



Minutes ELECTRIC SECTIONS – GENERAL.

1. CHAIRMAN'S WELCOME

Mr. Heiner Martin & Mr. Paul Worsley

The Electric Off-Road Chairman opened the meeting at --1340H

2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from: Heiner Martin, Luxembourg, Denmark, Ireland, Slovenia, Slovakia, Poland, Greece.

The Off-Road Section Chairman read an email from Mr. Heiner Martin, detailing the reasons for Heiner not attending the EFRA agm, due to health reasons.

Member Countries presents. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA	Markus Vrana	All
BELGIUM	Kirst Bultynck	All
BULGARIA		No Elec
CROATIA		All
CZECH REP.		All
DENMARK		All
ESTONIA		Track
FINLAND	Jussi Luopajarvi	All
FRANCE	Jean-Patrick Caillaud	All
GERMANY	Robert Gillig	All
GREAT BRITAIN	Chris Hardisty	All
GREECE		All
HUNGARY		No Elec
IRELAND		Off-Road
ITALY		All
LUXEMBOURG		Track
MONACO		Track
NETHERLANDS	Frans Heinsbroek	All
NORWAY	Thomas Holmesland	All
POLAND		All
PORTUGAL	Joao Martinho	All
RUSSIA		Off-Road
SLOVAK REP.		All
SLOVENIA		No Elec
SPAIN	Javier Llobregat	All
SWEDEN	Kai Koivuranta	All
SWITZERLAND	Andres Frataroli	All
TURKEY		Track
TOTAL		

Other persons present: Stefan Kohler/LRP Nick Damon / Media provider

Total possible votes for App.3A = 25. Total votes for App.3A (All Electric.) present at meeting = 12

3. MINUTES OF 2013 SECTION MEETING

November 2013 – Zagreb, Croatia

Matters arising from the minutes: None

The minutes were checked and accepted as written at the AGM 2013: Proposed - Great Britain – Secunder –Sweden.

The following person was elected to check the minutes of this year: France, Jean-Patrick Caillaud.

4. CORRESPONDENCE RECEIVED

Will be covered in the individual Elec. Sections below.

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 : Withdrawn as covered in General rules

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.**

Proposed by FRA

Seconded by: ..Austria

The proposal: Passed with .11... for, .0... against and ..1.. abstentions.

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.

Proposed by EFRA

Secoded by: Germany

The proposal: Passed Unanimously



THE RULE SHOULD BE AMENDED TO READ:

2.1.

Existing Rule:

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.

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).

Proposed by EFRA

Seconded by: Finland Amendment seconded by Netherlands
Amended by Great Britain, : Rotors not included

The proposal: Passed with .10.. for, .0... against and ..1. abstentions.

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.)

Proposed by EFRA

Seconded by:GB

The proposal: Passed Unanimously. .

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

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: .Portugal

The proposal: Passed Unanimously.

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.

Proposed by AECAR Asociacion Española de coches a radiocontrol,

**Seconded by: .Germany unanimously accepted to:
be amended by the board to tidy up the wording ref to other
places in handbook.**

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

Proposed by British Radio Car Association BRCA, Hill Mick

**Seconded by: Finland . Amended to be "valid as from January 1st
2015" By Great Britain: accepted with one abstention**

The proposal: Passed with 9 for, 0 against and.3 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. 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: Belgium

Amended by Great Britain to replace "should" by "must" in the first sentence

2nd Amendment to "The pit area must be available for 1 and a half hour after the last race"

The amended proposal: Passed Unanimously. .

THE RULE SHOULD BE AMENDED TO READ:

8.1.2.

Proposal: 1/10th Touring EUROPEAN CHAMPIONSHIP:

THURSDAY: 09:00 Registration Open and a minimum 2 timed practice, 2 rounds of controlled Practice and 1 Qualifying Round

FRIDAY 09:00 1 timed practice (minimum) and 4 Qualifying Rounds

SATURDAY 09:00 1 Practice Final (minimum) and 3 finals for all

There will be a minimum of 10 min between start of round.

Proposed by AECAR Asociacion Española de coches a radiocontrol,

Seconded by: Norway Amended: shorten race to a 3 day event

Accepted by 10 for and 1 abstention

Amended to start on Thursday and complete on Saturday

Accepted by 1 and 1 against

Amended: Format: Thursday, Friday and Saturday as above

The proposal: 10 for,0against and ..1.. abstentions.

THE RULE SHOULD BE AMENDED TO READ:

8.1.2.

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.

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

Withdrawn

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

Proposed by AECAR Asociacion Española de coches a radiocontrol,

Seconded by: Great Britain Amended by Great Britain

If a sub final has less than 4 drivers they will mixed equally as possible in the next sub final respecting their qualifying positions for their start order

Seconded by: Netherlands

The proposal: Passed Unanimously. Passed with .8... for, ..2.. against and ..2.. abstentions.

6. ITEMS FOR GENERAL DISCUSSION.

Moved to end of meeting (and end of minutes).

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

Minutes ELECTRIC - OFF-ROAD.

1. CHAIRMAN'S WELCOME

Mr Paul Worsley

The Electric Off-road Chairman opened the meeting at 15:00.

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Denmark, Ireland, Slovakia, Poland, Greece

COUNTRY	PRESENT	SECTION SUBSCR	REQUESTED:				Max33%
			EC	EC	WC	WC	
			Buggy 2wd	Buggy 4wd	Buggy 2wd	Buggy 4wd	%
AUSTRIA	Markus Vrana	All	7	8	7	7	
BELGIUM	Krist Bultynck (Mail Willy H. 29. Oct.)	All	9	9	No	No	
BULGARIA		No Elec					
CROATIA		All					
CZECH REP.		All					
DENMARK	Mail Michael Lissau 29 Oct. & 31 Oct.	All	2	2	1	1	
ESTONIA		Track					

FINLAND	Jussi Loupajarvi	All	2	2	7	7	D
FRANCE	Jean-Patrick Caillaud	All	8	8	5	5	
GERMANY	Robert Gillig	All	10	10	5	5	
GREAT BRITAIN	Chris Hardisty	All	15	15	5	5	
GREECE	Mail Nikkos Zannos 31 Oct.	All	2	2			
HUNGARY		No Elec					
IRELAND	Mail Colin Whelan 30 Oct.	Off-Road	10	7	3	3	
ITALY		All					
LUXEMBOURG		Track					
MONACO		Track					
NETHERLANDS	Frans Heinsbroek	All	2	2			
NORWAY	Thomas Holmesland	All	5	5	5	5	
POLAND	Mail Andrzej Trella 30 Oct.	All	2	2	2	2	
PORTUGAL	Joao Martinho	All	1	1	1	1	
RUSSIA		Off-Road					
SLOVAK REP.	Mail Mario H. 28 Oct.	All	1	1	1	1	
SLOVENIA		No Elec					
SPAIN	Javier Llobregat	All	5	5	5	5	
SWEDEN	Kai Koivuranta	All	8	8	6	6	
SWITZERLAND	Andres Frataroli	All	6	6	1	1	
TURKEY		Track					
TOTALS			95	93	40/53	40/53	
			2WD	4WD	2WD	4WD	

Other persons present: Nick Damon / Media Stefan Kohler / LRP

Total possible votes for 3C (Off-Road) = 21. Total votes for App.3C (Off-Road) present at meeting = 12

3. MINUTES OF 2013 SECTION MEETING

November 2013 – Zagreb, Croatia: Matters arising from the minutes: None

The minutes were accepted as written at the AGM 2013. : Proposed - Germany, Seconded - Norway

The following person was elected to check the minutes of this year: Jean-Patrick Caillaud France

4. CORRESPONDENCE RECEIVED

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

Mail from a manufacturer, giving a very detailed appraisal of many items that he considers that are wrong at EFRA events. The mail was aimed at EFRA events in general, but 1/10 Off-Road was specified in some comments. The detail of the mail covered (in shortened version) :-

- a) Time schedules are not flexible to adapt to changing circumstances.
- b) There should be no radio compound with everyone using 2.4G.
- c) Stop & Go penalty for wrong jumps in Off-Road.
- d) Complaint that the tyre availability and control at the Sweden EC was not working and drivers were cheating with additive.
- e) There are too many rules that are continually changing and manufacturers should be given more time to adapt to changes.
- f) EC events are not in the correct countries. EFRA should have final decision regarding venues, not members.
- g) Comments about tyre choice for the 1/10 IC Track event.

Comment: Paul W.: To my knowledge, the sender has not attended a 1/10 Off-Road EC, although a colleague did compete in Sweden this year. Given that his colleague was Team Manager for their country, but only attended 2 of the 6 Team managers Meetings, he had little knowledge of what discussions and decisions took place at these meetings.

For sure we have often made changes to time schedules to combat weather situations and the Tyre Control that was considered necessary for the event this year was a "first time" for this Section, so obviously there is a learning curve, for all involved.

5. CHAIRMAN'S REPORT

2014 was a slightly easier year for the Chairman, as there was no IFMAR WC for the 1/10 Off-Road Section in 2014.

The EFRA calendar consisted of :- An International Race at Kampenhout (Belgium), an International Race at Trelleborg, Sweden (which served as a Warm-Up Race for the later EC) and finally the EC at Trelleborg.

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, the event has been an EFRA International Race for the past two years.

The event date was early July and the three day format accommodated 2WD and 4WD 1/10 Off-Road Classes. The Kampenhout event has always been popular and the 2014 event attracted entries from many different countries, with 82 drivers competing in 2WD and 65 in 4WD. The 2WD and 4WD Classes were won by Tom Cockerill from UK.

Int. Race – Trelleborg (Sweden):

Trelleborg is located on the coast in the far South of Sweden, close to the bridge linking Copenhagen to Sweden, so easy access for flights into Copenhagen. The Int. Race was organised early June, as a 'Warm-Up' event for the EC in mid. July.

Trelleborg had been used for a 1/10 Off-Road EC in the year 2000 on an outdoor 'dirt' track, but this year the Int. Race and the later EC was held in a large indoor arena, with clay imported into the arena to build the track. Obviously, a lot of work involved.

Drivers from several countries attended this event, but as usual the costs of travel restrict the entry for an event that is considered as a 'Warm-Up' event rather than a 'Full Championship' event. The entry numbers were -- 57 in both 2WD and 4WD. The winner in both Classes was Lee Martin from UK.

I was not able to attend this event, but kept in close contact with the organisers before and after the event and also spoke with drivers that had competed.

There was some concern that the track was too small, resulting in low lap times. It was also mentioned that a few drivers were thought to be using tyre additives. It should be recognised that the main purpose of this event was to test the facilities and the purpose-built track, so these types of issues could be resolved for the more important EC event later.

After the completion of the Int. race, the track was allowed to be used for a further few days for drivers to do additional testing.

This was considered unfair by some drivers and this scenario should be carefully considered for future events.

EC. – Trelleborg (Sweden):

We have to thank the organisers and the officials from SBF for the huge amount of work involved in building a clay track inside the large arena that was used. Some 400 tonnes of clay were imported into the building to build this track, together with a very large (and high) purpose built rostrum for the drivers.

The venue was large with separate meeting rooms, canteen, camping facilities etc. The main arena is an impressive size, with ample pitting space in the same hall as the track. (The pitting space could have easily accommodated another 30% drivers).

Based on what was found at the 'Warm-Up' event, the organisers made detailed changes to the track design to increase the lap-times. Due to the positioning of all the clay, relative to the access gates, it was not easy for them to increase the clay area by a significant amount. However, lap times were increased but maybe still quicker than what we usually expect. In 2WD fastest drivers achieved 17 laps (18 sec. laps), in 4WD the same drivers achieved 18 laps (17 sec. laps).

The grade of clay used by the organisers was excellent, as there were no repairs needed to the track surface during the whole week of racing.

Both events (2WD & 4WD) used the same track lay-out and direction as the construction of the jumps did not facilitate reverse direction. There is no time to rebuild after the first (2WD) event as racing is continuous each day.

The facilities at the venue are excellent, with all competitors together on one large arena. Being indoors was especially good on the day where we experienced continuous rain. The result being, that the event schedule was not affected in any way.

The person in charge of Race Timing did a professional job and there were almost zero timing queries. The organisers had 'drafted-in' an English announcer, so all commentary and announcements were in clear English.

The controversial topic was the late decision to introduce a tyre impound. This was deemed necessary after consultation between myself and the organisers, following the accusations that tyre additive had been used at the Warm-Up event. Basically we had no choice and whilst it resulted a lot of extra work for the organisers, it gave a reasonable degree of control. I am aware that some competitors thought the control was not 100%, but if it had not been implemented there would certainly have been a lot more unrest in the pits with no doubt many accusations of cheating being circulated.

It disappointed me that it was found necessary to introduce the tyre compound. This has not been required in the 20 years that I have attended EC events in the Off-Road Section. Organising/operating the 'compound'

was new for this event, so inevitably there is a 'learning curve'. If it is required in the future, we are now better prepared.

The number of drivers reduced by a large amount from the original allocations requested at the 2013 AGM. After the EFRA agm., the number of confirmed allocations was :- 2WD – 150, 4WD – 149. (with reserves for 2WD).

With cancellations and no-shows, the event numbers were reduced to:- 2WD – 129, 4WD – 123. These numbers were a little disappointing, given the original allocations requested. It also results in much more administration work for the organisers and EFRA.

The 2014 EC Champions are :- 2WD is Jörn Neumann (Germany).
4WD is Jorn Neumann (Germany).

The highlight for me :- 2WD -- 11 year old Joona Haatanen from Finland -- 8th.
4WD -- " " " Joona Haatanen " " -- 4th.
9 " " Daniel Kobbevik " Norway -- 8th.
13 " " Michal Orłowski " Poland -- 9th.

We also had an 8 year old Girl (Malin Karlsen) from Sweden that finished 46th in both Classes

Conclusion:

A well organised event with excellent facilities. As always, thanks to all that were involved, including : Referee's, guys in Tech. and many more.

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

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
2017		IFMAR WC	Sweden	Trelleborg

NOTE PW: The above application for a WC in 2017 can only be considered as a possibility. The 2017 WC is currently scheduled to be in the FAMAR Bloc. We have to await for any decisions from IFMAR. When the WC is next in the EFRA Bloc., further applications (in addition to the above) can be considered.

Final Race calendar 2015

Year/Date	Alt. Date	Status	Country	Venue
19-21 June 2015		IR	Great Britain	Retford
3-5 July 2015		IR	Belgium	Kamphenhout
3 – 8 Aug. 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: **Proline Holeshot 02** (8206 & 8207) M3 with Std. Insert are recommended.

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 21st. 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.

Proposed by EFRA

Seconded by: .Norway

The proposal. Passed with 11.... for, .0.. against and ..1.. abstentions.

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.

Withdrawn by Austria

THE RULE SHOULD BE AMENDED TO READ:

3.2.

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**

Proposed by AECAR Asociacion Española de coches a radiocontrol,

Withdrawn by Spain

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. The manufacturer and full description of the tyres chosen must be given, **compound and inserts will be controlled, and will only be available in a restricted area and should be sold to the driver by the organiser and if possible at a lower price.** 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.

Proposed by SBF, Svenska Bilsport Forbundet,

Seconded by: Norway amended as above by Great Britain

**The amended proposal: Passed with 10. For 1 against and 1. abstentions.
Amended by the chairman to be in force as from 2016**

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 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: Switzerland Amended by Great Britain: remove the words that can be

The amended proposal: Passed Unanimously.

8. ELECTION OF VICE-SECTION CHAIRMAN.

Frank Mostrey is willing to restand.

9. ANY OTHER BUSINESS

Fehring Austria willing to host 1/10 Offroad, to apply for 2016

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 1640

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 Vice-Chairman (Mr. Russ Giles) opened the meeting at 1655

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Heiner Martin, Luxembourg, Denmark, Slovakia, Poland, Greece

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/12	EC 1/12 Spec	EC Touring	EC TC Spec	
AUSTRIA	Markus Vrana (10 & 12)	All					
BELGIUM	Kirst Bultynck	All	1				
BULGARIA		No Elec					
CROATIA		All					
CZECH REP.		All					
DENMARK		All					
ESTONIA		Track					
FINLAND	Matti Korvenmaa	All	2		1		
FRANCE	Jean-Patrick Caillaud (10& 12)	All	4		10		
GERMANY	Robert Gillig	All	7		12		
GREAT BRITAIN	Chris Hardisty (10 & 12)	All	5				
GREECE		All					
HUNGARY		No Elec					
IRELAND		Off-Road					
ITALY		All			2		
LUXEMBOURG		Track					
MONACO		Track					
NETHERLANDS	Frans Heinsbroek (10 & 12)	All					
NORWAY	Thomas Holmesland	All	10		5		
POLAND	Mail Andrzej Trella 30 Oct.	All			1		
PORTUGAL	Joao Martinho (10 & 12)	All			5		
RUSSIA		Off-Road					
SLOVAK REP.	Mail Mario H. 29 Oct.	All			2		
SLOVENIA		No Elec					
SPAIN	Javier Llobregat	All			5		
SWEDEN	Kai Koivuranta	All	2		2		
SWITZERLAND	Andres Frataroli	All	2		2		
TURKEY		Track					
			33		47		

Other persons present: Stefan Kohler / LRP & Nick Damon / media provider

Total possible votes for 3B (Track) = 23. Total votes for App.3B (Track) present at meeting = 12

NOTE: EC's 1/12th. Spec. and 1/10th. Spec. are Open entry events, so no allocations are recorded.

3. MINUTES OF 2013 SECTION MEETING

November 2013 – Zagreb, Croatia

Matters arising from the minutes: None

The minutes were checked and accepted as written at the AGM 2013. Proposed Great Britain seconded: accepted

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

4. CORRESPONDENCE RECEIVED

Elec. Track Touring Car – see Chairman's report.

None except a lot of mails around track surface for 1/12 WC

5. CHAIRMAN'S REPORT

Report Section Chairman Electric Track AGM 2014

Dear Sirs,

I regret not being able to attend the meeting due to my health. Further on, I will make this report quite short.

I have not received any correspondence beside of the "normal" ones regarding the allocations EC and WC. I have to state, that a lot of countries are late with their entries. This should be improved for the future and everybody should note the deadlines given.

Regarding Touring Cars I only visited the EC in Alcobendas (there were no other EFRA-events, no GP). Two years ago, we have been in Alcobendas already, so the facilities were known. The track is quite large but not very easy to drive. My special thanks goes to the whole organising team, which did a great job, Spanish federation, the technical inspection (which was very well prepared) and the Referees Paul Srna and Javier Garcia. It was the first time ever we raced two classes (Modified and Stock). Looking at the number of participants we have to make some more advertisements especially for the Stock class. On the other hand we should be aware, that the late date change for the Euros was not very good, but we had to follow the regulations of the government.

A lot of drivers wants to fly back home on Sunday evening, so we should think about having the Euros one day earlier (starting on Wednesday and finishing on Saturday).

Russ Giles were at the Worlds in Florida being the EFRA Official and of course present at the 1/12 Euros. So he will report on these events. Thank you for your attention.

Heiner Martin

EFRA Electric Track Section Chairman. 29.10.14

Report Section Vice-Chairman 1/12th. Track AGM 2014

I attended two events this year for EFRA. Firstly the 1/12 EC in Italy : Very Italian meeting and quite good , Frans Heinsbroek was the referee with an excellent job supporting the local crew, the track was just a little bumpy. I would like to thank the organisers, Alberto Montecchi, Davide Silingardi and all the Team LaGang crew for all their efforts.

The second was the 1/12 and ISTC WC in Florida. The 1/12 meeting was poorly supported with only 44 drivers present, 15 of these being from EFRA. The organisers were not used to working to IFMAR rules and struggled with this a little. There was a tremendous amount of effort made by some key people to ensure the event ran smoothly. The meeting was won by Marc Rheinard

The ISTC meeting was better supported with 92 drivers present, 41 of these being from EFRA. The meeting ran well with tyre problems seen at the warmup almost completely gone. The meeting was won by Naoto Matsukura, but the outstanding driver of the event was Bruno Coelho finishing second, Bruno is from Portugal and is definitely a star of the future.

Russ Giles

Electric track Vice Chairman 1-11-14

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
2017		EC	1/10 Touring	France	Bonneville
2016		EC	1/10 Touring	Italy	Mordano (Tarmac, Indoors)

NOTE PW: The above two venues have expressed an interest in holding EC events in 2016 & 2017, but were not formal applications for the Section meeting. Therefore these venues were not awarded the events and will be included on the list for AGM 2015.

Final Race calendar 2015

Year/Date	Alt. Date	Status		Country	Venue
27/29 /08/2015		EC	1/10 Touring	Portugal	Torres Novas
27Feb -01/Mar		EC	1/12	Slovakia	Hudy arena

NOTE PW : After the Section meeting was completed, it was found that the date for the 1/10 Touring Car EC clashed with another Section, giving problems for the Media Team. It was confirmed on the Sunday that the Portugal date will be changed to 27/29 Aug.

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Country /Venue
2018		WC	1/12	Great Britain

NOTE PW: The above application for a WC in 2018 can only be considered as a possibility. The 2018 WC is currently scheduled to be in the FAMAR Bloc. We have to await for any decisions from IFMAR. When the WC is next in the EFRA Bloc., further applications (in addition to the above) can be considered.

Tyres for the 1/10th Touring Car EC 2015: Nosram G36 part nr (95041)

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 21st. December LATEST.

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. 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.

Proposed by British Radio Car Association BRCA, Hill Mick

Seconded by: Norway ,

Amended by Norway : take out one sentence describing products and odours.

. Passed with ..9.. for, .0... against and .3... abstentions.

9. ELECTION OF SECTION CHAIRMAN.

Martin Heiner is willing to restand: He has been re-elected

10. ANY OTHER BUSINESS

None

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 FEPRFA Federação Portuguesa de Rádio Modelismo Automovel

Suggestion by:

Switzerland: Write out an RFP (rqst for proposal)

Portugal: Look at this for the next years

LRP: What to do when different prices ? commercial interest club/supplier ?

EFRA : make a proposal for the future

In a lot of countries 1/8 track Electric is raced now. It looks like EFRA should take this into account and make some rules for that class (first step before we talk about European Championships. I would suggest, that every country which has rules on that class will send a copy to my until March 2015 and i will start making a proposal for EFRA rules. This proposal should be discussed in spring 2015.

Heiner Martin
EFRA Electric Track Section Chairman

Suggestions:

call for existing rules 1/8 track electric, same for 1/8 elec. off-road

Germany: Keep electric with electric.

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.

Suggestions

Still in development, with a lot of unreliable info floating on the internet

Beware for the future

Proposed Norway: (But received too late to be a Voting Item).

Battery Homologation – added requirement:

For all electric classes / the EFRA battery list there should be a demand that the battery poles are always placed in the same way. Let us agree on ONE standard here. For instance the plus pole always on the right side, seen from above (most common).

The reason for proposing this:

- easier to make "neat wiring" (just long enough)
- prevent hooking up plus/minus in the wrong way, which may again lead to:
 - damaged ESC and battery
 - fire

We suggest that EFRA for all new batteries add this requirement, so that over time they will all have identical polarity.

Suggestion:

Federations are working on this issue

Proposed Norway: (But received too late to be a Voting Item).

WHEEL MOUNTING (AND OFFSET) STANDARDS

Valid for all classes, to be discussed under general discussion.

After a discussion and possibly after input from the manufacturers we can try to make some specific rule changes to be effective from 1.1.2015?

It makes it more of a hassle and more expensive when different brand cars have different solutions for fixing the wheels to the outdrives. Some classes have standards already like electric touring, fuel track 200mm, 1:8 Off-road and 1:12 Track. It would still be good even for these classes to have this firmly in the rules.

For 1:8 Track there are "Mugen" and "Serpent" rims. We propose to standardize on "Mugen" rims for all brands of cars.

For 1:10 Off-road there are way too many solutions: Short pins, long pins, and hexes of different sizes. We propose to standardize on Xray's solution (hex front and rear on 4WD, rear hex and bearing front in 2WD).

(Not sure about Large Scale)

We also need to discuss off-set for the rims. Should we regulate this also? That would 100% guarantee that all rims fit all cars. AND perform equally. For instance for 1:12 this is a small problem today – as the offset differs you need to add/remove shims to get the right width.

Under investigation in conjunction with IFMAR

Request Chairman 1/12:

IFMAR to introduce stock World championship 1/12th scale.
And single class entry's.

To be investigated

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 1830H.