



**EFRA ANNUAL GENERAL MEETING
CLARION OSLO AIRPORT HOTEL
SØR GARDEMOEN, N-2060 GARDEMOEN
NORWAY
2nd to 3rd of November 2002**

MINUTES ELECTRIC TRACK

SATURDAY 2nd NOVEMBER 2002

The meeting opened at: 14:35Hrs

- 1. CHAIRMAN'S WELCOME** Mr Mike Haswell

- 2. APOLOGIES FOR ABSENCE**
Apologies have been received from: Russia

COUNTRY	PRESENT	SECTION SUBSCR	ALLOC 1	ALLOC 2	ALLOC 2	RE- ALLOC.
AUSTRIA	Michael Kramer		18			2
BELGIUM	Willy Heremans		8			
CROATIA						1
CZECH REP.			3			
DENMARK	Søren Boy Holst		12			
ESTONIA						
FINLAND	Tuomo Iso-Aho		14			
FRANCE	Jean-Patrick Caillaud		9			
GERMANY	Bernd Kemptner		13			
GREAT BRITAIN	Chris Hardisty		12			
GREECE						
HOLLAND	Wim Koningsveld		8			2
HUNGARY						
IRELAND						
ITALY	Orlandinotti Fiorenzo		13			2
LUXEMBOURG						
MONACO						
NORWAY	Georg Ellingsen		6			1
POLAND						
PORTUGAL						
ROMANIA			2			
RUSSIA			4			
SLOVAK REP.			4			
SLOVENIA			2			
SPAIN	Javier Llobregat		6			2
SWEDEN	Stefan Andersson		4			
SWITZERLAND	Peter Imboden		12			
TOTAL			150			

Other Present: F. Mostrey, Jan-Tore Pedersen

3 MINUTES OF 2001 ANNUAL GENERAL MEETING

3rd to 4th November 2001— Hotel Tryp Barajas, Madrid, Spain

a) Matters arising: None

The minutes were

Proposed by: DASU

Seconded by: BRCA

4 CORRESPONDENCE RECEIVED

5 CHAIRMAN'S REPORT

A successful year started off with the 1/12th EC at Clay Cross, Great Britain that saw a win for David Spashett from Finland's Sakke Ahoniemi. We then had the World Championships in South Africa where David Spashett finished second in 1/12th despite it being held on tarmac. In Touring Cars David qualified fourth and Holland's Jillies Groskamp finished sixth. It was pleasing to note that EFRA sent more drivers than Roar and Femca combined. The Austrian's, who are hosting the 2003 EC, held a GP which went smoothly. The EC was held at Lostallo in Switzerland and this saw some inclement weather but some good racing. The win went to Juha Levanen from Finland with Jillies in second.

6 PRESENTATIONS FOR APPLICATIONS FOR GP'S 2003 AND EC 2004

2003

Date	Alt. Date	Status	Country	Venue
April 11-13		Int. race 1/10 EL T	Austria	Kirchberg
May 11		GP 1/10 EL T	Italy	Collegno
Aug 14 -17		EC 1/10 EL T	Austria	Kirchberg
Nov. 22.-23		GP 1/10 EL T	Czech Republic	Praha (Indoors)
June 21-22		GP 1/10 EL T	Norway	Lørenskog/Oslo
May 2- 4		GP 1/10 EL T	Germany	Ingolstadt (Indoors)

2004

Date	Alt. Date	Status	Country	Venue
2004	2005	EC 1/10 EL T	Italy	Collegno
July 05-08		EC 1/10 EL T	Sweden	Staffanstorp
July	August	EC Pro 10	Austria	WR Neustadt

Voting for 2004 EC 1/10 EL T: Italy 1, Sweden 10

2004 Touring Car EC to Sweden and Open Pro-10 EC to Austria.

2006

Date	Alt. Date	Status	Country	Venue
2006		WC 1/10 EL T	Austria	Vienna, Salzburg or Berndorf-styria
2006		WC 1:12 E	Austria	Vienna, Salzburg or Berndorf-styria

Austria registered their interest to host 2006 WC.

7 RACE CALENDAR

2003

Date	Alt. Date	Status	Country	Venue
March 7-9		EC 1/12 EL T	France	Montbrison
April 11-13		Int.race 1/10 EL T	Austria	Kirchberg
May 2- 4		GP 1/10 EL T	Germany	Ingolstadt (Indoors)
May 17-18		Int.race 1/10 EL T	Sweden	Staffanstorp
May 10-11		GP 1/10 EL T	Italy	Collegno
June 21-22		GP 1/10 EL T	Norway	Lørenskog/Oslo
Aug 14 -17		EC 1/10 EL T	Austria	Kirchberg
Nov. 22.-23		GP 1/10 EL T	Czech Republic	Praha (Indoors)

8 ALLOCATIONS

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

It was agreed to do the allocations after the proposals had been dealt with as there was a proposal to increase the numbers.

9 RULE PROPOSALS

Combine Appendix 3 and Appendix 6, New name ELECTRIC TRACK

Proposed by EFRA Executive

Seconded by: SBF, Sweden

For: 7 Against: 0 Abstentions: 6

Passed

APPENDIX 3 1:12 SCALE ELECTRIC CARS

AMEND THE RULE TO READ:

2. RACING FORMAT EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

2.1. RACES

All heats and finals will be *5 minutes* plus the last lap and time to complete this last lap with a maximum time of 30 seconds for the last lap.

Remark: 1:12 Track is since some years a class which is more or less distinct. We solved this after it was completely dead for two years by changing to:

-5 minutes heats

-6 cells allowed

Which has made the class active again. More speed and run-time is absolutely no problem anymore. The best driver wins and not the one with the best sponsorship deal and the best batteries.

We have during two seasons in Norway (NrcBF) raced with success used these new rules. And this makes it a very fun, very fast, and rather inexpensive class to compete in. In fact it is now much less expensive than the electric touring car class.

If nothing is being done now to save the first R/C class ever, we fear it will totally disappear. Which is a big shame since it is the fastest and most thrilling class to drive among all the electric car classes.

Proposed by NrcBF, Norway

Seconded by: DASU, Denmark

For: 1 Against: 9 Abstentions: 3

Failed

AMEND THE CURRENT RULE TO READ:

7. TECHNICAL SPECIFICATIONS (general)

7.2. The body must be a 1/12th replica of a actual racing car in all areas. The essence of the sport is competition between realistic models of racing automobiles. GTP/GROUP C/World Sports Cars (WSC)/ GT racing classes 1 A, 2 (GT1 k GT2) bodies only will be allowed.

They of EFRA approved bodies shall be in the market at least 6 month before the event. The manufacturer must guaranty that there are enough bodies on the market for all drivers. Otherwise the approval will be withdrawn.

REMARK: *There have been bodies at some events not available for anyone. This is not fair. Bodies used at an EC must be available in good time for all participants.*

Proposed by SBF, Sweden

Seconded by: BRCA

Amendment Proposed by BRCA:

A list of allowed bodies must be sent with the drivers package and to the organisers and be available on the EFRA website.

Seconded: DASU, Denmark

For: 12 Against: 0 Abstention: 1

Amendment passed

AMEND THE CURRENT RULE TO READ:

7. TECHNICAL SPECIFICATIONS (general)

7.23. The minimum weight limit, ready to run is 840 g, not including the timing transponder. The weight of the car must not be below the weight limit at any time during the race. Race distortion or damage must be disregarded. The automatic timing equipment carried on the car will be in addition to the minimum weight.

If the driver uses a personal transponder the minimum weight shall be 862 g including the transponder.

Remark: *The weight of a transponder is 22 g. If you use a personal transponder you shall not be forced to put it out when you weigh the car and the weight of a personal transponder is 10 g you must add something to get up to 862 g*

Proposed by SBF, Sweden

Seconded by: OFMAV, Austria

For: 6 Against: 2 Abstentions: 5

Passed

AMEND THE CURRENT RULE TO READ:

8. BATTERIES

8.1 Only Sub-C size Nicads or NiMh are approved. The size of the individual cells rated at 1.2volts nominal is 23mm diameter, 43mm length plus or minus manufacturers tolerance. ***Any new cells have to be submitted to the EFRA Section Chairman by the 31st December each year. Subject to the Chairman being satisfied that the new battery will be available, they will be included on the EFRA list for the following year, and can be legally used from the 1st April of that following year. E.g. The Panasonic Ultra Metal has been submitted prior to 31st December 2002, deemed acceptable, and will be legal for use from 1st April 2003. [It follows that any new battery becoming available during a calendar year can only be used from the 1st April in the subsequent year. I.e. No new batteries will be allowed during the calendar year or racing season. E.g. In the extreme case, a new battery submitted to the Chairman in January 2003 will not become legal until 1st April 2004.] Details of newly approved cells will be published on the EFRA website. Only batteries appearing on the official EFRA website list as at the 1st January annually will be legal for use in EFRA sanctioned meetings for that calendar year.***

Remark: *Discussions at the IFMAR open meetings concluded that the BRCA's way of controlling cells was a good idea. After what happened at this years Touring Car EC with the 3300's only seems to make this even more pertinent.*

Proposed by EFRA Executive
Seconded by: BRCA
For: 10 Against: 1 Abstentions: 2
Passed

AMEND THE CURRENT RULE TO READ:

8. BATTERIES

8.2. Cars will be driven by a maximum of **6 cells and 7.2 volts** nominal

Remark: This implies also alteration of Rule 7.23 - the weight limit must then be 890 grams (back to the old rule).

6 cells make the cars faster, which makes it a good alternative to the slower touring cars. With 4 cells they are too slow in order to make it exciting to drive. At least with a 12 turn motor.

We have during two seasons in Norway (NrcBF) raced with 6 cells and 5 minutes heats. And this makes it a very fun, very fast, and a rather inexpensive class to compete in. In fact it is now much less expensive than the electric touring car class.

If nothing is being done now to save the first R/C class ever, we fear it will totally disappear. Which is a big shame since it is the fastest and most thrilling class to drive among all the electric car classes.

Proposed by NrcBF, Norway
Seconded by: DASU, Denmark
Amendment proposed by BRCA: -

Cars racing modified motors will be driven by a maximum of 4 cells and 4.8 volts nominal

Cars racing spec motors will be driven by a maximum of 6 cells and 7.2 volts nominal

Seconded by: DASU, Denmark
For: 8 Against: 2 Abstentions: 2
Passed

AMEND THE CURRENT RULE TO READ:

9.3 General Definition of a Modified Motor:

Specifications '05' sized displacements:

Can:

Can diameter to be a maximum of 36.02 mm. Can length to be a maximum of 53 mm measured from the mounting face of the motor to the furthest point not including solder, tabs or lead wires.

Ceramic magnets only (Cobalt and rare earth magnets are not allowed). Current is supplied to the armature by 2 brushes.

Armature:

Shaft diameter is 3.175 mm (.125 inches). Production tolerances are allowed. The rotor has to have three poles with windings. Stack minimum length 21.0 mm, maximum 22.8 mm (without Epoxy). No split rotor is allowed. The laminations have to be one after the other without anything between. The thickness of the stack plates is 0.35 ±0.05 mm, a maximum of 63 laminations have to be used. The minimum stack thickness is 3.5mm. Only Copper wire is to be used for the winding. A minimum of 12 **continuous** windings per wire and pole is allowed (to be checked by an inductance test). The number of winding for each is defined in the table.

The armature has to be permanently marked showing the number of windings and name of the manufacturer, from the 1st Jan. 2002 all motors without this marking will be illegal.

Remark: Review the number of turns rule. We propose that it is scrapped. Re-word rule to read 1 continuous windings per wire and pole.

Proposed by BRCA, Great Britain
Seconded by: NrcBF, Norway
For: 6 Against: 1 Abstentions: 6
Note: This means there is effectively no limit.



APPENDIX 6 1:10TH SCALE ELECTRIC TRACK CARS

2.4. QUALIFYING

- a) Each driver's best time will determine his final race.
- b) There will be a minimum of 4 rounds of heats (at EC's 6 rounds).
- c) The qualifying heats will be of maximum 10 cars and minimum 6 cars.
- d) Cars will start in one line across the track in qualifying heats.
- e) Heats to use staggered start system. Round one starting order is from 1 to 10. Subsequent rounds will start in 'Fastest Time of the Day' order.
- f) The qualifying results will be used to determine the initial starting positions in all finals as per plan shown below.
- g) During controlled practice the driver must be present in his heat with the transmitter switched on for checking radio interference.
- h) Rain procedure during qualifying: Same as described in EFRA Hand Book Appendix 1, 4.8
- i) In order to give racers an equal chance during qualification, the organiser must re-seed the drivers into more suitable heats after the timed practice.

AMEND THE CURRENT RULE TO READ:

2.4. QUALIFYING

- a) ***Round by Round point system is used (see Appendix 4; 2.4 a). 3 rounds should be added together to determine the drivers total points score and qualifying position.***

DELETE AND "RE-LETTER":

2.4. QUALIFYING

- h) ***Rain procedure during qualifying: Same as described in EFRA Hand Book Appendix 1, 4.8***

REMARK: *The round by round point system is more fair to the drivers, because it makes independent from weather influences or changing track conditions.*

Proposed by DMC, Germany

Seconded by: FBA, Belgium

For: 3 Against: 3 Abstentions: 7

Tied Chairman's casting vote

Failed

AMEND THE CURRENT RULE TO READ:

2.5. THE FINALS

- b) Cars will start in finals in F1 grid style. One car only on each row, with 1 meter, 2 meter where possible between **rows**. Top Qualifying driver may choose his starting position on the grid, right or left.

Remark: *To make the existing rule a bit clearer.*

Proposed by EFRA Executive

Seconded by: DASU, Denmark

Amendment proposed by DASU: -

Cars will start in finals in F1 grid style. One car only on each row, with a minimum of 1 meter between **rows**.

Top Qualifying driver may choose his starting position on the grid, right or left.

Seconded: OFMAV, Austria

For: 13 Unanimous

Passed

2.6. RACE FORMAT

- 2.6.1a. There will be a maximum of 130 entrants.

AMEND THE CURRENT RULE TO READ:

2.6. RACE FORMAT

- 2.6.1a. ***At least 130 entrants are to be accepted. If permitted by the drivers area (min. 1m table per driver) and the timetable a maximum of 150 entrants is possible.***



CHAIRMAN ELECTRIC TRACK

Remark: *In order to satisfy the increasing demand for starting places in European Championships in TC racing*

Proposed by OFMAV, Austria
Seconded by: NrcBF, Norway
For: 10 Against: 0 Abstentions 2

4. Race/Driver Procedure
See Appendix 4, section 6 and Appendix 4 section 4.7

AMEND THE CURRENT RULE TO READ:

4. Race/Driver Procedure
See **Appendix 3**, section 6 and Appendix 4 section 4.7

Remark: *The Appendix 4, section 6 doesn't exist.*

Proposed by FEPR, Portugal
Seconded by: BRCA
For: 11 Against: 0 Abstentions: 2
Passed

AMEND THE CURRENT RULE TO READ:

7. BATTERIES

7.1 Only Sub-C size Nicads or NiMh are approved. The size of the individual cells rated at 1.2volts nominal is 23mm diameter, 43mm length plus or minus manufacturer's tolerance. **Any new cells have to be submitted to the EFRA Section Chairman by the 31st December each year. Subject to the Chairman being satisfied that the new battery will be available, they will be included on the EFRA list for the following year, and can be legally used from the 1st April of that following year. E.g. The Panasonic Ultra Metal has been submitted prior to 31st December 2002, deemed acceptable, and will be legal for use from 1st April 2003. [It follows that any new battery becoming available during a calendar year can only be used from the 1st April in the subsequent year. I.e. No new batteries will be allowed during the calendar year or racing season. E.g. In the extreme case, a new battery submitted to the Chairman in January 2003 will not become legal until 1st April 2004.] Details of newly approved cells will be published on the EFRA website. Only batteries appearing on the official EFRA website list as at the 1st January annually will be legal for use in EFRA sanctioned meetings for that calendar year.**

Remark: *Discussions at the IFMAR open meetings concluded that the BRCA's way of controlling cells was a good idea. After what happened at this years Touring Car EC with the 3300's only seems to make this even more pertinent.*

Proposed by EFRA Executive
Seconded by: BRCA
For: 10 Against: 1 Abstentions: 2
Passed

AMEND THE CURRENT RULE TO READ:

8. MODIFIED MOTORS

8.1 General Definition of a Modified Motor:

Specifications '05' sized displacements:

Can:

Can diameter to be a maximum of 36.02 mm. Can length to be a maximum of 53 mm measured from the mounting face of the motor to the furthest point not including solder, tabs or lead wires. Ceramic magnets only (Cobalt and rare earth magnets are not allowed). Current is supplied to the armature by 2 brushes.

Armature:

Shaft diameter is 3.175 mm (.125 inches). Production tolerances are allowed. The rotor has to have three poles with windings. Stack minimum length 21.0 mm, maximum 22.8 mm (without Epoxy).

No split rotor is allowed. The laminations have to be one after the other without anything between. The thickness of the stack plates is 0.35 ± 0.05 mm, a maximum of 63 laminations have to be used. The minimum stack thickness is 3.5mm. Only Copper wire is to be used for the winding. A minimum of 12 continues windings per wire and pole is allowed (to be checked by an inductance test). The armature has to be permanently marked **by the manufacturer** showing the number of windings and name of the manufacturer, from the 1st Jan. 2002 all motors without this marking will be illegal. **The name on the armature must be the same as the name on the motor label.**

Remark: To clarify the existing rule

Proposed by EFRA Executive
Seconded by: OFMAV, Austria
For: 11 Against: 1 Abstentions: 1
Passed

AMEND THE CURRENT RULE TO READ:

10. RULES FOR 1:10 ELECTRIC SALOON CARS

10.1 BODIES
 Bodies as used in FIA Class 2 Touring Car Series **and ETCC** are allowed. **A list of allowed bodies to be published on the EFRA website.**

Remark: This is to allow the new Touring cars as raced in the European series (ie. Volvo S-60 and BMW E46).

Proposed by EFRA Executive
Seconded by: Norway
Amendment: DASU
 Touring car (Sedan) style bodies, 2 and 4 door versions allowed as raced in International 2 Lt Touring Series. No Gt or Sports car bodies allowed.
Seconded: SBF, Sweden
For: 8 Against: 1 Abstentions: 4
Passed

AMEND THE CURRENT RULE TO READ:

10. RULES FOR 1:10 ELECTRIC SALOON CARS

10.4.6 At EC's it is only allowed to use the tyres which 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 control slick tyre of a single width, size and construction will be used for dry weather racing. The tyre will be in a number of compounds, to cope with the different temperatures, and commercially available via model/hobby shops. **The tyres must be bought at the event, sold by the organiser. The technical inspection have to ensure, that only these tyres are used.** For wet/damp conditions a treaded tyre may be used but only when the Race Director gives his permission. Only one set (4) of tires per driver for every two rounds of qualifying is allowed (ie. 4 rounds = 2 sets, 5-6 rounds = 3 sets, 7-8 rounds = 4 sets) and for the A-finalists one extra set. Changing of tires between drivers is not allowed. Drivers must have their wheels and tyres marked by Technical Inspection and this marking can be done at any time. Wheels/tyres must be marked by the Technical Inspector before being presented to Technical Inspection for qualifying heats and finals. Unmarked wheels/tyres may not be used on the car during qualifying heats and finals but are allowed for practice. Technical Inspection shall be responsible for recording the number of tyres used by each driver. For a re-run of a heat, no extra sets are allowed.

REMARK: This amendment is to ensure, that everyone uses the same tyre in the allowed compounds.

Proposed by DMC, Germany
Seconded by: SRCCA, Switzerland
For: 2 Against: 6 Abstentions: 5
Failed

AMEND THE CURRENT RULE TO READ:

11. RULES DRIVERS AIDS

- d) Radio Control receivers carried in the car may only have two devices connected (normally the steering servo and speed controller), plus an optional separate battery supply for the powering of radio control equipment/devices **and any timing equipment**. The use of further channels to receive electrical signals from sensors carried in the car is prohibited.

Remark: To allow the use of personal transponders.

Proposed by EFRA Executive

Seconded by: Ofmav

For: 13 Unanimous

Passed

Note: The delegates felt that Radio equipment and lap counting should be the same in all sections and in the general rules.

10 ITEMS FOR GENERAL DISCUSSION

Proposed by BRCA, Great Britain

We have, after several years of consultation, formed a committee for the homologation of motors and cells. We have long thought that these fundamental items should be common throughout the electric community and all would benefit from having a common policy throughout Europe. We would propose that EFRA look at the possibility of creating a body charged with the responsibility of producing homologation lists.

11 ANY OTHER BUSINESS

Tyres for European Championships were discussed and dissatisfaction was expressed as to what has happened this year. A known tyre should be used.

For this years 2003 EC The organiser proposed Take-Off CS-27 slick tyre and Pit-Shimizu (PS-0400) treaded tyre for the wet.

For: 11 Against: 0 Abstentions: 2

Passed

Spec Motor- Re-buildable, 17X2, Fixed timing of 5 degrees, Bushes(No Bearings). Gauge to be defined by Chairman.

Orion Mach Mod II, Corally Street Serie

Proposed by: Dasu

Seconded by: BRCA

For: 7 Against: 0 Abstentions: 6

Passed

Meeting closed at: 19:05