



EFRA ANNUAL GENERAL MEETING
HOTEL PISANA PALACE, ROME.
ITALY
6ST to 7th of November 2003

MINUTES ELECTRIC OFF ROAD 2004

SATURDAY 6ST OF NOVEMBER 2004, ROME:

1. **CHAIRMAN'S WELCOME:** Welcome again to this annual meeting, and once again I want to thank all of you for investing another weekend for this sport.
2. **APOLOGIES FOR ABSENCE** Apologies have been received from: None

COUNTRY	PRESENT	SECT SUBS	ALLOC EC 2wd	ALLOC EC 4wd	ALLOC WC 2wd	ALLOC WC 4wd	EC percentage
AUSTRIA	Kramer		8	11	7	8	7%
BELGIUM	Heremans		6	3	4	3	5%
BULGARIA		NO					0%
CROATIA	Merkas	NO					0%
CZECH REP.	Kaninova Email		3	3	2	2	3%
DENMARK	Soeren Boy		0	0	0	0	0%
ESTONIA		NO					0%
FINLAND	Manno		2	2	2	2	2%
FRANCE	Callaud		15	15	5	5	13%
GEORGIA		NO					0%
GERMANY	Kemptner		15	15	10	10	13%
GREAT BRITAIN	Wonsley		38	38	16	16	33%
GREECE							0%
HOLLAND							0%
HUNGARY							0%
IRELAND		Email	4	4	4	4	4%
ITALY	Forato		3	3	10	10	3%
LUXEMBOURG							0%
NORWAY	Frode Skaven		4	3	7	7	4%
POLAND		NO					0%
PORTUGAL			0	0	0	0	0%
ROMANIA							0%
RUSSIA		NO					0%
SLOVAK REP.		NO					0%
SLOVENIA		NO					0%
SPAIN	Llobregat Email		10	10	2	2	9%
SWEDEN	Johansson		0	0	0	0	0%
SWITZERLAND	Imboden		6	6	5	5	5%
TOTAL			114	113	74	74	100%

Others Present: J Lautenbach S Köhler (LRP Electronic)

3 MINUTES OF 2003 SECTION MEETING

2nd to 3rd of November 2003 — DUBROVNIK Croatia

a) Matters arising:

Some missing on the agenda and one item was not reproduced in the handbook: item 5.1g is repeated for this year.

Proposed by Great Britain

accepted unanimous

Seconded by:

- 4 **CORRESPONDENCE RECEIVED:** Apart from the usual questions and demands for interventions regarding different items, no correspondence relevant to this meeting was received.

5 **CHAIRMAN'S REPORT:**

Warm-up EC Collegno, no big attendance, requested Paul Worsley to have a facilities and operational check at this event, he reported some items which the organiser corrected willingly. Nevertheless on the EC we discovered some bugs in the lapcounting system due to the constant improvement principle of the programmer.

GP France: attendance 71, good figures for a first GP in view of the EC next year, one of the main involved was also team manager for France at the EC in Italy to observe and take notes in order to use next year for the EC

GP Belgium also good attendance (141 all round) this was the 15th in series and no problems at this event. Both GP's did run truck beside the EFRA event but there is still no accountable attendance in this class

EC Italy: good event well attended, with it's little problems as on every race here the organiser had to cope with thunderstorms and rain which made us delay and even cancel a round of qualifications in order to end the event in due time as for next year Collegno is aware that language barrier, PA, and crewing are topics to be attended for the WC05

There was fairly no traffic policing during the races, because of the advantage to the 40 English speaking versus the others. For this EC E buggy we "broke in" two new referees, both functioned up to expectations and are for my section a welcome reinforcement.

Just as a side note: non official activities around the EC's are not insured by the event. One of the main contenders broke a leg during a "just for fun" improvised football game.

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

Races 2005

Date	Alt. Date	Status	Country	Venue
27-29 May		GP	GERMANY	KONGIEN
11-12 Jun		Warm up	ITALY	COLLEGNO
01-03 Jul		GP	BELGIUM	KAMPENHOUT
18-23 Jul		EC	FRANCE	VERSAILLES
6 – 13 Aug		WC	ITALY	COLLEGNO

Tire proposals for the 2005 EC and WC:

EC France: Schumacher Mini-spike & Balistic Mini spike

WC Italy: **To be advised** (Proline – Losi???????)

2006

Date	Alt. Date	Status	Country	Venue
TBA		GP	FINLAND	VAASA
TBA		EC2007	FINLAND	VAASA

DATE	ALT DATE	STATUS	TRACK/	CLUB etc.)
07 May / June		GP	KRIEGLACH	Team-Speedfreaks-Austria
08 end of April		EC-WarmUp	KRIEGLHACH	Team-Speedfreaks-Austria

08 July / August		EC	KRIEGLACH	Team-Speedfreaks-Austria (TSA)
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No info available on the Krieglach requests

8 ALLOCATIONS

9 PROPOSALS RE GENERAL RULES

CLEANING UP THE HANDBOOK APPENDIX 4

Pge 112: 1.3 requested in writing to either the General Secretary or Section
.....

DELETE: ***either the General Secretary or***

Pge113: 2.4 c 10 drivers and a minimum of 6 and where possible

DELETE: ***a minimum of 6***

P113 THE FINALS *(objective: have all FINAL related items under one heading)*

b) On the grid either left or right

ADD: left or right, ***this then to be the configuration for all remaining finals***.

Pge113
2.6 RACE FORMAT

2.6.1. a) DELETE: the whole rule *(is covered in allocations rule 1.4 pge 112)*

2.6.1 b) MOVE : to heading "THE FINALS" as point d) The qualifying results
..... "A" final and so on down.
& DELETE: ***At European Championships al qualifying races will consist of a maximum of 10 cars***

Pge 114 2.6.2 DELETE: ***THE FINAL*** & MOVE: rest of rule: if the "A" final cannot be ... etc to page 113 under THE FINALS as point e) if the "A" main final etc.....

Pge 114 2.7 "A" FINALS MOVE hole rule to page 113 under the heading THE FINALS as point f)
f) The best 2 out of 3 to count. The winner or the winner of the Grand Prix

Pge 115 4.RACE PROCEDURES
DELETE 4.1. a)
DELETE 4.1. b) *(was moved to general section)*

Pge 116 4.5 TECHNICAL INSPECTION
DELETE 4.5. a) *(was moved to general section)*

AMEND 4.5.b) & RENUMBER as ***a) All cars must be presented for scrutinising immediately after completing their heat, qualification or sub-final. For "A" finals the cars must be impounded ("parc fermee").***

DELETE 4.5. c) *(was moved to general section)*

Pge 118 5.1 m) DELETE all obsolete words not used in electrics : ignition, carburettor, or carburettor, or ignition

Proposed by Executive
Seconded by: Great Britain

Unanimous

2 RACING FORMAT

THE RULE SHOULD BE AMENDED TO READ

2.4 B) A maximum of five (5) qualifying rounds and a minimum of four (4) **will be scheduled, providing weather conditions permit.**

Remark: It follows that adverse weather conditions may not allow all qualifying rounds to be completed.

A further amendment is needed to 4.8 (d) to decide procedures if adverse weather conditions does not allow all qualifying rounds to take place.

Proposed by BRCA

Seconded by: France

Unanimous

4 RACE PROCEDURES

THE RULE SHOULD BE AMENDED TO READ

4.8 d) Rule 4.8. (d) states.
When continuation is judged to be senseless, the Race Director together with the Referees may decide to cancel the event. If this is the case the result of the meeting will be based on completed rounds only. Should no rounds have been completed then the meeting will be null and void.

Amend to :-

When continuation is judged to be senseless, the Race Director together with the Referees may decide to **halt** the event. If this is the case, **and all finals have not been completed**, the result of the meeting will be based on completed rounds only.

If Round by Round qualifying is being used:- two rounds count if five rounds are completed, two rounds count if four rounds are completed, two rounds count if three rounds are completed, one round counts if only two rounds are completed. If a minimum of two rounds cannot be completed, then the event will be null and void.

Remark: We currently have no ruling to state the procedures when Round by Round qualifying is being used, if adverse weather conditions do not permit all qualifying rounds to be completed.

We need to state how many rounds will be used to count.

In addition, regardless which method of qualifying is used, if two rounds cannot be completed then the event does not have any real significance.

Proposed by BRCA

Seconded by: France

Unanimous

5 TECHNICAL SPECIFICATIONS

THE RULE IS NEW

5.1 (n) ***It is allowed to change the chassis of the car, providing the replacement is of the same design and material as the original item that was registered prior to the start of racing. The new chassis has to be registered and presented to the authority***

Remark: Appendix 4 does not currently have any ruling on this subject. However, at EC 1/10th. Electric Off-Road events for the last four years, the decision has been taken at Team Managers meetings that the above interpretation would apply.

It would therefore be sensible to formally adopt the ruling, then all competitors would know prior to the event, the restrictions regarding the change of chassis.

Proposed by BRCA

Seconded by: France

passed: one no & one abstention

5.1 g Correct from last year as item not reflected in rulebook:

**ADD at end of item: : Thickness and design must be so to minimise any personal injury
And remove the dimensions in this rule**

5.4 Modified Class Motors

5.b renumber : there is no a in 5.'

b Define Brushless as per "Memorandum of Understanding Tampa 2003"

New RULE:

5.b General definition of a brushless motor:

- a) Sensorless as well as sensed motors are allowed.
- b) The motor has to be rebuildable . Ball bearings are allowed.
- c) If the motor is sensed:
 - It must use a six position JST ZH connector model number ZHR-6 or equivalent connector with 6JST part number SZH-002T- P0.5 26-28 AWG contacts or equivalent.
 - Wire sequence must be as follows :
 - Pin #1 – Black wire ground potential
 - Pin #2- Orange wire phase C
 - Pin #3- White wire phase B
 - Pin #4 – Green wire Phase A
 - Pin #5- Blue wire temp control, 10K thermistor referenced to ground potential
 - Pin #6- Red wire +5.0 Volts DC +/-10%
 - Compatible speed control must use the 6 position JST header part number X-6B-ZR-SMX-TF (Where the X denotes the stile of header), or equivalent.
 - The power connector has to be clearly marked A,B,C.
 - A for phase A
 - B for phase B
 - C for phase C
- d) Size specifications
 - Can:
 - Overall maximum diameter is 36,02mm measured at whatever point yields the maximum dimension, excluding solder tabs or lead wires. Overall minimum diameter is 34,0mm measured at whatever point yields the maximum dimension, excluding solder tabs or lead wires. Maximum length is 53,0mm measured from the mounting face of the motor to the furthest most point of the end bell, not including soldertabs, lead wires or original manufacturer's logo or name. Minimum length is 50,0mm measured at whatever point yields the maximum dimension, excluding solder tabs or lead wires.
 - Motor mounting holes must be on 1,00 inch (25.4mm) centres.
 - Stack/Rotor
 - Stack minimum length 19,3mm, maximum 21,0mm. Stack inside diameter minimum 12,5mm, maximum 16,0mm. If a stack is used the laminations have to be one after the other without anything in between. The thickness of the stack plates is 0,35+- 0,05mm. All laminations must be of the same material in a continuous stack.
 - Winding
 - Only three slot (phase) Y wound stators are permitted. Do Delta wound stators allowed. Only circular (round) pure copper is permitted. There is no turn limit.
 - Rotor
 - Shaft diameter must be 0,125" (3,175mm). Only one piece, two pole bounded Neodymium or Ferrit magnetic rotors are permitted. Magnet minimum length 23,0mm, maximum 27,0mm. Magnet minimum diameter 12,0mm , maximum 15,5mm
 - e) All motors must have the original manufacturer's logo or name moulded into the end bell.
 - e) Depending on the development regarding the use on the world scene of brushless motors they will be allowed either as from the first of August 2005 or the first of January 2006 for all EFRA races. The limitation on the number of windings for brushed motors will be waived at the same dates. This information will be circulated as soon as it becomes available.

Proposed by EFRA
Seconded: Belgium

unanimous

10 ELECTION OF SECTION CHAIRMAN

- | | |
|--------------------------|-------------------|
| a) Section Chairman | Mr. Frank Mostrey |
| b) Vice Section Chairman | Mr. Mike Haswell |

Proposed by BRCA

Seconded by: Spain

Unanimous

11 GENERAL DISCUSSION ITEMS

None where raised

12 ANY OTHER BUSINESS: None

Meeting closed at 23:55