



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

MINUTES ELECTRIC SECTIONS – GENERAL.

1. CHAIRMAN'S WELCOME

Mr. Heiner Martin & Mr. Paul Worsley

The Electric Offroad Chairman opened the meeting at 14.10

2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from: Ireland, Poland, Slovak Republik

Member Countries presents. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA	Markus Vrana	
BELGIUM	Frank Mostrey	
BULGARIA		
CROATIA		
CZECH REP.		
DENMARK		
ESTONIA		
FINLAND	Jussi Luopasarvi	
FRANCE	Jean-Patrick Caillard	
GEORGIA		
GERMANY	Robert Gillig	
GREAT BRITAIN	Chris Hardisty (Offroad), Ollie Meggit (Onroad)	
GREECE		
HOLLAND	Frans Heinsbroek	
HUNGARY		
IRELAND		
ITALY	Marco Facheris (Onroad)	
LUXEMBOURG		
MONACO		
NORWAY	Vegaro Krokstad (Onroad), Thomas Holvrestand (Offroad)	
POLAND		
PORTUGAL	Joao Martinho	
ROMANIA		
RUSSIA		
SLOVAK REP.		
SLOVENIA		
SPAIN	Javier Llobregat	
SWEDEN	Kai Koivuranta	
SWITZERLAND	Andi Frattaroli	
TURKEY		
TOTAL		

Other persons present: Nick Daman, Jürgen Lautenbach

13 countries present

3. MINUTES OF 2012 SECTION MEETING

November 2012 – Brussels, Belgium

Matters arising from the minutes: None

The minutes were checked and accepted as written at the AGM 2012. Proposed by Finland, seconded by Holland. Accepted unanimously.

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

4. CORRESPONDENCE RECEIVED

Will be done in the individual sections

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: Holland

Rejected with 0 for, 10 against and 3 abstentions.o

Amended by Finland: Maximum track length: 250 m

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.

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

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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: Sweden

The proposal: Passed Unanimously

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 modified & 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 successfull 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: Switzerland

The proposal: Passed Unanimously

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 should be arranged by the organizing host club and should be done first-come-first-serve.

Remarks: 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 withdrawn

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: 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 Modified & 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: Great Britain

The proposal Passed with 11 for, 0 against and 2 abstentions.

Amended: The allocations 1/10 Touring Car modified will be decided at the section meeting first. When all allocations are confirmed the remainder of unfilled entries made available as open entry for the 1/10 Touring spec class.

The last sentence of the proposal has to be deleted.

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 Modified 10.5T Spec. Brushless European **Championship**.
At the 1/10 Touring Car modified & 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: Holland

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

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: Sweden

The proposal: Passed with 9 for, 2 against and 2 abstentions.

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: Great Britain

The proposal: Passed Unanimously

Amended: 3 rounds (legs) of finals

THE RULE IS NEW:

8.1.4.

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: Switzerland

The proposal: Passed Unanimously

Amended Change to 8.1.4 for all sections 8.1.3. New item 8.1.5 Under unforeseen circumstances the race director

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 withdrawn

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 withdrawn

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: Holland

The proposal: Passed Unanimously

Amended: Time for the practice heats will be the same as for qualifying.

THE RULE IS NEW:

9.4.2c.

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.
Touring Cars:
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: Portugal

The proposal: Passed with 7 for, 2 against and 4 abstentions.

Amended: six rounds will be deleted.

The meeting instructed the section chairman, that rule 9.4.2 in the handbook should be in a correct order with correct references.

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 withdrawn

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 withdrawn

MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.



MINUTES 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: Ireland, Slovak Rep., Poland

COUNTRY	PRESENT	SECTION SUBSCR	REQUESTED:				Max33% %
			EC 2wd	EC 4wd	WC	WC	
AUSTRIA	Markus Vrana	FULL	14	14			
BELGIUM	Frank Mostrey	FULL					
BULGARIA		NO ELEC					
CROATIA		NO ELEC					
CZECH REP.		FULL					
DENMARK		FULL	1	1			
ESTONIA	Hans Motsharg Mail 02.11. at meeting	FULL	2	2			
FINLAND	Jussi Luopajarvi	FULL	24	24			
FRANCE	Jean-Patrick Caillard	FULL	8	8			
GEORGIA		NO ELEC					
GERMANY	Robert Gillig	FULL	12	12			
GREAT BRITAIN	Chris Hardisty (General & Off-Road) Ollie Meggit (T/Car)	FULL	12	12			
GREECE		ELEC. OR					
HOLLAND	Frans Heinsbroek	FULL	1	1			
HUNGARY		NO ELEC					
IRELAND	Mail Colin Whelan 28.10	FULL	1	1			
ITALY	Marco Facheris (General & Track only)	FULL					
LUXEMBOURG		ELEC TR					
MONACO		NO ELEC					
NORWAY	Vegaro Krokstad (General & Off-Road) Thomas Holvrestand (T/Car)	FULL	10	10			
POLAND	Mail Andrzej Trella 31.10	FULL	3	4			
PORTUGAL	Joao Martinho	FULL	1	1			
ROMANIA		ELEC TR					
RUSSIA		ELEC OR					
SLOVAK REP.	Mail Mario Hudy 17.10 subject to date chg.	EL. OR/TR	1	1			
SLOVENIA		NO ELEC					
SPAIN	Javier LLobregat	FULL	6	6			
SWEDEN	Kai Koivuranta	FULL	40	40			
SWITZERLAND	Andy Frattaroli	FULL	4	4			
TURKEY		NO ELEC.					
TOTALS			140	141			
			2WD	4WD			

Other persons present: Juergen Lautenbach, Nick Daman,

Possible number of votes checked as -- 12

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. Proposed Germany, seconder Holland

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

4. CORRESPONDENCE RECEIVED

Apart from all the usual mails dealing with allocations and organisation for the EC in Spain and WC at Chico, there has been one recent item :-

1. Mails from Mario Hudy (EFRA 1/10 EFRA Rep. for Slovakia), requesting that the 2014 EC in Sweden 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 informed 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

2013 has been a busy year for the 1/10 Off-Road Section. The EFRA calendar consisted of :- An International Race at Kampenhout (Belgium), a GP at Valladolid (Spain, which served as a 'Warm-Up' for the later EC), the EC at Valladolid and the World Championship at Chico (California USA).

Int. Race - Kampenhout (Belgium):

This is a well established event that has taken place for many years and always attracts good entry numbers. Whilst being an EFRA GP in past years, more recently the event has not been on the EFRA calendar, so it is now a welcome addition to the EFRA calendar as an International Race.

The event date was end of June and the three day format accommodated 2WD and 4WD 1/10 Off-Road Classes. The Kampenhout event has always been popular and the 2013 event attracted entries from many different countries, with 78 drivers competing in 2WD and 65 in 4WD.

2WD was won by the young driver from Holland - Wesley Van Helmond.

4WD being won by Tom Cockerill from UK.

GP – Valladolid (Spain):

Valladolid is located in the North West of Spain and the GP Race was organised at the end of April as a 'Warm-Up' event for the EC in July.

The host Club (ATV Racing) had put a lot of preparation and effort into this event with Sporting Officials from the Regional Authorities being invited to see how Model Car Racing is organised.

The venue is used for 1/10 and 1/8 Off-Road Racing and comprises of mainly 'dirt' surface with some areas of stone paving and 'jumps' covered with astro.

With many countries having a busy racing schedule in the 1/10 Off-Road Section together with the costs for competing in another country, the number of entries at GP races is not high. This event only had six entries from outside Spain (Great Britain – 3, Finland – 2, Portugal – 1). The entry numbers were:- 2WD – 34 and 4WD – 17.

2WD was won by Neil Cragg (GB) and 4WD was won by Lee martin (GB).

Despite the low numbers (and the very cold weather) the event was well organised, using the same team of officials that would be responsible for the main EC event in July. During the event, it was realised that a series of large 'jumps' were difficult to negotiate for 1/10 cars so discussions with the organisers resulted in these features being changed for the July EC.

EC. – Valladolid (Spain):

We have to thank the organisers (ATV Racing) and the officials from AECAR for completing the work on the track that was decided necessary at the GP Race. To reconstruct the 'jumps' and features as requested involved a large amount of work and cost. They did excellent work in this area and the final track worked well for 1/10 cars.

The facilities at the venue are excellent: Permanent and covered pitting for approx. 90 drivers with marquees erected for further numbers. The rostrum is a very large construction with so much space. Separate meeting room for Team Managers meetings. Excellent food continuously available and all cooked on-site.

Race control was a separate elevated room with total visibility of the track and two computer systems linked to separate loops. Below the drivers rostrum was a separate room for the EFRA Media Team to use.

The temperatures for the week were in the mid. 30's, but some overnight rain caused a small delay to proceedings at the start of the 2WD event. The remainder of the week had dry weather and ran to schedule.

Due to the design of the track features, it was decided that 2WD and 4WD events would use the same track lay-out. This was agreed by Team Managers to be the sensible option as there was only one driver in 4WD that had not competed in 2WD (this person was allowed extra practice runs).

The number of drivers reduced by a large amount from the original allocations requested at the 2012 AGM.

At the EFRA agm., the number of requested allocations was :- 2WD – 119, 4WD – 116.

With cancellations and no-shows the event numbers were reduced to:- 2WD – 106, 4WD – 86.

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

With a World's event also in the same year in USA, then numbers at the EC event were likely to be affected. There were 29 EFRA drivers competing at the World's that did not enter the EC.

The 2013 EC Champions are :- 2WD is Jörn Neumann (Germany).
4WD is Martin Bayer (Czech Rep.).

Conclusion:

A well organised event with excellent facilities. Special mention for the Time Keeper (Javier Llobregat) whose attention to detail resulted in no problems with results and Race Director Alfonso Pineda.

WC – Chico (USA):

The World's event was held at Chico, North California (USA).

The entry for this event was good, with both Classes having maximum entry (150) in the weeks prior to the event. Some no-shows reduced the numbers resulting in the final count being :- 141 in 2WD and 140 in 4WD.

Entries requested from EFRA countries originally stood at 71 places, but the final confirmed numbers reduced to 59. Due to some Bloc's not requiring their full allocations, EFRA eventually received allocations to accommodate all drivers that had requested places. After a few late cancelations, the final EFRA numbers were 55 in both Classes (39% of total entry).

The venue at Silver Dollar Raceway was quite impressive with a very large driver's rostrum building with media room below. Permanent covered pitting area for approx. 1/3 of the entry, with large marquee area for the remainder. The track was prepared to a very high standard and the track design was good, although the lap time was maybe a little long. Whilst the track surface was 'dirt', it certainly could not be considered as a natural surface when the 'sugar water' had been applied. This treatment resulted in very high grip with no visible dust/dirt building at the edge of the racing line. In fact the track looked exactly the same at the end of a days racing as it did in the morning, with no 'blue groove'.

Heavy rain storms resulted in the schedule being totally disrupted. The track-team had to rebuild the track before starting the 2WD event and had to do similar before starting the final day of 2WD due to overnight storms. They did a good job.

As a result of the weather intervention, Qualifying Round 5 had to be cancelled in 2WD but Finals were conducted OK. The 4WD event started as scheduled but due to rain being forecast middle of the last day, it was decided to run all five Qualifying Rounds on Day 2, so that Finals could start early on the last day before impending rain. The rain did not happen on the last day, and Finals were completed without problem.

The Organising Team were good and addressed any queries that were raised. All this was done without any of the officials from ROAR (Host Bloc.) being present.

EFRA drivers scored some good results, especially in 2WD. There were four EFRA drivers in the 2WD Final (a further three in the 2WD B Final). In the 4WD Final EFRA had two drivers (with seven in the B final).

EFRA results:- 2WD -- 2nd. Lee Martin (UK)
5th. Neil Cragg (UK)
7th. Darren Bloomfield (UK)
8th. David Ronnefalk (Sweden)
4WD -- 4th. Joern Neumann (TQ)
10th. Lee Martin (UK).

The 2013 WC Champions are :- 2WD -- Jared Tebo (USA).
4WD -- Steven Hartson (USA).

A busy year.

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

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 Aug 2015		EC	Germany	Burgdorf
2015		EC	Great Britain	Retford
04/06 July 2014		IR	Belgium	Kampenhout
06/08 June 2014		IR	Sweden	Trelleborg

Final Race calendar 2014

Year/Date	Alt. Date	Status	Country	Venue
06/08 June 2014		IR	Sweden	Trelleborg
04/06 July 2014		IR	Belgium	Kampenhout
14/19 July 2014		EC	Sweden	Trelleborg

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2015	To be decided	EC	Great Britain	Retford

The EC 2014 will be Indoors to be independent from the weather. It will be very near to the outdoor track, There will be Warmup race. The drivers can leave their equipment in the hall. The facilities offer everything necessary.

Germany and Great Britain gave appraisals of the venues that had applied for an EC 2015. A simple vote was taken. Result being :- Great Britain 6 votes, Germany 5 votes (1 abstention). The 2015 EC will be in Great Britain.

Nominated Tyres for the 1/10th. Off-Road EC 2014:- J Concepts. 2WD rear only, 4WD front & rear.

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.

Frank Mostrey (Section Vice Chairman) took the chair. There were no other nominees for the position Frank M. asked if anyone was prepared to take the position, but there was none forthcoming. The meeting decided unanimously that Paul Worsley should be re-elected as Section Chairman for 1/10 Off-Road.

9. ANY OTHER BUSINESS

There was no 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 17:26

MEETING TO CONTINUE WITH ELECTRIC TRACK SECTION MEETING.



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

MINUTES ELECTRIC - TRACK.

1. CHAIRMAN'S WELCOME

Mr Heiner Martin

The Electric Track Chairman opened the meeting at 17.40

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Ireland, Poland, Slovakia

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/12	EC 1/12 Spec	EC Touring	EC TC Spec	WC TC	WC1/12
AUSTRIA	Markus Vrana		4	3	0		3	3
BELGIUM	Frank Mostrey		2	0	1		1	1
BULGARIA								
CROATIA								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND	Jussi Luopasarvi		2	1	2		3	1
FRANCE	Jean-Patrick Caillard		3	3	5		3	2
GEORGIA								
GERMANY	Robert Gillig		3	0	17		16	2
GREAT BRITAIN	Ollie Meggit (Onroad)		4	6	4		4	5
GREECE								
HOLLAND	Frans Heinsbroek		0	0	1		1	1
HUNGARY								
IRELAND								
ITALY	Marco Facheris		20	0	3		1	1
LUXEMBOURG								
MONACO								
NORWAY	Vegaro Krokstad (Onroad)		7	0	8		5	3
POLAND					3		3	1
PORTUGAL	Joao Martinho		0	0	3		0	0
ROMANIA								
RUSSIA								
SLOVAK REP.					2		2	
SLOVENIA								
SPAIN	Javier Llobregat		1	1	20		2	0
SWEDEN	Kai Koivuranta		1	0	1		1	2
SWITZERLAND	Andi Frattaroli		3	3	4		2	2
TURKEY								
TOTAL			50	17	74	0	47	24

Other persons present: Nick Daman, Jürgen Lautenbach

3. MINUTES OF 2012 SECTION MEETING

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

Matters arising from the minutes: None

The minutes were checked and accepted as written at the AGM 2012. Holland proposed to accept the minutes, Seconded by Austria. The minutes were accepted unanimously.

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

4. CORRESPONDENCE RECEIVED

The chairman received nothing, what was not directly based on allocations or the procedure of European Championships, except the IFMAR 1/12 item, which will be in the chairmans report.

Mails from Mario Hudy (EFRA 1/10 EFRA Rep. for Slovakia), requesting that the 2014 EC in Sweden 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 informed 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

I am making this report short, So, regarding 1/10 Touring Cars I only visited the EC in Torres Novas/Portugal (there were no other EFRA-events, no GP). I have to say, that Torres Novas is a very nice town, very cheap refreshments/food, nice people and the EC was well organised. The only things to mention are that the parking area was not up to the standards and sometimes the race director used sometimes a very strong wording to the competitors. But finally, everything worked well and Ronald Völker from Germany wins in front of Alexander Hagberg and Elliot Harper. Best country was Germany with 5 drivers in the A-final. My special thanks goes to the Portuguese federation, the technical inspection (which has done a great job, very well prepared) and the EFRA-referee Javier Garcia. By the way, to rent a car in Portugal seems to be very expensive if you do not have a good travel agency for the booking.

The relationship to IFMAR regarding the Electric track classes is quite difficult at the moment, EFRA brought up a proposal to race 1/12 on carpet but this proposal was defeated by the other blocs.

If there are no further questions, we go on with the report of Russ Giles for the 1/12 class.

We only had one 1/12 meeting in EFRA this year, this was the EC in Oulu Finland.

This was a very well prepared and run meeting, clearly much time had been taken in making the preparations for the event.

I would like to congratulate and offer my thanks to Vesa Yli and the rest of the Finnish team on the running of the meeting.

EFRA were involved in discussions with IFMAR regarding the 1/12 WC 2014, we feel that the IFMAR proposal to run this meeting on tarmac is wrong, unfortunately this pressure was not successful and the event is to be run on the 'wrong' surface.

Numbers are down in the class at the moment, but i hope by making some changes to the location and entry process for the meetings we can make the meetings more attractive

Russ has to insert here his 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. Regarding one late application, Austria was asked to come back with that application for 2016 next year.

Portugal presented his application. Voting results: 1 against , 7 abstentions 3 in favours so Portugal got the EC 1/10 Touring Car 2015

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

Final Race calendar 2014

Year/Date	Alt. Date	Status		Country	Venue
		EC	1/12	Italy	Scandiano
2 to 6 April			Warmup	USA	Kissimmee
31 st July to 3 rd - August 2014		EC	1/10 Touring	Spain	Alcobendas

6 th to 12 October 2014		WC	1/10 Touring 1/12	USA	Kissimmee
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Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
August 2015		EC	1/10 Touring	Portugal

Nominated Tyres for the 1/10th: Tyres for the 1/10th Touring Car EC 2014: Sorex SX 40 Yellow, Rain Tyre: Shimizu D01J Wet This was agreed by the meeting.

No official application for 1/12 has been received: Italy has made a formal application for 2014. Spain is also willing to held this in Gran Canaria. Russ Giles said that this procedure is not usual and he asked a Italy to make a short presentation.

Preferred date is 20th to 23rd of March 2014. but must be checked with other Racing series.

Spain reported on the application for Gran Canaria.

Russ suggested to put Gran Canaria down for 2015 and EFRA should go on for 2014 with Italy. The meeting agreed with this procedure.

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 chassis.
It stops the need to make a critical choice early in the event.

Proposed by EFRA

Seconded by: .Germany

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

Amended: Make it general for all Electric track classes. Seconded by Austria.

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.

Proposal

It is down to the organiser / section chairman to specify the additive to be used at an event

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:Finland

The proposal: Passed Unanimously

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 Section . The meeting instructed the Section Chairmen to reorder the rules for Tyre additives

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: Norway

The proposal: Passed with 8 for, 0 against and 5 abstentions.

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 withdrawn

THE RULE SHOULD BE AMENDED TO READ:

7.3.3.

Proposal: 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

Seconded by: Portugal

The proposal: Passed with 10 for, 0 against and 3 abstentions.

9. ELECTION OF VICE-SECTION CHAIRMAN.

Candidates: Russ Giles Great Britain and Vesa Yli Finland. Vesa Yli had withdrawn his candidature.

Russ was elected unanimously.

10. ANY OTHER BUSINESS

The section Chairman asked all the delegates to send more information about the racing in the different countries.

11. ITEMS FOR GENERAL DISCUSSION.

None

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 19.05