



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL PISANA PALACE, ROME.**  
**ITALY**  
**6<sup>th</sup> – 7<sup>th</sup> November 2004**

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**MINUTES ELECTRIC TRACK**

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**SATURDAY 6<sup>th</sup> NOVEMBER 2004**

*The meeting opened at: 14:45*

1. **CHAIRMAN'S WELCOME** Mr Mike Haswell
2. **APOLOGIES FOR ABSENCE** – Estonia, Ireland, Luxembourg, Ireland and Holland who were present but had to attend other meetings

COUNTRY	PRESENT	SECTION SUBSCR	ALLOC 1	ALLOC 2	ALLOC 2	RE-ALLOC.
AUSTRIA	Michael Kramer		8			
BELGIUM	Willy Heremans		6			
CROATIA	Drazen Merkas		4			
CZECH REP.	Lucie Kaninova		3			
DENMARK	Soren Boy Holst		16			
ESTONIA			2			
FINLAND	Ilkka Mannio		12			
FRANCE	Jean-Patrick Caillaud		8			
GERMANY	Bernd Kemptner		12			
GREAT BRITAIN	Chris Hardisty		9			
GREECE						
HOLLAND			3			
HUNGARY						
IRELAND			3			
ITALY	Adriano Forato		3			
LUXEMBOURG			2			
MONACO						
NORWAY	Frode Skauen		12			
POLAND						
PORTUGAL						
ROMANIA						
RUSSIA			2			
SLOVAK REP.			2			
SLOVENIA			2			
SPAIN	Javier Llobregat		7			
SWEDEN	Robert Johansson		10			
SWITZERLAND	Peter Imboden		4			
<b>TOTAL</b>			<b>130</b>			

Also present: - Frank Mostrey, Jim Spencer, Paul Worsley, Jürgen Lautenbach (LRP) and Stefan Köhler (LRP).

### 3 MINUTES OF 2003 ANNUAL GENERAL MEETING

3<sup>rd</sup> to 4<sup>th</sup> November 2003— Hotel Argosy, Dubrovnik, Croatia.

a) Matters arising: None.

The minutes were

**Proposed by: Denmark**

**Seconded by: Norway**

### 4 CORRESPONDENCE RECEIVED

Various e-mails received during the year on a number of items but no actual paper correspondence.

### 5 CHAIRMAN'S REPORT

We started off in April at Kapfenberg in Austria for the 1/12<sup>th</sup> EC, where Britain's David Spashett took Tq, but in the finals it was Finland's Simo Ahoniemi who came through to take the title, ahead of his brother Sakke and David was third. We also had Frank Calandra Jnr from the USA racing for Austria.

In July we went to Staffanstorp in Sweden for the Touring Car EC where Hollands' Jillies Groskamp was on pole. All three legs of the A final suffered from the rain and it was Denmark's Jonas Kaerup who came through to take the win from Germany's Marc Rheinard and Finland's Teemu Leino.

The On-Road World Championships were held in Kissimmee, Florida, USA and finished last weekend. The 1/12<sup>th</sup> WC saw Masami Hirotsuka win again and we had 3 drivers in the A final, Jillies Groskamp was best placed in 4<sup>th</sup> with Austria's Thomas Pumpler in 9<sup>th</sup> and Marc Rheinard in tenth. In Touring Cars we had four drivers in the A Final, Marc Rheinard was top qualifier having Tq'd in five out of the six rounds and the other he broke down whilst leading. David Spashett was 10<sup>th</sup>, sixth was Britain's Andrew Moore, Juno Levanen from Finland was 5<sup>th</sup> and the new World Champion is Marc Rheinard.

The 1/12<sup>th</sup> event ran constantly behind schedule and the 3<sup>rd</sup> leg of the A final finished after the sun had set and the trophy presentation took place in the dark. There was also issues with the lap scoring program and its inability to get the round-by-round qualifying right – this had to be checked by hand. The Final results also had to be worked out by hand.

### 6 PRESENTATIONS FOR APPLICATIONS FOR GP'S 2005 AND EC 2006

#### 2005

Date	Alt. Date	Status	Country	Venue
April		EC 1/12 EL T	Holland	Swifterbant
		EC 1/10 EL T	Denmark	Glostrup
24-26 Nov	2-4 Dec	GP 1/10 EL T	Sweden	Eskil (Indoors)
		GP 1/10 EL T	Spain	

#### 2006

Date	Alt. Date	Status	Country	Venue
1-8 JULY 2006	18-23 JULY 2006	WC 1/10&12 EL T	Italy	Collegno
2006		WC 1/10&12 EL T	Switzerland	Lostallo
2006		EC 1/10 EL T	Spain	Telde (Canary Islands)
2006		EC 1/10 EL T	Spain	Vila real (Castellón)
2006		EC 1/10 EL T	Germany	Ingolstadt - Tuerkheim
2006		EC 1/10 EL T	France	Montbrison

A vote was taken and Italy received 9 votes and Switzerland 3 votes with 1 abstention. So Italy is awarded the 2006 World Championships.

A vote was taken on 2006 EC and Germany received the most votes (31) and will host the 2005 EC. Spain received 25 votes and France 22.

France would like to be considered for 2007 EC

2007

Date	Alt. Date	Status	Country	Venue
2007		EC 1/10 EL T	France	Montbrison

## 7 RACE CALENDAR

2005

Date	Alt. Date	Status	Country	Venue
8th – 10th April		EC 1/12 EL T	Holland	Swifterbant
28th - 31st July		EC 1/10 EL T	Denmark	Glostrup
24th - 26th Nov		GP 1/10 EL T	Sweden	Eskil (Indoors)

2006

Date	Alt. Date	Status	Country	Venue
1-8 JULY 2006	18-23 JULY 2006	WC 1/10&12 EL T	Italy	Collegno
TBA 2006		EC 1/10 EL T	Germany	Ingolstadt - Tuerkheim

## 8 ALLOCATIONS

As above in 2.

## 9 RULE PROPOSALS

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**DELETE THE CURRENT RULE:  
2.1.2 Races, 2.4 h) Qualifying**

**Remark:** You cannot have a rain rule when you use the Round by round system

**Proposed by SBF – Sweden  
Seconded by: NMF - Norway**

**For: 9 Against: 0 Abstentions: 4  
Passed.**

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**AMEND THE CURRENT RULE TO READ:**

**2.4. a) Qualifying**

Highest qualifying position will receive **155** points, second place **153** points, third place **152** points and so on. ***If a driver does not start a race or fails technical inspection then he will receive zero (0) points***

**Remark:** To resolve the problems that arose at this year's EC with the points system and this will also enable the programs to be more compatible at international level.

**Proposed by EFRA Executive  
Seconded by: DASU - Denmark**

**For: 7 Against: 0 Abstentions: 6  
Passed**

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**AMEND THE CURRENT RULE TO READ:**

**2.4 a) Qualifying**

**Each driver... .. will get one point less.** Drivers not started or been disqualified will get maximum points. **In the event... ..will be compared**

**REMARK:** It is only common sense.

Proposed by SBF – Sweden  
Withdrawn

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**DELETE THE CURRENT RULE**

**2.4 a) Qualifying**  
**The round by round point system.**

**Remark:** Round-by-round qualifying doesn't work and plays into the hands of those who are able to go to the track and get a lot of practice beforehand.

Proposed by BRCA - Great Britain  
Seconded by: OFMAV - Austria

For:2 Against:9 Abstentions: 2  
Failed

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**AMEND THE CURRENT RULE TO READ:**

**2.7. "A" FINALS**

The winner of the a final gets **10** points, the second gets **9** points and so on down to **1** point for the 10<sup>th</sup> driver.

**Cars that do not start or fail technical inspection will get zero (0) points.**

The 'A' finalist with the **highest** number of points will be the European Champion or winner of the grand prix.

**Remark:** At the present cars generally get points in qualifying order even if they did not start and this will also enable the programs to be more compatible at international level.

Proposed by EFRA Executive  
Seconded by: DASU - Denmark

For: 7 Against: 1 Abstentions: 5  
Passed

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**AMEND THE CURRENT RULE:**

**2.5c Races THE FINALS**

c) **Only** the A final will be run as 3 races.

**Remark:** To save time.

Proposed by SBF – Sweden  
Seconded by: SKK -Finland

For: 2 Against: 9 Abstentions: 2  
Failed

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**AMEND THE CURRENT RULE:**

**2.7 "A" FINALS**

The best 2 out of 3 to be count. **If someone has won the two first finals he is not allowed to start in the third final.**

**Remark:** To avoid team driving

Proposed by SBF – Sweden

Not Seconded

Failed

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**NEW RULE:**

**3.2.1** Track-marking equipment must be such a shape and size to prevent the entrapment of a car or the driver's view becoming obscured. 'Horizontally laid triangular column' shaped barriers and 'Bot dots' are not to be used.

**Remark:** This rule has successfully been used within the BRCA now for several years; its intention is to keep a 12<sup>th</sup> Circuit car on the track surface in the case of an accident/mistake by the driver. The 'triangular columns' and bot dots can cause a car to leave the track surface, and in extreme cases the track confines.

Proposed by BRCA – Great Britain

Not Seconded

Failed

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**NEW RULE:**

**6.2 g)**

The driver must be on the track 30 seconds before start. Drivers not on the track must start from pit lane. At 10 seconds all cars must be released by the mechanics at the start line.

**Remark:** To avoid mechanics coming running just before the start. .

Proposed by SBF – Sweden

Seconded by DASU – Denmark

**AMENDMENT**

The car must be on the track 30 seconds before start. Cars not on the track must start from the pit lane. At 15 seconds all the mechanics must have cleared the track.

Proposed by DASU – Denmark

Seconded by SBF – Sweden

Passed Unanimously

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**AMEND THE CURRENT RULE TO READ:**

**6.5**

Drivers must stand in the correct car position on the rostrum, as indicated by their race number, and may not leave the rostrum until the race is declared over by race control or by the race director.

**Remark:** A driver leaving the rostrum mid race is off putting to other drivers who are still qualifying/racing.

Proposed by BRCA – Great Britain

Seconded by SBF – Sweden

**AMENDMENT**

Drivers must stand in the correct position on the rostrum and may not leave the rostrum until the race is declared over by race control or by the race director.

Proposed by BRCA – Great Britain

Seconded by – Norway

Passed Unanimously

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**AMEND THE CURRENT RULE TO READ:**

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**7.21**

On carpet tracks a minimum ground clearance of 3 mm **excluding spur gear** for 1/12th and 5mm for 1/10th is mandatory at the start of each heat and final.

**Remark:** The purpose of the rule is to stop the cars from picking up and digging into the track, the spur gear has no effect on this.

**Proposed by EFRA Executive**  
**Seconded by OFMAV - Austria**

**For: 2 Against: 3 Abstentions: 8**  
**Failed**

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**NEW RULE:****7.24**

For indoor race meetings, the Track, Pit and Official (Race Control, Rostrum etc) are no smoking areas.

**Proposed by BRCA – Great Britain**  
**Seconded by DASU - Denmark**  
**Amendment**

Smoking is only allowed in designated areas.

**Proposed by BRCA – Great Britain**  
**Seconded by DASU - Denmark**

**Passed Unanimously**

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**NEW RULE:****7.25**

Any new bodies must have the part number moulded into the front windscreen.

**Remark:** This will make it easier for technical inspection and is already a requirement in the USA.

**Proposed by EFRA Executive**  
**Seconded by DASU - Denmark**  
**Amendment**

Any newly homologated bodies must have the part number moulded into the front windscreen.

**Proposed by BRCA – Great Britain**  
**Seconded by DASU - Denmark**

**For: 12 Against: 0 Abstention: 1**  
**Passed**

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**REVIEW THE CURRENT RULE:****9.3 Motors**

Review motor limit.

**Remark:** Is it time to change the motor limit or should we make a decision now for 2006?

**Proposed by EFRA Executive**  
**Seconded by BRCA - Great Britain**  
**Amendment**

Where brushless motors are allowed the motor limit for brushed is 1 turn. XX for 1/10<sup>th</sup> =1.

**Proposed by BRCA – Great Britain**  
**Seconded by AMSCI - Italy**

**For: 12 Against: 0 Abstentions: 1**

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Passed

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**AMEND THE CURRENT RULE TO READ:**

**9.4**

Adoption of the agreed IFMAR rules for brushless motors.

**Remark:** The rules agreed last year makes no sense, because nearly no actual motors wouldn't be legal. The rule is based on technical standards, that aren't up to date.

**Proposed by DMC – Germany**

**Seconded by OFMAV - Austria**

**Amendment**

General definition of a Brushless Motor:

a) Sensored or sensorless motors are allowed.

b) The motor has to be rebuildable. Ball bearings are allowed.

c) If the motor is sensored:

- It must use a six position JST ZH connector model number ZHR-6 or equivalent connector with 6 JST part number SZH-002T-P0.5 26-28 awg contacts or equivalent.

Wire sequence must be as follows:

Pin #1 - Black wire ground potential

Pin #2 - orange wire phase C

Pin #3 - white wire phase B

Pin #4 - green wire phase A

Pin #5 - blue wire temp control, 10 k Thermistor referenced to ground potential

Pin #6 - red wire + 5.0 volts d.c. +/- 10%.

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

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

A for phase A

B for phase B

C for phase C

d) `05` size specifications

Can:

Overall maximum diameter is 36.02mm measured at whatever point yields the maximum dimension, excluding solder tabs or lead wires. Overall minimum diameter is 34.0mm measured at whatever point yields the minimum dimension, excluding solder tabs or lead wires. Maximum length is 53.0mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer's logo or name. Minimum length is 50.0mm measured from the mounting face of the motor to the furthest most point of the end bell, not including solder tabs, lead wires or original manufacturer's logo or name. Motor mounting holes must be on 1.00- inch (25.4mm) centres.

Stack/Stator:

Stack minimum length 19.3 mm, maximum 21.0 mm. Stack inside diameter minimum 12.5mm, maximum 16.0 mm. If a stack is used then it must be continuous. The lamination have to be one after the other without anything in between. The thickness of the stack plates is 0.35 +- 0,05 mm. All laminations must be of the same material.

Winding:

Only three slot (phase) "Y" wound stators are permitted. No delta wound stators allowed. Only circular (round) pure copper wire permitted. No turn limit.

Rotor:

Shaft diameter must be 0.125" (3.175mm). Only one piece, two pole bonded Neodymium or Ferrite magnetic rotors are permitted. Magnet minimum length 23.0 mm, maximum 27.0 mm. Magnet minimum diameter 12.0mm, maximum 15.5mm.

d) All motors must have the original manufacturer's logo or name moulded into the end bell.

e) Motors will be allowed for use at GP's in 2005 and the EC for 2006 but not in 2005.

**Proposed by DMC – Germany**

**Seconded by OFMAV - Austria**

**Passed Unanimously**

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**AMEND THE CURRENT RULE TO READ:**

**10.3**

Spoilers – Max. Spoiler height 25 mm, max length 35 mm. These dimensions include the moulded in portions of the body, ***the use of a gurney flap to extend the wing length is acceptable***

**Remark:** Gurney flaps are in common use within the BRCA 12<sup>th</sup> Circuit section with no detrimental effect.

**Proposed by BRCA – Great Britain**

**Seconded by DASU – Denmark.**

**For: 3 Against: 0 Abstentions: 10**

**Passed**

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**AMEND THE CURRENT RULE:**

**12.1**

All Touring car bodyshells to be submitted to the EFRA Bodyshell Homologation officer for approval.

**Remark:** Should touring car bodyshells be homologated like it is in other sections?

**Proposed by EFRA Executive**

**Seconded by BRCA Great Britain**

**For: 3 Against: 0 Abstentions: 10**

**Passed**

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**AMEND THE CURRENT RULE TO READ:**

**12.1 Bodies**

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

**Remark:** To ensure that all the drivers have an equal chance of getting the bodyshells.

**Proposed by BRCA - Great Britain**

**Withdrawn**

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**AMEND THE CURRENT RULE TO READ:**

**12.1 Bodies**

Touring Car ***4-door Sedan bodies***. No 2-door, GT or Sports car bodies allowed. ***Replica of real touring car, and not fantasy designs.***

**REMARK:** We are a sport of our own, and it don't gain anything by not accepting bodies that would been approved by FIA if the (1:1 scale) manufacturer wanted to race it. 2-door are in "real racing" only accepted because of pressure from manufacturers and lack of competitors. However, the whole idea behind "Touring cars" are 4 door sedans, and not 2 door coupes. (See general rules 7.1.) Beside that, EFRA need to let our drivers race what's are accepted around the whole world, so they are familiar with the latest when our drivers meet drivers from other continents.

Another important factor is that we have to do whatever we can to make the rules as simple for everyone involved as possible, from the smallest local club up to "world events". We need to have an EFRA rule that is accepted by all countries and not only for some international events

**Proposed by SBF – Sweden**

**Seconded by BRCA – Great Britain**

**Amendment**

Only replicas of real touring cars that have a minimum length of 4200mm in the original car are allowed. No GT or Sports car bodies allowed.

**Proposed by DASU- Denmark**



**Seconded by AMSCI - Italy**

For: 12 Against: 0 Abstentions: 1

**Passed**

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**AMEND THE CURRENT RULE TO READ:**

**12.2 Bodies**

Touring 4-door sedans bodies shall be a 1/10 model of a full size touring car. Bodies are not to be cut above the bottom line of the rear bumper. No openings are allowed in the body except for mounting, aerial and transponder holes (i.e. no open windows).

**Remark:** Today's rules (12.1) say: Touring cars (Sedans) style bodies, 2 and 4 door versions etc. There is not such a thing as 2 door sedans. They are Coupes.

Furthermore, (12.2) says: Touring four door sedan bodies... (No mention about 2 door here) So this is wrong today but can be kept as right for next year...

Too much hazzle about what's accurate.

We have technical dimensions already that cover the important measurements. Normally we need to cut the sides of the body above the front spoiler and door line to avoid the body to touch the carpet in cornering. (Also 7.4)

**Proposed by SBF – Sweden**

**Seconded by: DASU- Denmark**

**Amendment**

Bodies are not to be cut above the bottom line of the rear bumper. No openings are allowed in the body except for mounting, aerial and transponder holes (i.e. no open windows).

**Proposed by DASU- Denmark**

**Seconded by SBF – Sweden**

For: 8 Against: 0 Abstentions: 5

**Passed**

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**AMEND THE CURRENT RULE TO READ:**

**12.4.6**

Only three sets of **4** tyres per driver are allowed for both qualifying and finals. **Tyres from qualifying may be used in the finals.**

**Remark:** This way the same number of tyres is used as in the 2004 rule, but now all tyres are useable.

**Proposed by NOMAC – Holland**

**Seconded by DASU - Denmark**

**Amendment**

Only three sets of 2 tyres... Tyres from qualifying may be used in the finals.

**Proposed by DASU – Denmark**

**Seconded by OFMAV - Austria**

For: 8 Against: 0 Abstentions: 5

**Passed**

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**AMEND THE CURRENT RULE TO READ:**

**12.4.6**

At EC it is... Race director gives his permission.

Only **four** sets of 2 tyres per driver for qualifying is allowed and **for A-final an additional two set of 2 tyres per driver is allowed ( all A-final drivers have to buy two additional set of 2 tyres).**

**No new tyres may be used from B-final and down in the final. Tyres from qualifying are allowed to be used in the final also for the A-finalists.** The treated ... sets are allowed

**Remark:** To make it cheaper for those who not go to the A-final.

Proposed by SBF – Sweden

Withdrawn

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**AMEND THE CURRENT RULE TO READ:**

**12.4.3**

12.4.3 Sponge tyres are allowed.

Maximum wheel rim diameter 50 mm.

Maximum tyre width 26 mm.

Minimum tyre width 26 mm.

Minimum tyre diameter 60 mm.

**12.4.3 Only moulded tyres are allowed (no sponge tyres).**

**Maximum.....**

**Remark:**

Proposed by A.M.S.C.I. – ITALY

**Not Seconded**

Failed

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**NEW RULE:**

**List of Approved Equipment**

All lists of approved equipment (i.e. Bodies, mufflers and batteries) must be available on Efra's webpage from the 1<sup>st</sup> of February every year. This is the final list for this year and no changes will be made before the next year. Equipment homologised during the year will not be put on the list until 1<sup>st</sup> of February next year.

**Remark:** This year the body list from EFRA was published in April. To be more correct this was e-mailed. The racing season in most European countries start in the middle of April, for some countries even in March.

Proposed by Norway – Norges Motorsportforbund

Withdrawn

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**DELETE THE CURRENT RULE:**

**6.4 Technical Inspection.**

**Remark:** Rules on technical inspection are being put into one area in handbook.

Proposed by EFRA Executive

Withdrawn

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**DELETE THE CURRENT RULE:**

**3.11 Marshalling.**

**Remark:** Rules on marshalling are being put into one area in handbook.

Proposed by EFRA Executive

Withdrawn

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## **10 ITEMS FOR GENERAL DISCUSSION**

The BRCA request clarification of rule 9.3, in particular the subsection regarding armature marking, can the armature be marked by the manufacturer at trackside?  
Yes, but rule to be reviewed for next year.

## **11 ANY OTHER BUSINESS**

Tyres for European Championships were discussed and for the 2005 EC the organiser proposed the Sorex 36 slick with Sorex grey B insert on Schumacher Rev-Lite 24mm std white dish wheel and Pit-Shimizu 24mm (PS-0400) treaded tyre.

It was noted that rule 1.6 needs to be deleted and this will be carried forward to 2005 AGM.

The existing body list to be carried forward by Homologation Officer.

Meeting closed at: 23:03