



EFRA ANNUAL GENERAL MEETING
HOTEL Sofitel, Brussel.
Belgium
4th to 5th of November 2006

MINUTES Electric's

SATURDAY 4th OF NOVEMBER 2006.

1. CHAIRMAN'S WELCOME

Mr Frank Mostrey

The Electric's Chairman opens the meeting at 1405. After the usual welcoming, The chairman gave some preliminary explanations to clarify the situation after the sudden retirement of the vice chairman

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries present, section subscription, allocations etc:

EC WC Electro		2007 requested			rqst		rqst		Requested WC		Alloc
COUNTRY	Affil, 06OK	EC	EC	max33%	EC	max33	EC	WC	WC	WC BUGGY	
		Buggy 2wd	Buggy 4wd	%	ET 10	%	1/12 E Open	BUGG 2wd	BUGG 4wd		
AUSTRIA	ok	3	3	3,1%	13	8,7%	4	2	2		
BELGIUM	ok	3	3	3,1%	3	2,0%					
CROATIA	ok			0,0%	4	2,7%					
CZECH REP.	ml	4	4	4,2%	4	2,7%					
DENMARK	ok			0,0%	8	5,3%					
ESTONIA				0,0%		0,0%					
FINLAND	ok	20	20	20,9%	13	8,7%	10	1	1		
FRANCE	ok	7	7	7,3%	20	13,3%	5	3	3		
GEORGIA				0,0%		0,0%					
GERMANY	ok	8	8	8,4%	12	8,0%	5	4	4		
GREAT BRITAIN	ok	25	25	26,2%	18	12,0%	39	6	6		
GREECE	ml			0,0%	3	2,0%					
HOLLAND	ok			0,0%	2	1,3%	3				
HUNGARY	ml	2	2	2,1%	4	2,7%	2				
IRELAND	ok	1	1	1,0%	1	0,7%		3	3		
ITALY	ok	3	2	2,6%	3	2,0%	1				
LUXEMBOURG	ok			0,0%		0,0%					
NORWAY	ok	5	5	5,2%	1	0,7%	6				
POLAND	ok	2	2	2,1%	4	2,7%	4				
PORTUGAL				0,0%	2	1,3%					
ROMANIA				0,0%		0,0%					
RUSSIA	ml	2	2	2,1%	5	3,3%	2				
SLOVAK REP.				0,0%	5	3,3%					
SLOVENIA				0,0%		0,0%					
SPAIN	ok	7	7	7,3%	9	6,0%	6				
SWEDEN	ok	2	2	2,1%	6	4,0%	34				
SWITZERLAND	ok	2	2	2,1%	10	6,7%					
TOTALS		96	95	100,0%	150	100,0%	121	19	19	0	
		2wd	4wd		ECT		12T	WC Bug			

Other persons present: several visitors attended parts of the meeting

3. MINUTES OF 2005 SECTION MEETING

5th -6th of November 2005— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2005.

4. CORRESPONDENCE RECEIVED

Mail from several origins was discussed : some opinions on today's situation regarding power control of the racing cars , a letter regarding patents of objects on Efra lists were read and briefly discussed...

5. CHAIRMAN'S REPORT

I only was present at the worlds in Collegno and the Buggy EC in Vienna , both races left me with positive feelings, there's always room for some criticism but I believe everybody will agree that there were no main failures regarding the provided service and organisation

The races in Germany and the Canarias were reported under the authority of the 1/10 On road chairman but both were well run

6. PRESENTATIONS FOR APPLICATIONS EC 2006 AND GP'S 2006

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.

Tyres for the 1/10th Touringcar EC 2007 in France : VTEC 30R and VTEC RAIN DUNLOP D20

Some dates clashed and some races had two candidate organisers, consultation and voting result ed in underneath calendar:

Month Date	Electric Buggy	Electric Track 1/10 &1/12
2007		
17-18 March		GP 1:12, 1/10 Sarpsborg / Norway
March 31 April 1		EC 1:12 Eskilstuna / Sweden
May 19-20		IR MONTBRISON / France
23-28 Jul	1/10 EC Pikämäki / Finland	
03-05 AUG		EC 1:10 Montbrison / France
August 25-26		
18-19 Aug		GP ANICHE / France
27-28 Jan		IR 1:12 Telde , Gran Canaria
>2008		
2008		EC 1:10 Villareal , Castellon Spain
2008		EC 1:12 IngloStadt Germany
2009		EC 1:12 Alcobendas Madrid Spain
2009		EC 1/10 Wien Austria
2010	EC 1/10 Buggy Wien	
2011	WC Wien / Austria	
2012		WC 1:10 Wien / Austria

7. ALLOCATIONS

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

8. RULE PROPOSALS

APPENDIX 3 A

CHANGE OF THE NUMBERING (PAGE 106):

Rule 1.1 to 1.15 should be Rule 1.1.1 to 1.1.15

Proposed by Austria Seconded by: Belgium
The proposal: **Passed Unanimously**

THE PROPOSED RULE IS NEW

Rule ??????

The main timing PC must automatically announce the following in clear English :

- 2 minutes to the start of the race
- 30 Seconds to the start of the race (& start order for staggered starts at this point)
- 10 second countdown and start 'Sound' for line starts (i.e. finals)
- 10 second countdown and call the cars off the line in case of staggered starts
- Time calls and race order every 2 minutes
- Cars finished & race over

Proposed by BRCA Seconded by: Holland

The proposal: **Passed with ...7.... for, ...4... against and 5..... abstentions.**

THE PROPOSED RULE IS NEW

1.2.5 The track surface for 1/12th electric sports cars must be indoors on needle carpet

Proposed by BRCA Seconded by: Finland

The proposal: **Passed with 15..... for, 0..... against and ...1... abstentions.**

Observation : Can this be formally proposed to IFMAR as a rule change

AMEND THE RULE TO READ

1.5 Inside barriers are to prevent easy corner cutting or entry in to other portions of the track and must ensure that the cars pass over the finish line

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

Proposed by BRCA Seconded by: Holland

The proposal:

Passed with 11..... for, ...0... against and ...5... abstentions.

DELETE AND AMEND THE RULE TO READ

2.2 b) ~~b) Brushless Motor
d) Winding: Only three slot (phase) Y wound stators are permitted. No 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 poles bounded Neodymium or Ferrite magnetic rotors are permitted~~

b) Brushless Motor

d) Winding: Delta and Y wounded stators are permitted. Only circular (round) pure copper is permitted. There is no turn limit.

Rotor: Output shaft diameter must be 0,125" (3.175mm). Only one piece, two poles Neodymium or Ferrite magnetic rotors are permitted.

DELETE AND AMEND THE RULE TO READ

2.2 d) ...page 108

Brushless Motors.

The centre paragraph of 2.2 d) (after the sentence detailing mounting holes) should be replaced with the following:-

Stack/Stator : The stack or backiron must be continuous. The laminations have to be one after the other without anything in between. Stack/backiron minimum length 19.3mm, maximum 21.0mm. the thickness of the stack/backiron laminations is 0.35 +/- 0.05mm. All laminations must be of the same material. Inside diameter of stack or windings equals the central space between the laminations or assembly of windings and must accept 'plug' gauges of 12.5mm minimum, 16.0mm maximum. These dimensions to be measured with the centre of the 'plug' gauge in-line with the centre of the motor can. (ie. concentric to can).

Proposed by BRCA Seconded by: France

The proposal: **Passed with ...9.... for, ...0... against and ...4... abstentions.**

AMEND THE RULE

2.2 d) ...page 108

Brushless Motors. Last paragraph dealing with "Rotor"

Add :-**Rotor magnets must be marked or colour coded to identify the composition of the material used.**

Proposed by BRCA Seconded by: France

The proposal: **Passed with 9..... for, ...1... against and ...6... abstentions.**

AMEND THE RULE TO READ

3.1 Only NiCd or NiMH cells are approved. Cells are rated at 1.2 volts nominal. The size of the individual cell(s) to be :- Diameter 23.0mm +0/-1mm, Overall length 43.0mm +0/-1.5mm. Measurements include original manufacturers heat shrink. Overall length is the maximum length before attaching/soldering any link wires or battery bars.

Measurements valid only for new uncharged cells. It is accepted that fast charging may result in cell distortion. However used cells may never be more than 44mm long. AS from 2008 onwards cells may never exceed 43mm. Weights to conform to the EFRA cell approval list.

Proposed by BRCA Seconded by: France

The proposal: **Passed with 15. for,0 against and 2. abstentions.**

Amended by Great Britain and Efra

executive

AMEND THE RULE TO READ

3.2 **1/10 Touring scale cars will be driven by a maximum of 5 cells, a minimum weight of 1350 gram and not use receiver batteries**

Proposed by EFRA Executive Seconded by: Denmark Not Seconded

The proposal: **Passed with 11..... for, 4..... against and ...2... abstentions.**

Amended by Denmark and Germany

AMEND THE RULE TO READ

3.2 1/10 scale cars will be driven by a maximum of 4 cells at 4.8v nominal.

Proposed by Germany and withdrawn by Germany

DELETE AND AMEND THE RULE

- 3.7 Any new NiCd or NiMH must be commercially available for a reasonable time before it can be used at an EFRA event. Therefore any new cells have to be submitted to the EFRA Section Chairman.

Rules take effect as from January the first 2006. Cells submitted or approved before that date keep their approval for their lifespan.

(Delete)

~~There are two submission periods during the calendar year to do so:~~

~~–Till December 31st for use as from April 1st~~

~~–Till June 30th for use as from October 1st.~~

(Add)

Cells have to be received by December 31st. and will be legal for use from the following April 1st., subject to the Chairman being satisfied that; the new cell conforms with technical specifications and the cells will be available.

Details of newly approved cells will be published on the EFRA website as soon as available.

Many other International Organisations have only one submission date per. year.

Proposed by BRCA Seconded by: Denmark

The proposal: **Passed with 11. for, 0 against and 5. abstentions.**

THE PROPOSED RULE IS NEW

- 4.6 **It is not allowed to use any electronic parts for “Traction Control and Braking control (ABS)” witch can control the power of the transmission by means of a feedback system.**

It is not allowed to use any form of telemetry with active transmission.

Sensors are only allowed for the purpose of passive data recording and not for adjusting the performance of the car whilst in motion. The reading of the data must be done with equipment, inside or mounted on the driver’s radio. No external devices (i.e in the pit/handheld by the mechanics) are allowed. There are not allowed to log the data

Proposed by ?? Not Seconded

DELETE

- 5.3 ...page 109

Delete the last sentence in underlined cursive text.

As soon as race control allows, collect your transmitter, switch on and drive car to the start line.

Minimum time between heats is two minutes.

Proposed by BRCA Seconded by: Denmark The proposal: **Passed Unanimously**

AMEND THE RULE TO READ

- 6.1 Only drivers **taking part in the competition** may and must marshal heats **and finals, (subject to 6.6)**. Drivers will marshal the heat/final after their own. The drivers of the last heat will marshal the first heat.

Proposed by BRCA Seconded by: Spain

The proposal: **Passed with 12. for 1 against and 2. abstentions.**

AMEND THE RULE TO READ

- 6.3 Failure to marshal or provide an authorised substitute will result in the loss of best qualifying time if qualifying by fastest time is in operation or of the best points score if qualifying is by round by round.

Failure to marshal is clarified as: not being at the correct marshalling point when the first car leaves the start line or final grid.

Proposed by BRCA Seconded by: France

The proposal: **Passed with 14. for,1 against and 1. abstentions.**

AMEND THE RULE TO READ

7.2 ~~Maximum weight 1500gram~~ **Maximum weight 1350gram**

Proposed by GERMANY Withdrawn by Germany

DELETE EXISTING RULE 8.1.1 AND REPLACE WITH

8.1.1 1/12 European Championship:

Friday: 1-2 Round(s) of un-timed practice (organizers discretion), 2 Rounds of timed Practice
Opening Ceremony (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

Proposed by BRCA Seconded by: Finland

The proposal: **Passed with 14. for,0 against and 1 abstentions.**

DELETE UNDERLINED CURSIVE TEXT AND REPLACE WITH BOLD TEXT.

9.1.2 For ~~1/10 on road~~ **all** EC's: Two series of organised practice with cars grouped in heats will be held with at least one using the official time-keeping system

Proposed by BRCA Seconded by: **France**

Passed with ...14.... for, ...0... against and ...1... abstentions.

COMBINE

9.2.4/5 ...page 112

Combine rules 9.2.4 and 9.2.5 to make the starting procedure more clear for finals :-

Finals: After the 30 seconds signal, cars not on **their** start **grid** must be placed at the rear of the grid.

An audible signal generated by the timing equipment will be given after the "ten seconds" in a random delay of between 1 and 5 seconds.

Proposed by BRCA Seconded by: Holland Not Seconded

The proposal: **Passed with 13. for,0 against and 1.. abstentions.**

DELETE

9.4.2 Qualifying will be by the 2 fastest times added together for 1/10th ON -road

Proposed by Germany Seconded by: Denmark

The proposal: **Passed with 10. for,3 against and 3 abstentions.**

THE PROPOSED RULE IS NEW

9.4.2.1

1/10 Touring cars racing under raining conditions

If it is impossible to complete all qualifying heats under the same weather conditions, (wet, semi wet or total dry) the following rule will become effective:

Before the start of every heat the race director has to announce if it will be a dry heat or a wet heat. The race director has also the chance of declaring that the actually started racing heat is now running under wet conditions, just as well as after the ended racing heat, if the average lap times during the heat are (or were) becoming more than 20% slower.

If every qualify round had at least one dry race cycle every round will count. If not all qualify rounds had at least one dry race cycle only the wet rounds will count

Proposed by Germany Seconded by: Sweden

The proposal: **Passed with 4...for, 3 against and 10. abstentions.**

DELETE

9.4.9 ~~Off-Road~~ heats will be run.....

~~On Road heats will always be run from 1 to 15.~~

Remark: Existing rule not good when weather conditions are constantly changing.

Proposed by Denmark

Not Seconded

THE PROPOSED RULE IS NEW

9.4.14 In case of rain or wet track in any of the heats in a round, the round will be void if the whole round doesn't have the same conditions.

Remark: There are nothing written in the electric on-road section about rain situation..

Proposed by Sweden **Not Seconded**

CLARIFICATION NEEDED

12.10 page 115

This rule needs clarifying to determine what air scoops and cooling vents are allowed in the body shell.

The current power of motors and batteries generate high levels of heat, especially in hot weather.

The rule refers to vents being appropriate to the full size prototype. Off-Road cars do not have a full size example.

The three Electric Sections need to determine what vents/holes are allowed, as it caused confusion at a recent EC. It may require the three Sections having individual interpretations.

Proposed by BRCA

Seconded by: Holland. The proposal is transformed into a minuted observation for EFRA to consider a solution for occurring "wildcuts" in electric bodies

APPENDIX 3 B

AMEND THE RULE TO READ

1.1 On Carpet tracks a minimum ground clearance of 3mm for 1/12

Proposed by BRCA Seconded by: **Holland**

Passed with ...13.... for, ...0... against and ...2... abstentions.

Minuted observation: Can this rule be formally proposed to IFMAR?

AMEND THE RULE TO READ

6.1.1 The body must **comply to the body guideline for 1:12th sports car bodies. All 1:12th bodyshells to be submitted to the EFRA bodyshell homologisation officer for approval.**

Proposed by EFRA Executive and withdrawded

DELETE AND AMEND THE RULE TO READ

6.1.1 The Body must be a 1/12th replica of an actual racing car in all areas: GTP / Group C / WSC / GT 1 A , 2

(GT1 & GT2) and LMP bodies must only be allowed. **Body shells must be submitted to the EFRA Body shell Homologation Officer for approval.**

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

Remark: Currently there is no formal homologation process for 1/12 body shells, this change brings it in to line with 1/10 touring.

We wish to create a set of guidelines for use by the homologation officer when approving a new body shell, this document should be created by an individual in conjunction with the body shell manufacturers. This should be issued on 1 April 2007 for implementation on 1 Sept 2007. Any existing body shells that do not conform to the guidelines will be disallowed at 1 Jan 2008

Proposed by BRCA Seconded by: Italy

The proposal: **Passed with 15. for, 0 against and 1 abstention.**

AMEND THE RULE WITH

6.2 Minimum weight: 800 gram for 4 cell and 890gram for 6 cells. **Including Transponder**

Proposed by France and withdrawn by France

AMEND THE RULE TO READ

7.1.1 Only **bodies that comply to the body guideline for 1:10 electric touring car bodies as per drawings in this handbook**

Proposed by EFRA Executive Seconded by: Sweden

The proposal: **Passed with 14. for, 0 against and 2. abstentions.**

AMEND THE RULE WITH

7.2 Minimum weight **1350g.**

Proposed by EFRA Executive and Withdrawn

AMEND THE RULE WITH

7.2 Minimum weight 1500 gram, **including Transponder.**

Proposed by France and withdrawn

AMEND THE RULE 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.**

Proposed by Finland Seconded by: Germany

The proposal: **Passed with 11. for, 0 against and 5 abstentions.**

AMEND THE RULE TO READ

7.3.3 **2 sets of 4 tyres** are allowed for qualifying, and **2 sets of 4 tyres** are allowed for finals.

Proposed by Sweden and withdrawn by Sweden

AMEND THE RULE TO READ

7.3.3 **2 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**

Proposed by Finland Seconded by: Sweden

The proposal: **Passed with 12. for, 0 against and 3. abstentions.**

DELETE (PAGE119):

8 ~~PARTICULARS for 1/10 OFF ROAD located in: C REQUIREMENTS FOR ELECTRIC ON ROAD CLASSES~~

SHOULD BE CHANGE TO A NEW SECTION :

C REQUIREMENTS FOR ELECTRIC OFF ROAD CLASSES

Followed up with new rule numbering: *All rules (8.1, ... , 8.2, ... , 8.3, ... , to 8.4) should be changed to i.e.*

1.1 GENERALITIES:

1.1.1

Proposed by Austria Seconded by: Great Britain

The proposal: **Passed with 12. for,0 against and 1. abstentions.**

AMEND THE RULE TO READ

8.2 OFF-ROAD 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
Maximum size of rear wing:	220mm wide, the wing profile has to fit in an 80mm x 80mm rectangle.
Maximum size of wing side-dam:	Any side-dam has to fit an 80mm x 80mm rectangle.
Maximum overall dia. of wheel and tyre:	90 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.

Proposed by BRCA Seconded by: Holland

The proposal: **Passed with 12. for,0 against and 4' abstentions.**

DELETE ALL OF APPENDIX 10 ON PAGE 170.

It was decided at the 2005 meeting that this entire rule could be deleted as :-

1. EFRA does not sanction any event that uses 27 Turn motors.
2. It is doubtful that any manufacturer produces a motor with some of the dimensions stated.

Proposed by BRCA Seconded by: Norway

The proposal: **Passed with 15 for,0... against and 1. abstentions.**

9. ELECTION OF SECTION CHAIRMAN.

Javier Llobregat is proposed as chairman 1/10 E Touring BY AECAR but decided to withdraw his candidature

It was decided to postpone voting and the review of an other section format as proposed by the BRCA as it was not clear if the section was not going into clash with existing EFRA rulings

10. ITEMS FOR GENERAL DISCUSSION.

Can the EFRA 1/12th scale 4 Cell weight limit of 800 gram be formally proposed to IFMAR.

The current weight limit of 865 gram is too heavy for most of the racers, they have to put large amounts of lead on the car

Proposed by BRCA

Forward to IFMAR

We request that the requirement for the 1/10 Electric Touring Car World Championship to be run in conjunction with the 1/12 Circuit World Championship be removed.

Rationale

These 2 classes are now quite different in both the types of venue's needed and a considerable number of the competitors only compete in 1 class or the other, it is potentially damaging to both events having the responsibility to incorporate the other class into the organisers plans. We should encourage the best possible events for each to take place and this may or may not require them to be local to each other.

Organisers should be free to apply for either or both events as they see fit.

Proposed by BRCA

Section Format

1 Electric Section, 1 Section Chairman.

3 Vice Chairmen to cover;-

- 1/10 Buggy
- 1/10 Touring Car
- 1/12 Circuit

Format of meeting.

Initially a combined 'Electric' section meeting to discuss areas of commonality between the classes, then 3 separate 'Sub Section' meetings to discuss each class. These meetings can be consecutively or concurrently to suit the venue or the delegates.

Rationale.

The electric classes do share commonality in principle areas of the equipment used, however the details of the classes raced and the administration of the events means they deserve and require separate discussion.

Proposed by BRCA

After consulting with the Efra board the meeting resumed after dinner and proceeded with the election of the Electric officers:

Frank Mostrey retains the position as Offroad chairman

Martin Heiner was elected unanimously and accepted the position of On-Road section Chairman

Paul Worsely was elected unanimously and accepted the position as Vice section Chairman Off-Road

Russ Giles was elected unanimously and accepted the position as Vice section Chairman On-Road

Russ beside the normal tasks of a vice chairman, will be the contact officer for all 1/12th matters

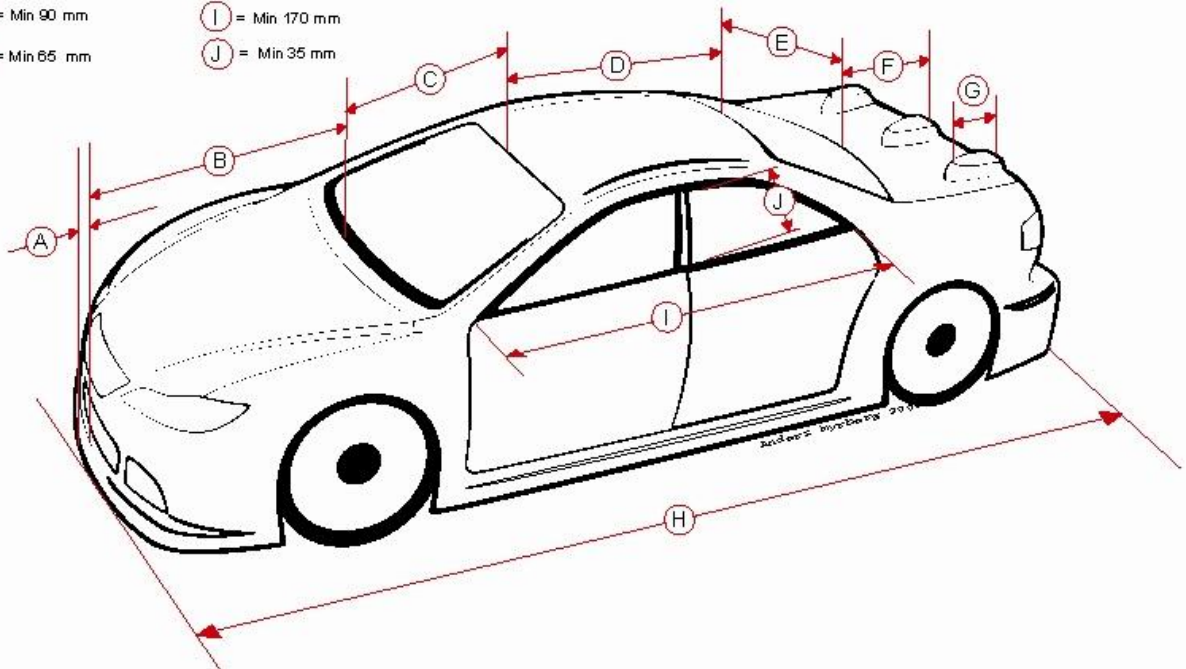
11. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

The meeting ended at: 21:15H

GLOBAL BODY SPEC (GBS for Electric Sedans)



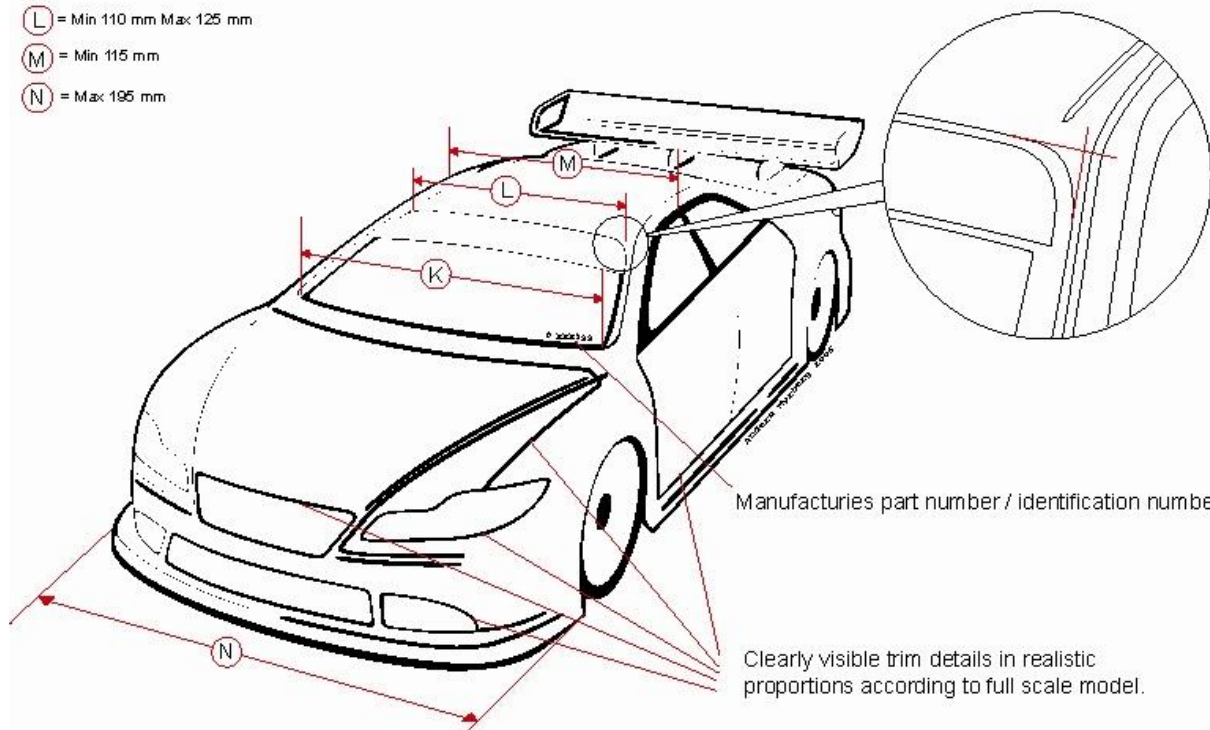
- (A) = Max 10 mm
- (B) = Min 105 mm
- (C) = Max 85 mm
- (D) = Min 90 mm
- (E) = Min 65 mm
- (F) = Max 65 mm
- (G) = Max 25 mm (Max 3 posts)
- (H) = Min 410 mm
- (I) = Min 170 mm
- (J) = Min 35 mm



GLOBAL BODY SPEC (GBS for Electric Sedans)



- (K) = Min 140 mm Max 155 mm
- (L) = Min 110 mm Max 125 mm
- (M) = Min 115 mm
- (N) = Max 195 mm



GLOBAL BODY SPEC (GBS for Electric Sedans)



- ⓪ = Min 150 mm
- Ⓟ = Min 95 mm
- Ⓠ = Max 10 mm
- Ⓡ = Min 115 mm
- Ⓢ = Max 35 mm

