



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL Sofitel, Brussel.**  
**Belgium**  
**3rd to 4th of November 2007**

**Minutes Electric Track**

**SATURDAY 3<sup>rd</sup> OF NOVEMBER 2007.**

**1. CHAIRMAN'S WELCOME**

Mr Heiner Martin - Mr. Russ Giles

The Electric Track Chairman opened the meeting at 17.35

**2. APOLOGIES FOR ABSENCE**

Apologies have been received from: Estonia, Bulgaria, Russia, Hungary

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/12	EC Touring	WC 1/12	WC Touring
AUSTRIA	X		5	6	1	1
BELGIUM	X		2	6		
CROATIA				3		
CYPRUS						
CZECH REP.	X			4		1
DENMARK	X			8		2
ESTONIA				2		
FINLAND	X		8	13	2	5
FRANCE	X		4	8		3
GEORGIA						
GERMANY	X		26	14	6	6
GREAT BRITAIN	X		35	18	10	8
GREECE	X			2		1
HOLLAND	X		2	3	1	1
HUNGARY				2		
IRELAND	X					
ITALY	X			4		1
LUXEMBOURG	X		2			
NORWAY	X		4			
POLAND	X		3	5		
PORTUGAL				6		
ROMANIA						
RUSSIA			1	3		2
SLOVAK REP.				3		2
SLOVENIA						
SPAIN	X		5	24		
SWEDEN	X		3	8	5	5
SWITZERLAND	X		3	8		1
<b>TOTAL</b>	<b>18</b>		<b>103</b>	<b>150</b>	<b>25</b>	<b>39</b>

Other persons present: Oscar Jansen (Team Orion), Stefan Köhler, Jürgen Lautenbach (LRP electronic)

### 3. MINUTES OF 2006 SECTION MEETING

4<sup>th</sup> -5th of November 2006— Brussels, Belgium

Matters arising from the minutes: No Matters arose

The minutes were checked and accepted as written at the AGM 2006.

The following person was elected to check the minutes of this year: Germany Onroad.

### 4. CORRESPONDENCE RECEIVED

No correspondence has been received besides of several emails regarding the body situation in 1/12. There are proposals regarding that item and the matter should be discussed later.

### 5. CHAIRMAN'S REPORT

This year we had only 3 races for 1/10 Touring Cars. The first in March, the GP in Sarpsborg/Noway, was cancelled due to missing drivers from other countries (no entries). In some other EFRA sections we can see the same situation. EFRA-GP seem not to be very attractive for the drivers except the GP is a warmup-race for an European Championship. This should be an item of discussion once more in the General Meeting.

Second race was the European Championship in Montbrison/France. I attended this race and can say, that the race was very well organised. The drivers area was big enough for all allocated drivers. As usual for EC's the drivers area was extended by a big tent. I heard some criticism by some drivers, that the "best" places in the drivers area have been reserved for the drivers of the main sponsor. Especially not sponsored drivers felt, that they have been put on a disadvantage. All other facilities have been excellent. The track was large but not easy to drive, the prices for the refreshments were reasonable and the organisation was done by enough people who have known their job. Again I want to thank the Auto Modele Club Montbrisonnais for the work!

The last race on the calendar was a GP in Aniche/France. I am sorry, I can not report anything on that race. I have not seen any invitation nor a result or any report (referee-report).

Seeing all the proposals we have to vote on, I will hold my report short and close with a sentence I have found on the template of these agenda received from our secretary: "This has been a wonderful year and I really looking forward to see what I get as Christmas gifts..."

Russ Giles reported on the 1/12 EC. The meeting was held at Eskilstuna Sweden in an old office building converted in to a good dedicated model car racing facility.

Tyrone Norman and his team from Svenska Bilsport ran a good, well run, enjoyable meeting. with few problems arising, those that did occur were dealt with quickly and efficiently.

It was clear that it was a well thought out event, all the facilities that the drivers and spectators needed were easily provided for.

The racing was good all through the field, especially notable was the performance of Andy Moore, the eventual winner, and that of Alexander Hagberg, a young driver from Sweden who drove quite brilliantly.

Overall I think that all the competitors enjoyed the event.

### 6. PRESENTATIONS FOR APPLICATIONS EC 2009 AND GP'S 2008

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, not other proposal will be accepted after distribution of the agenda.

Tyres for the 1/10<sup>th</sup> Touring Car EC 2008 in Spain: Dry. Schumacher Sorex 36R with Mousse C-Med + Stiff Revlite. Wet: Pit Shimizu D20 Dunlop D01 J Radial Tyre. The wet tyre must be a preglied tyre also. Details will be published by the Section Chairman shortly.

Year/Date	Alt. Date	Status	Country	Venue
2009 May		GP 1/10 Touring	Austria	Vienna
2009		EC 1/12	Spain	Madrid (already approved)
2009		EC 1/10 Touring	Austria	Vienna

2009		EC 1/10 Touring	Luxembourg	Luxembourg
2009		EC 1/10 Touring	Holland	Heemstede
2010		EC 1/10 Touring	France	Aniche
2010		<b>EC 1/12</b>	France	Montbrison
2 <sup>nd</sup> - 4 <sup>th</sup> April 2010		<b>EC 1/12</b>	Great Britain	Birmingham

**Voting for the 2009 EC 1/10 TouringCar:**

**Vienna 4 votes**

**Luxemburg 11 votes**

**Heemstede 3 votes**

**The EC 1/10 Touring Car will be held in Luxembourg.**

**Final Race calendar 2008**

Year/Date	Alt. Date	Status	Country	Venue
4th to 6 <sup>th</sup> April		EC 1/12	Germany	Ingolstadt
31st July to 3rd August		EC 1/10 Touring	Spain	Villareal
24 <sup>th</sup> to 25 <sup>th</sup> of May		GP 1/10 Touring Car	Spain	Villareal
29 <sup>th</sup> to 30 <sup>th</sup> of November		GP 1/10 Touring Car	Czech	Prague
12 <sup>th</sup> to 16 <sup>th</sup> of November		WC 1/12 - Touring Car	Thailand	Bangkok

## 7. ALLOCATIONS

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

EC 1/10 Touring Great Britain gets the first 2 reallocations.

For the worlds additional places are required. According to the IFMAR rules these will be requested by EFRA.

## 8. RULE PROPOSALS

### APPENDIX 3 A

#### THE RULE IS NEW

#### X.X *Introducing an Indoor EC TC EP 1-10 on carpet*

- Remark:**
- Most races TC are on carpet
  - In USA there is indoor and outdoor US championship, with the indoor being the most popular
  - In winter no EC now- Adds competition to 'black' races- No weather influences
  - More entries/drivers possible, up to 300
  - Adds a new inspiration to TC
  - Held in Mid January. Rotates through 4 countries over 4 years: Great Britain, Germany, Scandinavia, and once any other EU country except the first 3.
  - Same rules as outdoor, with exception of tires: hand-out foam only. Supplier of this is no problem, and changes every year

**Proposed by Team Orion**

**Seconded by: Sweden**

**Not Seconded**

**The proposal:  Passed with ...14.... for, ...2... against and ...2... abstentions.**

#### THE RULE SHOULD BE AMENDED TO READ

- 1.1.11** All finals will use a „F1“ type grid start *with a minimum of* 2 meter alternating intervals with two rows of cars. Cars must be placed **forward facing** to their markerline or startbox.

**Remark:** The distance between the grid's should be at least 2 meter and it would be better if the cars could be setted more freely (like "angled") in their markerline or startbox.

**Proposed by DMC - Germany**

**Seconded by: Austria**  **Not Seconded**

**The proposal:**  **Passed with ...17.... for, ...0... against and ...1... abstentions.**

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**THE RULE SHOULD BE AMENDED TO READ**

**3.2** 1/10 Touring scale cars will be driven by a maximum of 5 cells. **They will have a minimum weight of 1350 gram. The receiver batteries cannot be used to power the car.**

**Remark:** Missing of some words to make short sentences may lead to misunderstanding or difficulties for non-english speaking persons

**Proposed by FVRC - France**

**Seconded by: Italy**  **Not Seconded**

**The proposal:**

**Rejected with ...0... for, ...7... against and ...0... abstentions.**

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**THE RULE SHOULD BE AMENDED TO READ**

**3.4.** 1/12th Cars racing spec motors will be driven by a maximum of ~~6 cells and 7.2 volts~~ **4 cells and 4.8 volts** nominal:

**Remark:** 6 cell 1/12 cars are no longer raced in most countries

**Proposed by BRCA - Great Britain**

**Seconded by: Holland**  **Not Seconded**

**The proposal:**

**Passed Unanimously**  **Passed with ..... for, ..... against and ..... abstentions.**

**Rejected with ..... for, ..... against and ..... abstentions.**  **Amended**

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**THE RULE SHOULD BE AMENDED TO READ**

**8.1.1.** 1/12th EUROPEAN CHAMPIONSHIP:  
Friday: 1-2 Round(s) of un-timed practice (organizers discretion),  
2 Rounds of timed Practice  
Opening Ceremony (**a limited** heat re-seed, based on average lap times of timed practice 1 & 2, will be carried out while the opening ceremony is taking place)  
2 Rounds of timed practice in new heat format  
Saturday: 5 Rounds of Qualifying (In heats used for the last 2 rounds of controlled practice)  
Sunday: 1 Round of Qualifying  
1 Controlled practice in final groupings  
3 rounds (legs) of finals

**Remark:** The full re-seed that we tried in Eskilstuna was not popular with many drivers, it turned practice in to more qualifying!

**Proposed by BRCA - Great Britain**

**Seconded by: Holland**  **Not Seconded**

**The proposal:**  **Passed Unanimously**

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**THE RULE SHOULD BE AMENDED TO READ**

**8.1.2.** 1/10th Touring EUROPEAN CHAMPIONSHIP:  
THURSDAY: 09:00 Registration, Open and Timed Practice  
FRIDAY 09:00 2 rounds of controlled Practice and 2 Qualifying Rounds  
SATURDAY 09:00 ~~4 Qualifying Rounds and Practice in Final Format~~  
SUNDAY 09:00 ~~second part~~ practice in Final Format and Finals

**Remark:** Drivers did not run their qualifying heats when conditions were not favorable for a potential fast run resulting in empty track during many qualifying heats. Number of qualifiers to increase from 5 to 6. (Practice on finals format can be done on Sunday prior start of finals)

Proposed by Greece

Seconded by:  Not Seconded

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**THE RULE SHOULD BE AMENDED TO READ**

- 8.1.2. **1/10th Touring EUROPEAN CHAMPIONSHIP:**  
THURSDAY: 09:00 Registration, Open and Timed Practice  
FRIDAY 09:00 2 rounds of controlled Practice and 2 Qualifying Rounds  
SATURDAY: 09:00 3 Qualifying rounds and Practice in Final Format  
SUNDAY 09:00 ~~second part practice in Final Format and~~ Finals

Remark: Drivers did not run their qualifying heats when conditions were not favorable for a potential fast run resulting in empty track during many qualifying heats. Number of qualifiers to increase from 5 to 6. (Practice on finals format can be done on Sunday prior start of finals)

Proposed by FVRC - France

Seconded by:  Not Seconded

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**THE RULE SHOULD BE AMENDED TO READ**

- 9.4.2 Qualifying will be by fastest time for 1/12th, by the **4** fastest times added together for 1/10th On-road and "round by round" points system for 1/10th Off road to cope with changing track and/or weather conditions. If the 'Round by Round' qualifying method is used, the number of Rounds to count are as follows: - Six Rounds three to count, Five Rounds two to count, Four Rounds two to count, Three rounds two to count, Two Rounds one to count. Less than two Rounds completed event null and void. If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format. Qualifying Round has to be completed for any heats of that Round to be counted. Highest qualifying position in each round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. All other qualifying round scores will be discarded. In every round, in the event of a tie the points will be equally awarded to each driver and the first next driver not tying will get one point less

Remark: Number of qualifiers to increase from 5 to 6. Number of qualifiers to count best 4 runs out of 6

Proposed by Greece

Seconded by:  Not Seconded

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**THE RULE SHOULD BE AMENDED TO READ**

- 9.4.2 Qualifying will be by fastest time for 1/12th, by ~~the 2 fastest times added Together~~ **"round by round" points system** for 1/10th On-road and "round by round" points system for 1/10th Off road to cope with changing track and/or weather conditions. If the 'Round by Round' qualifying method is used, the number of Rounds to count are as follows: - Six Rounds three to count, Five Rounds two to count, Four Rounds two to count, Three rounds two to count, Two Rounds one to count. Less than two Rounds completed event null and void. If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format. Qualifying Round has to be completed for any heats of that Round to be counted. Highest qualifying position in each round will score zero (0) points, second place **2** points, third place **3** points, fourth place **4** points and so on. All other qualifying round scores will be discarded. In every round, in the event of a tie the points will be equally awarded to each driver and the first next driver not tying will get one point less.

Remark: - Empty qualifying heats at European Championship TC 1-10 Electric  
1) Current rules say two timed rounds count instead of 2 round of points  
2) Track condition changes during day (fastest run evening or morning)

Proposed by Team Orion

Withdrawn by the proposer

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**THE RULE SHOULD BE AMENDED TO READ**

- 9.4.2 Qualifying will be by fastest time for 1/12th, by the 2 fastest times added together for 1/10th On-road and "round by round" points system for 1/10th Off road to cope with changing track and/or weather conditions.

If the 'Round by Round' qualifying method is used, the number of Rounds to count are as follows :- Six Rounds three to count, Five Rounds two to count, Four Rounds two to count, Three Rounds two to count, Two Rounds one to count. Less than two Rounds completed event null and void. **All other qualifying Round scores will be discarded. Qualifying Round has to be completed for any Heats in that Round to be counted**

If the intended maximum number of Rounds cannot be completed, due to weather or unforeseen circumstances, the number of Rounds to count will follow the same format. .

Highest qualifying position in each Round will score zero (0) points, second place 2 points, third place 3 points, fourth place 4 points and so on. In every Round, in the event of a tie the points will be equally awarded to each driver and the first next driver not tying will get one point less.

**Remark:** Simple 'tidy-up'. The meaning of the Rule has not been changed. Two sentences have been moved to make the rule easier to understand

**Proposed by BRCA - Great Britain**

**Seconded by: Belgium**

**Not Seconded**

**The proposal:  Passed Unanimously**

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#### **THE RULE IS NEW**

**9.4.2b** *At the start of the event on Team Managers (on Friday morning) meeting they will decide if the qualifications will be declared dry or wet based on the weather.*

- a. If it will be declared dry then round by round point scheme will be used where all drivers will be awarded points based on their finish against all others for each round.*  
*b. If it will be declared wet then 2 fastest times will be used (as it was for 2007)*

**Remark:** Number of qualifiers to increase from 5 to 6. Number of qualifiers to count best 4 runs out of 6

**Proposed by Greece**

**Seconded by: Germany**

**Not Seconded**

The proposal:  **Passed with ...9.... for, ...3... against and ...3... abstentions.**

**This rule makes a new wording of rule 9.4.2 necessary. This will be done by the Section Chairman.**

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#### **APPENDIX 3 B**

#### **THE RULE SHOULD BE AMENDED TO READ/IS NEW**

**5.2** **Generally** allowable products for carpets are: Corally TC2 (Jack the gripper), LRP Top grip carpet 2, Orion Foam TQ, Speedtech and CS Grip tyre conditioner.

**Allowable products** for Tarmac use: Orion street juice, Jack the Gripper, Trinity Tyre Tweak, GM X grip 3, LRP top grip Asphalt.

**5.5** **It is recommended that the chemical components of these products must be harmless for people and environment.**

**Liability at the use of tyre additives lies at the user and manufacturer.**

**Remark:** Clarification of what products can be used on which surface.  
Recommendation and liability clauses added from EFRA LS Rules

**Proposed by BRCA - Great Britain**

**Seconded by: Germany**

**Not Seconded**

The proposal:  **Passed Unanimously**

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#### **THE RULE SHOULD BE AMENDED TO READ**

**6.1. BODIES**

**6.1.1** The body must be a 1/12th replica of an actual racing car in all areas: ~~GTP/GROUP C/World Sports Cars (WSC)/GT racing classes 1 A, 2 (GT1 & GT2)) and Le Mans Prototype (LMP) bodies only will be allowed.~~

Body shells must be submitted to the EFRA Body shell Homologation Officer for approval. A list of homologated bodies must be sent with the drivers package and to the organisers and be available on the EFRA website.

**The following is the specification for approval of 1/12 Prototype Sports car body shells. They should be used by the Homologation officer to enable clear and consistent application of standards for future approvals,**

1. Lower body cut line is to be used as the reference plane for all height dimensions.
  2. Minimum cockpit height – Closed cockpit – 55mm (Excluding any air scoops / air boxes)
  3. Minimum cockpit width – Closed cockpit – 70mm (Measured at the point it intersects with the side pod)
  4. Minimum cockpit width - 55mm (measured at the lower window line)
  5. Minimum Roll bar height – Open cockpit – 55mm
  6. Maximum distance from Drivers helmet to top of roll bar – Open cockpit -11mm
  7. Minimum cockpit width – Open cockpit – 65mm (Measured at the point it intersects with the side pod)
  8. Minimum front wheel arch height – 46mm (Including vents) (measured at a point 15mm from edge of body)
  9. Minimum rear wheel arch height – 50mm (measured at a point 10mm from edge of body)
  10. Maximum overall width – 176mm
  11. Minimum overall width – 168mm
  12. Max wing / spoiler height – 65mm
  13. Max front overhang (From centre of front wheel)– 70mm
  14. Max rear overhang (from centre of rear wheel) – 70mm
  15. Max length overall – 340mm
  16. Minimum side pod height – 30mm
  17. The side dam must blend fully (disappear) into the main body shape within 110mm of the rear edge of the body/side dam.
  18. Max side dam height – 72mm
  19. The body side forward of the side dam must have a radiused edge, no lips or upward extensions are acceptable
  20. Bodies must be a reasonable representation of a full size LMES / ELMS / LMP / WSC prototype.
  21. Open cockpit cars to have twin roll bars as current LMES / ELMS
  22. Open cockpit cars must have a representative drivers helmet and cockpit opening
  23. The name of the prototype must be used for the homologation process.
  24. The name of the prototype does not have to be used for general sales and marketing.
  25. Only fins or strakes that are present on the full size prototype will be allowed.
  26. The body must not be cut above the lower cut line
  27. Cut-outs in the shell will be allowed only if clearly defined on the full size prototype
  28. Once Homologated there must be no changes to the design, trim lines, detail lines or any feature of the body. All changes will require resubmission for approval and an additional revision letter added to the part number- Example 15001A - Original - 15001B for a 2nd Rev. Etc
- The manufacturer's part number must be clearly marked on the shell alongside the windscreen area.*
- Bodies complying to the existing homologation list will be allowed until October 1st 2008, after this date only bodies meeting the above criteria will be allowed*

6.1.2 Wheel cut-outs may not be more than 15 mm larger than tyre radius (Exception - scale size and/or shape wheel cut-outs). Wheel wells must be cut out if those on the original car were cut out.

6.1.3 Only one wing is allowed on the car unless the actual car had a second wing. The second wing must be scale within 10% in size and location. The wing may be not closer than 6.5 mm to any part of the body other than the tail fins or side dams.

## 6.2 MEASUREMENTS AND WEIGHTS

Maximum overall width of the car: 172 mm (**Excluding shell**)

Minimum weight: 800 gram for 4 cell and 890gram for 6 cells.

Wing: Maximum width: 172 mm, the wing profile has to fit in a rectangle of 52mm (height) x 26mm

~~**Dams: Maximum dam length: 102 mm, max. height 25 mm. These dimensions include moulded-in portions of body.**~~

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.

Bumper: May extend 6.5 mm beyond side of body or to 172 mm whichever is less. May extend 13 mm forward of body, but in same shape as body.

Wheel rim diameter: Minimum 29 mm and Maximum 38 mm. (Including all non-rubber parts of the wheel and tyre).

**Note! the diagram labelled Group C should be deleted**



**Remark:** The current generation of popular 1/12 shells (Protoform Speed 12, Parma Speed 8 Etc) have been designed and developed for performance only and have little resemblance to the full size prototype. This situation has been allowed to develop over a period of time, it is our view that this should be corrected and the body shells brought back in to the spirit of rule 6.1.1. That is, they should resemble real prototypes. This set of specifications has been developed in conjunction with 3 of the major 1/12 body manufacturers, Protoform, Parma and CEFX.

**Proposed by BRCA - Great Britain, BRCA withdraw the proposal. After the voting if the amendmend**

**Seconded by: Spain**  **Not Seconded**

**The proposal:**  **Amended by Austria an seconded by Germany. Austria gave everybody a copy of the amendment.**

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**THE RULE SHOULD BE AMENDED TO READ**

**7.2. Minimum Weight 1400 gram**

**Remark:** The 1350 gram weight was defined in case of using 4 cell's. Now we're using five cell's and we should adjust the weight limit for the one additional cell. So the car manufacturer's don't need to lower the strength of the used material too much to reach the actually weight limit.

**Proposed by DMC - Germany**

**Seconded by: Holland**  **Not Seconded**

**The proposal:**  **Passed with ...17.... for, ..... against and ...1... abstentions.**

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**THE RULE SHOULD BE AMENDED TO READ**

**7.3.2.** At EC's it is only allowed to use the tyres that 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 single control slick tyre with insert and will come pre-glued to the wheel (insert, tyre and wheel to be same for all drivers) and commercially available via model/hobby shops. For wet/damp conditions there will also be a pre-glued control set of tyres. For use at the EC, the tyres must be bought from the organiser. For each competitor there must be at least 1 set of dry and wet weather tyres available to be bought for practice at the EC.  
**Price fixed for each EC event at 100E for 5 dry weather sets, this price only for tires used at event. Supplier changes each year, with min 5 year re-use.**

**7.3.3.** 5 sets of 4 dry weather tyres are allowed for qualifying, and an additional 3 sets of 4 dry weather tyres are allowed for A finals. All lower finals only one additional set of dry weather tyres. 1 set of 4 wet weather tyres are allowed to be used for both qualifying and finals.

**Remark:** - Empty qualifying heats at European Championship TC 1-10 Electric Reasons:  
1) Too much difference in tires between 1st and 2nd run  
2) Not enough new sets allowed (2 new sets for 5 runs)  
3) Current rules say two timed rounds count instead of 2 round of points  
4) Track condition changes during day (fastest run evening or morning)

**Proposed by Team Orion**

**Seconded by: Great Britain**  **Not Seconded**

**The proposal:**  **Passed with ...10.... for, ...6... against and ...1... abstentions.**

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**THE RULE SHOULD BE AMENDED TO READ**

**7.3.3.** **2 6** sets of 4 dry weather tyres are allowed for qualifying, and an additional 3 sets of 4 dry weather tyres are allowed for A finals. All lower finals only one additional set of dry weather tyres. 1 set of 4 wet weather tyres are allowed to be used for both qualifying and finals. **set price for 6 sets of EUR 150,00**

**Remark:** Number of qualifiers to increase from 5 to 6. (Practice on finals format can be done on Sunday prior start of finals) Number of handout tyres to increase from 2 to 6 sets at a set price for all 6 sets of EUR 150,00

**Proposed by Greece**

**Withdrawn by the proposer**

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## 9. ANY OTHER BUSINESS,

Oscar Jansen raised the question, is it possible to make a rule, that the connection wires from speed controller should not be soldered to the batteries. The Chairman said, that it is not possible to vote on that rule, cause there have not been a proposal in time.

## 10. ITEMS FOR GENERAL DISCUSSION.

Lithium Polymer drive batteries may be allowed from 2009

- Lipo is becoming more and more a standard in our industry
- To improve safety for racers as well organizers clear rules need to be written to avoid accidental issues
- Dimensions and configuration settings for (car) manufacturers
- Longer runtimes possible- Higher cycle rates compared to NiMh
- Safety issue have been improved a lot the last 2 years

The item was discussed together with the Off Road Section. Oscar Jansen explained, that LiPo-Batteries are now used in technical products very widely used. Further in he explained the advantages as well as the disadvantages of these batteries. England has approved a new class (19 T Touring Cars) for LiPos for 2008. he said, that there is a 6 V LiPo coming. Stefan Köhler said, that the LiPos and may be charges (for safety reasons) should be homologated. BRCA asked the Section Chairmen to collect information in the next year and come back to this meeting with a proposal next year.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 20.10.