless:
2 sets of 4 dry weather tyres are allowed for qualifying, and an additional set of 4 dry weather tires are allowed for all finals. 1 set of 4 wet weather tires are allowed to be used for both qualifying and finals.

Remarks: Remarks:
Less race expenses and the price limit for each set of 4 dry weather tires 27,50E will allow choosing high quality tires for the event.

Note: The purpose of these new rules is to make reborn the interest in the stock class.

Proposed by FEPRA Federação Portuguesa de Rádio Modelismo
Automovel

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:

7.3.3.

- Existing Rule:** 5 sets of 4 dry weather tyres are allowed for qualifying, and an additional 3 sets of 4 dry weather tyres are allowed for A finals. All lower finals only one additional set of dry weather tyres. 1 set of 4 wet weather tyres are allowed to be used for both qualifying and finals.
- Proposal:** 5 **2** sets of 4 dry weather tyres are allowed for qualifying, and **1** additional **set** of 4 dry weather tyres **is** allowed for finals. **Tyres from qualifying may be used in the finals.** 1 set of 4 wet weather tyres **is** allowed to be used for both qualifying and finals.
- Remarks:** Reducing the amount of tires which may be used to a common number of sets with the goal to reduce the costs and gain more competitors

**Proposed by LRP
Stefan**

**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**

9. ELECTION OF VICE-SECTION CHAIRMAN.

Candidates: Russ Giles Great Britain and Vesa Yli Finland

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