



EFRA ANNUAL GENERAL MEETING
HOTEL Sercotel Sorolla Palace
Valencia, Spain
1st and 2nd of November 2014

AGENDA ELECTRIC SECTIONS – GENERAL.

1. CHAIRMAN'S WELCOME

Mr. Heiner Martin & Mr. Paul Worsley

The Electric Off-Road 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		
GERMANY		
GREAT BRITAIN		
GREECE		
HUNGARY		
IRELAND		
ITALY		
LUXEMBOURG		
MONACO		
NETHERLANDS		
NORWAY		
POLAND		
PORTUGAL		
RUSSIA		
SLOVAK REP.		
SLOVENIA		
SPAIN		
SWEDEN		
SWITZERLAND		
TURKEY		
TOTAL		

Other persons present:

3. MINUTES OF 2013 SECTION MEETING

November 2013 – Zagreb, Croatia

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2013

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 SHOULD BE AMENDED TO READ:

1.1.9.

- Existing Rule:** A 220-volt electrical supply must be available at EC meetings with one outlet for every four drivers in close proximity to their pitting area. All safety precautions must be observed.
- Proposal:** A 220-volt electrical supply must be available at EC meetings with one outlet for every four drivers in close proximity to their pitting area. All safety precautions must be observed.
Based on the Final entry list supplied by the Section Chairman, the organiser will allocate pitting spaces so that drivers from the same country pit together, providing the pitting area allows.
- Remarks:** Drivers pitting in Manufacturer Teams is not conducive to a good atmosphere at EC events. It can mean that one driver from a country is pitting alone due to others pitting with a manufacturer team. It is difficult for Team Managers with large Teams to communicate if drivers are not together. This proposal has also been submitted for General rules. If it is accepted in General Rules, then it is not needed in App. 3.

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:

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:** If two Classes (2WD & 4WD) are to be held on the same track, **it is preferred that the track should be significantly different for the two Classes. Reverse operation is acceptable. If tracks contain permanent jumps/features that cannot be easily changed or used in the reverse direction, then it is permissible to use the same track layout for both Classes (2WD & 4WD), subject to agreement with the Section Chairman at least two (2) months prior to the event.**
- Remarks:** Whilst the requirement for a different track for each Class is preferred (and more fair to drivers only doing the second event), we often use tracks that physically cannot be changed in the few hours available. Changing the track for some surfaces can also give inconsistency due to areas being used/unused.
The rule should be amended to reflect what we currently allow.

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:

2.1.

Existing Rule: MODIFIED BRUSHLESS MOTORS:
1 Sensorless.....
.....
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
.....
Rotor: Output shaft diameter must be 0,125" (3.175mm). Only one piece, two poles Neodymium or Ferrite magnetic rotors are permitted. **The rotor will be identified with the manufacturers name or logo and the unique part number. Applies to all rotors in new motors or new optional rotors starting from 1st. April 2015 onwards.**
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: With so many rotors similar in visual appearance, it is very difficult to identify if the correct rotor is being used.
This proposal has been submitted to IFMAR. If IFMAR accepts the proposal then EFRA should also, to maintain common rules.

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:

2.1.

Existing Rule: MODIFIED BRUSHLESS MOTORS:.....
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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.

Proposal: MODIFIED BRUSHLESS MOTORS:.....

.....
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.
7. No hybrid motors allowed (mixing of parts from different manufacturers).

Remarks: If parts are mixed from different manufacturers, it is difficult for Tech. Officers to know if the motor complies with the rules.

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:

2.2.

Existing Rule: 'SPEC' BRUSHLESS MOTORS (17.5T, 13.5T and 10.5T 'wind' limit)
The following rules.....

.....
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: 'SPEC' BRUSHLESS MOTORS (17.5T, 13.5T and 10.5T 'wind' limit)
The following rules

.....
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. **The rotor will be identified with the manufacturers name or logo and the unique part number. Applies to all rotors in new motors or new optional rotors from 1st. April 2015 onwards.**

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.)

Remarks: With so many rotors visually similar, it is difficult to check if the correct rotor is being used.

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:

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Existing Rule: 'SPEC' BRUSHLESS MOTORS (17.5T, 13.5T and 10.5T 'wind' limit)
The following rules

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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: 'SPEC' BRUSHLESS MOTORS (17.5T, 13.5T and 10.5T 'wind' limit)
The following rules.....

.....
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.)

10. No hybrid motors allowed (mixing of parts from different manufacturers).

Remarks: If parts are mixed from different manufacturers, it is difficult for Tech, Officers to know if the motor complies with the rules.
With the introduction of Spec. motors for EC events in recent years, this ruling is required.

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:

5.1.

Existing Rule: Before your heat, if needed collect the auto timing equipment from dispatch and fix it to the car.

Proposal: Before your heat, **and if hand out equipment is available and needed**, collect the auto timing equipment from dispatch and fix it to the car.

Remarks: hand out equipment for auto timing is not available normally since the personal transponders are in use

Proposed by AECAR Asociacion Española de coches a radiocontrol,

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 2WD & 4WD
1/12 Modified & 1/12 10.5T Spec. Brushless
1/10 Touring Cars modified & 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 **13.5T** Spec. Brushless
1/10 Touring Cars modified & 1/10 Touring Cars 10.5T Spec. Brushless

Remarks: The 10.5T class has now evolved to a stage whereby we feel that it is too fast to be considered a true 'stock' class. The advancements in motor and battery technology in recent years has led to a gradual increase in speed, so we propose to return the 1/12 stock class to a more sensible level that is more accessible to drivers

Proposed by British Radio Car Association BRCA, Hill Mick

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. 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.

Proposal: The Race Organiser should schedule all events for each day to be completed and the track closed by 18.30 hours, **and pit area closed 1 hour and a half after the last heat.** 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: During the last Euro driver had 15 minutes to go out of the track area. Drivers live in a Hotel and B&B for one week. Sometimes it is difficult for them to work and prepare a set up in their cars at the Hotel...

Proposed by AECAR Asociacion Española de coches a radiocontrol,

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

Proposal: 1/10th Touring EUROPEAN CHAMPIONSHIP:
THURSDAY: 09:00 Registration, Open and **and maximum 8** Timed Practice
FRIDAY 09:00 **2 rounds of timed practice**, 2 rounds of controlled Practice and 2 Qualifying Rounds
SATURDAY 09:00 **2 rounds of timed practice (max)**, 3 Qualifying Rounds and **if the time permits** Practice in Final Format
SUNDAY 09:00 **second-part Practice** in Final Format and Finals
Regardless of the number of heats there will be a minimum of 10 min between start of round. If race meeting has less than 60 drivers it may be reduced to 3 days.
Based on the numbers of participants, this timetable can be changed by the organiser with agreement by the section chairman.

Remarks:

Proposed by AECAR Asociacion Española de coches a radiocontrol,

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

Proposal: 1/10th Touring EUROPEAN CHAMPIONSHIP:
FRIDAY 09:00 Registration, **open-and** Timed Practice and **controlled Practice**
SATURDAY 09:00 **5 Qualifying Rounds and Practice in Final Format**
SUNDAY 09:00 **second-part Practice** in Final Format and Finals
Based on the numbers of participants, this timetable can be changed by the organiser with agreement by the section chairman.

Remarks: Only 3 days event means 25% reduction costs for all drivers.

Proposed by FEPRFA Federação Portuguesa de Rádio Modelismo Automovel, FRANCO LINO

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:

10.1.

Existing Rule: There will be 10 drivers in all finals where possible. Finals will be organized for all competitors.

Proposal: 10.1.1 Where finals have less than 4 drivers Finals may be declared not required and drivers awarded final position based on Qualification

Remarks:

Proposed by AECAR Asociacion Española de coches a radiocontrol,

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

6. ITEMS FOR GENERAL DISCUSSION.

Proposed: EFRA. -- Lithium based batteries.

With the continuing development of Lithium Based batteries, there is new technology eminent that EFRA needs to be aware of. Battery manufacturers are continually developing new technology to satisfy the demand for increased performance in the internet equipment market. This could result in EFRA having no choice but to accept the new technology, so EFRA needs to be aware of this and plan for any adjustments to rules that may be required.

MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.



EFRA ANNUAL GENERAL MEETING
HOTEL Sercotel Sorolla Palace
Valencia, Spain
1st and 2nd of November 2014

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							
GERMANY							
GREAT BRITAIN							
GREECE							
HUNGARY							
IRELAND							
ITALY							
LUXEMBOURG							
MONACO							
NETHERLANDS							
NORWAY							
POLAND							
PORTUGAL							
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN							
SWEDEN							
SWITZERLAND							
TURKEY							
		TOTALS			2wd	4wd	

Other persons present:

3. MINUTES OF 2013 SECTION MEETING

November 2013 – Zagreb, Croatia: Matters arising from the minutes:

The minutes were accepted as written at the AGM 2013.

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 2015/16

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

Year/Date	Alt. Date	Status	Country	Venue
19-21 June 2015		IR	Great Britain	Retford
3-5 July 2015		IR	Belgium	Kampenhout
2017		IFMAR WC	Sweden	Trelleborg

Final Race calendar 2015

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

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue

Nominated Tyres for the 1/10th. Off-Road EC 2015:

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

All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 15th. December LATEST.

7. RULE PROPOSALS.

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

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

THE RULE SHOULD BE AMENDED TO READ:

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
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:	127mm 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.

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: 127mm 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.

Wheel sizes:

Min bead mounting diameter: 41,28mm.

Max bead mounting diameter: 55,88mm.

Bead mounting dimensions are measured at the point where the internal tyre bead meets the wheel.

Max wheel diameter : 61,47mm.

Max wheel width: 38,10mm.

Wheel width is measured at the circumference of the wheel where the tyre is retained, the centre of the wheel maybe outside this dimension. (PW: Drawing to be inserted).

'Venting' holes in the internal rim of the wheel are allowed – maximum of two (2) holes, of maximum 6.0mm. diameter.

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:

Due to the recent introduction of wheels that are too large to accomodate all makes of tyre, EFRA needs wheel dimensions to be stated and should adopt the current IFMAR dimensions.

There is no need for wheels larger than the items we have been using for 25 years.

A proposal has also been submitted to IFMAR to adopt a 'standard' wheel fitting and outer rim 'off-set'. This proposal may require some 'fine-tuning' to dimensions to be agreed by manufacturers, but if it is accepted by IFMAR, then EFRA should consider accepting the same ruling with a suitable introduction date similar to IFMAR.

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:

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
 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: 127mm 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.

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: 1.474 gram
 Minimum weight 4WD cars: 1.588 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: 127mm 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

Maximum wheel diameter of mounting surface: 56,5 mm
 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:

Regarding the rims, there is a new diameter (2.4 ").
 But it does not fit the prescribed tire.
 Therefore, the additional the rim diameter of 2.2 ".

Proposed by OFMAV Oesterreichischer Funk Modell Auto Verband, Jaeger Ing. Hubert H.

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:

3.2.

Existing Rule:

European Championships: The organizer will propose 1 type of tyre for each of the driven axles for 2WD and 4WD (2WD and 4WD do not have to be the same type of tyre). The manufacturer and full description of the tyres chosen must be given, but there remains free choice of compound. The proposed tyre choice will be ratified at the EFRA section AGM prior to the EC and provided always that the chosen tyres are commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre has been chosen as soon as the decision is finalised.

Proposal:

European Championships: The organizer will propose 1 type of tyre for each of the driven axles for 2WD and 4WD. (~~2WD and 4WD do not have to be the same type of tyre~~). The manufacturer and full description, **in only one compound admitted with original and standard insert** of the tyres chosen must be **given**. The proposed tyre choice will be ratified at the EFRA section AGM prior to the EC and provided always that the chosen tyres are commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre has been chosen as soon as the decision is

finalised. Tyres chosen must be available only in restricted area and sold to the driver from organizer, if it is possible at special price

Remarks: Drivers are not happy testing compounds and insert in only 5+2 practice. In touring class this rule is accepted, is cheap, and easy for all drivers, top ones and "slow" ones

Proposed by AECAR Asociacion Española de coches a radiocontrol,

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:

3.2.

Existing Rule: European Championships: The organizer will propose 1 type of tyre for each of the driven axles for 2WD and 4WD (2WD and 4WD do not have to be the same type of tyre). The manufacturer and full description of the tyres chosen must be given, but there remains free choice of compound. The proposed tyre choice will be ratified at the EFRA section AGM prior to the EC and provided always that the chosen tyres are commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre has been chosen as soon as the decision is finalised.

Proposal: European Championships: The organizer will propose 1 type of tyre for each of the driven axles for 2WD and 4WD (2WD and 4WD do not have to be the same type of tyre). The manufacturer and full description of the tyres chosen must be given, **compound and inserts are controlled**. The proposed tyre choice will be ratified at the EFRA section AGM prior to the EC and provided always that the chosen tyres are commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre has been chosen as soon as the decision is finalised.

Remarks:

Proposed by SBF Svenska Bilsport Forbundet,

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:

3.6.

Existing Rule: No tyre additives other than water are allowed, inside or outside of any tyre.

Proposal: No tyre additives other than water are allowed, inside or outside of any tyre. **Excess of glue that can be deemed to alter the performance of the tyre is not allowed.**

Remarks: Too many silly things are being carried out with tyres of recent.

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

8. ELECTION OF VICE-SECTION CHAIRMAN.

Frank Mostrey is willing to restand

9. ANY OTHER BUSINESS

10. ITEMS FOR GENERAL DISCUSSION.

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

MEETING TO CONTINUE WITH ELECTRIC TRACK SECTION MEETING.



EFRA ANNUAL GENERAL MEETING

**HOTEL Sercotel Sorolla Palace
Valencia, Spain**

1st and 2nd of November 2014

AGENDA ELECTRIC - TRACK.

1. CHAIRMAN'S WELCOME

Mr Heiner Martin

The Electric Track Chairman opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/12	EC 1/12 Spec	EC Touring	EC TC Spec	
AUSTRIA							
BELGIUM							
BULGARIA							
CROATIA							
CZECH REP.							
DENMARK							
ESTONIA							
FINLAND							
FRANCE							
GERMANY							
GREAT BRITAIN							
GREECE							
HUNGARY							
IRELAND							
ITALY							
LUXEMBOURG							
MONACO							
NETHERLANDS							
NORWAY							
POLAND							
PORTUGAL							
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN							
SWEDEN							
SWITZERLAND							
TURKEY							
TOTAL			0	0	0	0	0

Other persons present:

3. MINUTES OF 2013 SECTION MEETING

November 2013 – Zagreb, Croatia

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2013.

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 2015/16

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
2016	2017	EC	1/10 Touring	France	Bonneville

Final Race calendar 2014

Year/Date	Alt. Date	Status		Country	Venue
2015		EC	1/12		
2015		EC	1/10 Touring	Portugal	Torres Novas

Future Race calendar Championships

Year/Date	Alt. Date	Status		Country	Venue

Tyres for the 1/10th Touring Car EC 2015:

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

7. ALLOCATIONS

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

8. RULE PROPOSALS

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

APPENDIX 3 B ELECTRIC CARS REQUIREMENTS FOR ELECTRIC ON ROAD CLASSES

THE RULE SHOULD BE AMENDED TO READ:

5.2.

Existing Rule:

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

Proposal:

(1/12 scale only) A list of legal additives will be maintained by the section chairman and published at least 1 month prior to each event. Only tyre additives on the published list may be used. New additives may be added during a season, subject to approval by the section chairman.

The use of tyre treatments is the user's responsibility. Flammable and toxic substances are not recommended and it is recommended that tyre additives do not emit a strong odour; EFRA draw organiser's attention to the possible hazard created by large numbers of competitors using tyre treatments in a confined space. EFRA recommend that the competitor adheres to the methods of usage as stated by the supplier of the treatment.

Remarks:

Suggested initial additive list;
Spider Grip Green X-Strong (SGSX-125)

Spider Grip Blue Strong (SGBS-125)
SXT3.0 Traction Compound (SXT3)

The wording of the proposed rule is adapted from what is used for BRCA events. We are proposing to scrap the current list of approved additives and replace it with a new one which contains what, in the BRCA's opinion, are more suitable products. MSDS datasheets have also been supplied for the compounds specified above.

The reasoning behind the proposal is that the BRCA made this change for their national events 12 months ago and it has been met with universal approval by our drivers and race organisers. Competitors have found tyre conditioning and life to be prolonged as tyres dry out properly after use and gluing is not as adversely affected as with the previously used additives. Track grip levels come up quickly and remain at a consistent level throughout the event. In addition, the racing surface (carpet) does not get saturated with oil and 'slime' as it does currently during larger events (2012 IFMAR WC and 2014 EFRA EC are good examples) and will dry out more quickly after the event has concluded.

The BRCA has a full season of racing to validate our findings, during which we held 6 weekend long national events with over 100 drivers at each racing 1/12 classes.

The BRCA 1/12th circuit Eligibility Officer will volunteer to control this list on EFRA's behalf if requested and will liaise with the producers as required.

Proposed by British Radio Car Association BRCA, Hill Mick

Seconded by: Not Seconded

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

Rejected with for, against and abstentions. Amended

9. ELECTION OF SECTION CHAIRMAN.

Martin Heiner is willing to restand

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.

APPENDIX 3 A ELECTRIC CARS GENERAL

Suggestion: EFRA should do an International open tender to supply tyres for EC 1/10 Electric TC and then the pilots of the previous EC will vote which one they prefer.
EFRA should contact tyre suppliers to do this.
Like this, pilots can have more chances to run better tyres.
It's a procedure used in BRCA

Proposed by FEPRA Federação Portuguesa de Rádio Modelismo Automovel

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