



EFRA ANNUAL GENERAL MEETING
HOTEL ARGOSY, DUBROVNIK.
CROATIA
1ST to 2ND of November 2003

AGENDA ELECTRIC TRACK

SATURDAY 1ST OF NOVEMBER 2003

The meeting opened at: 14:01

1. **CHAIRMAN'S WELCOME** Mr Mike Haswell
2. **APOLOGIES FOR ABSENCE**
 Apologies have been received from: None

COUNTRY	PRESENT	SECTION SUBSCR	ALLOC 1	ALLOC 2	ALLOC 2	RE-ALLOC.
AUSTRIA	Michael Kramer		9			
BELGIUM	Willy Heremans		5			
CROATIA	Drazen Merkas		2			
CZECH REP.			3			
DENMARK	Søren Boy Holst		17			
ESTONIA			2			
FINLAND	Ilkka Mannio		16			
FRANCE	Jean-Patrick Caillaud		9			
GEORGIA			0			
GERMANY	Bernd Kemptner		13			
GREAT BRITAIN	Chris Hardisty		13			
GREECE			2			
HOLLAND	Wim Koningsveld		8			
HUNGARY			0			
IRELAND			2			
ITALY	Adriano Forato		0			
LUXEMBOURG			0			
NORWAY	Frode Skauen		8			
POLAND			0			
PORTUGAL			1			
ROMANIA			0			
RUSSIA			3			
SLOVAK REP.			3			
SLOVENIA			0			
SPAIN	Javier Llobregat		8			
SWEDEN	Stefan Andersson		16			
SWITZERLAND	Peter Imboden		10			
TOTAL			150			

Other Present: F. Mostrey, P. Worsley, J. Spencer, H. Macho

- 3 **MINUTES OF 2002 SECTION MEETING**
 2nd to 3rd of November 2002— Clarion Oslo Airport Hotel, Gardemoen, Norway

a) Matters arising:

The BRCA proposed that EFRA look at the possibility of creating a body charged with the responsibility of producing homologation lists for motors and cells. During the year I have liased with Frank Mostrey, the Off-Road chairman over a number of matters and we have agreed that the rules should be harmonised and will work towards this.

The minutes were:

Proposed by: Denmark

Seconded by: Germany

4 CORRESPONDENCE RECEIVED

No actual mail received, but I did receive a few e-mail enquires about EFRA rules and I now have a file on the EFRA track requirements, if anybody requires it. Lists for batteries and bodies were posted on the EFRA website and apart from a few queries over bodyshells, this has gone down very well with the drivers. Aside from that, most of the countries were reasonably prompt with supplying their details for the EC.

5 CHAIRMAN'S REPORT

Another successful year started off with the 1/12th EC at Montbrison in France that saw a win for David Spashett from Finland's Sakke Ahoniemi and Austria's Hubert Honigl. This was David's ninth 1/12th title and thirteenth in total. The 6 cell class saw Germany's Alexander Stocker take FTD and the win from Switzerland's Phillip Huber and Germany's Lena Schleppe was third. In April came the sad of news of the death of former European champion, Phil Davies, in a motorcycle accident. The Touring Car EC was held in very hot conditions at the Morac-Graz track in Kirchberg, Austria. The entry was again full with some twenty countries participating and after some very exciting racing it was Craig Drescher who took pole from the defending champion, Finland's Juho Levanen. The first leg of the A final saw a win for Holland's Jillies Groskamp, the second leg went to Austria's Hubert Honigl and the final leg went to Juho. When all the points were added up it was Juho who retained his title with Jillies in second and Sweden's Andreas Myberg in third.

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

2004

Date	Alt. Date	Status	Country	Venue
13-15 th April		GP Touring	Austria	Kapfenberg
16-18 th April		EC 1:12	Austria	Kapfenberg
2-4 th July		EC Touring	Sweden	Staffanstorp
11-12 th September		International Touring	Croatia	Zagreb
October		International Touring	Germany	Ingolstadt

Nordic Championship at Staffanstorp in 29th-30th May.

2005

Date	Alt. Date	Status	Country	Venue
TBA		EC Touring	Denmark	Glostrup
August		EC Touring	Italy	Collegno

Voting for 2005 EC 1/10 EL T: Denmark 7, Italy 5 Abstentions 2

2006

Date	Alt. Date	Status	Country	Venue
		WC	Austria	Kapfenberg
August		EC Touring	Italy	Collegno

7 RACE CALENDAR

2004

Date	Alt. Date	Status	Country	Venue

8 ALLOCATIONS

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

Dissatisfaction was expressed at the lack of a date and lateness of notification of the venue for the 2004 IFMAR On-Road World Championships. Given the lateness of the information, it is unfair to ask for allocations for the WC and the chairman will contact the various countries that expressed an interest in sending drivers to the WC, giving them two weeks to finalise their requests.

9 RULE PROPOSALS

CLARIFICATION AND A NEW RULE

1. Clarify that the 1/12 European Champion should only come from the 4 cell "modified" class.
2. Make provision for 6 cell "support" class if the host country wants to run one.

Proposed by BRCA, Great Britain

Withdrawn

Note: Six cell to be run separately.

THE RULE SHOULD BE AMENDED TO READ

2 RACING FORMAT EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

2.3. Practice

- a) Practice for E.C. events must **only** be allowed from Friday preceding the race. **The track should be closed and no further** practice or racing is allowed during the same week as the E.C. or the week preceding the above mentioned
- b) General practice format for E.C. events must be Friday: 2 series of organised practice in heats with at least one series with official time keeping (see General rules 8.1.).

Remark: *Race Format, revert back to no practice on the Thursday, unnecessary extra expense. No further explanation necessary!*

Proposed by BRCA, Great Britain

Amendment Proposed by BRCA, Great Britain:

2.3. Practice

- a) Practice for E.C. events must only be allowed as per rule 2.6. The track should be closed and no further practice or racing is allowed during the same week as the E.C. or the week preceding the above mentioned.
- b) General practice format for E.C. events must be as per rule 2.6: 2 series of organised practice in heats with at least one series with official time keeping (see General rules 8.1.).

Seconded by: DASU, Denmark

For: 10 Against: 0 Abstentions: 4

Passed

THE RULE SHOULD BE AMENDED TO READ

2 RACING FORMAT EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

2.4. QUALIFYING

- a) **Each driver's best number of laps will determine their qualifying position. For outdoor events, the round by round point system is used to determine the qualifying position**
Points accrued from the drivers best 2 rounds shall be added together to determine his total points score and qualifying position. Highest qualifying position in each round will score zero (0) points, second place two points, third place 3 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 driver not tying will get one point less.
In the event of a tied position the driver with the single highest position in either of the best 2 rounds that counted will be awarded the tie. In the event of continuing tie then the laps and times from the best result will be awarded the tie. In case of continuing tie, then times from the second best score will be compared
- b) There will be a

Remark: *Why do we run 6 qualifying rounds at European championships? The last 3 Touring Car ECs have shown, there are only one or two rounds the track is fast enough to reach the Final or to improve your result. At Heemstede, Lostallo and Kirchberg, all top results have been driven in round two and six, which have been the last rounds on Friday and Saturday.*

Proposed by DMC, Germany

Amendment Proposed by DASU, Denmark:

2 RACING FORMAT EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

2.4 QUALIFYING

a) Each driver's best number of laps will determine their qualifying position. For touring car events, the round by round point system is used to determine the qualifying position

Points accrued from the drivers best 3 rounds shall be added together to determine his total points score and qualifying position. Highest qualifying position in each round will score zero (0) points, second place two points, third place 3 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 driver not tying will get one point less.

In the event of a tied position the driver with the single highest position in either of the best 3 rounds that counted will be awarded the tie. In the event of continuing tie then the laps and times from the best result will be awarded the tie. In case of continuing tie, then times from the second best score will be compared

Seconded by: SBF, Sweden

For: 11 Against: 1 Abstentions: 2

Passed

THE RULE SHOULD BE AMENDED

2 RACING FORMAT EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

This rule 2.4.a-l Appendix 3, to be similar to rule 2.4. Appendix 2 with following amendments:

Last line changed to: 3 out of 6 rounds to count

Remark: *We would like to see the round by round system to be used at the EC. This system is more fair, and will make the qualifying more useful. With the one round system we use today, drivers are very depending on the track/weather conditions. You can actually risk to loose one full day of qualifying if bad weather occurs.*

Proposed by DASU, Denmark

Withdrawn

THE PROPOSED RULE IS NEW

2 RACING FORMAT EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

2.5 QUALIFYING

j) The qualification system for 1:10 Touring cars shall be round by round. See Appendix 2 point 2.4. If 6 rounds is used you shall add 4 rounds. If round by round system is used shall point h) be deleted.

Remark: *All drivers shall have a fair chance to have same conditions.*

Proposed by SBF, Sweden

Withdrawn

THE RULE SHOULD BE AMENDED TO READ

2 RACING FORMAT EUROPEAN CHAMPIONSHIPS AND GRAND PRIX

2.5 THE FINALS

For more than 130 entrants, the B to O final can be run in two or three races.

Remark: *With 150 entrants, the prize giving ceremony is not before 6.30 pm on Sunday and this is too late in the opinion of the drivers who have to travel home on Sunday night. If the organizers can reduce one final round, they can save 2 hours..*

Proposed by DMC, Germany

Seconded by: AKK, Finland
For: 6 Against: 8 Abstentions: 0
Failed

CLARIFICATION NEEDED

3. TRACK SPECIFICATIONS

3.8. Barriers must be 20 cm away from the track lines.

*Remark: What does this mean? Though we think there should be a discussion about tracks as allegedly some racers are still trying to find there way round the last one..
A discussion needs to be had re tracks, we're trying to encourage racers back to this class, and the track in France was a little too challenging?
For Discussion and guidance of future events?*

Proposed by BRCA, Great Britain

Amendment Proposed by BRCA, Great Britain:

For EFRA-sanctioned events, where non-permanent tracks are used, the track plans have to be submitted to the Section Chairman for approval.

Seconded by: DASU, Denmark

For: 11 Against: 1 Abstentions: 1

Passed

THE RULE SHOULD BE AMENDED TO READ

7. GENERAL RULES

7.7. Side or rear windows must be clear. **However the driver may have his name on the side window.**

Remark: To clarify that the driver can have his name on the side window.

Proposed by EFRA Executive

Seconded by: BRCA, Great Britain

Amendment Proposed by DASU, Denmark:

7. GENERAL RULES

7.7. Side or rear windows must be clear. **However the driver may have his name on the side window in the same scale as the car.**

Seconded by: BRCA, Great Britain

For: 10 Against: 0 Abstentions: 4

Passed

THE RULE SHOULD BE AMENDED TO READ

10. 1/12th SPORTS CARS

10.8 **Odourless additives only**

Allowed additives are:

Corally TC2 (Jack the gripper)

LRP Traction

Orion Foam TQ

Any other can be added to the list by request and once checked by the Section Chairman as being ok.

Remark: The French event with odourless additives was such an improvement that the BRCA have adopted this as a rule for 2003 / 4 we would like EFRA to do the same.

Proposed by BRCA, Great Britain

Seconded by: OFMAV, Austria

For: 8 Against: 0 Abstentions: 5

Passed

THE RULE SHOULD BE AMENDED TO READ

9 MOTORS

9.2. Definition of a Spec Motor:

Spec Motor - Re-buildable, 17X2, Fixed timing of 5 degrees, Bushes (No Bearings),

Maximum wire thickness is .71mm. All other dimensions see 9.3 below and Appendix 9.

Armatures may be wound using the Mabuchi (star) or Sagami methods.

The armature stack must be solid with no cut-outs, tri-rotors etc.

Armatures have to be either stamped with the wind by the manufacturer or can be 'tagged'.

Epoxy balancing of armatures for rebuildable standard or stock motors will not be permitted.

Tabs on the armature's commutator may only be "compression welded". No after-market welding, soldering or silver brazing will be permitted.

Brushes must be mounted in the 'upright' configuration (lay-down brushes will not be permitted).

No hybrid motors or mixing of parts from different models will be permitted.

No modifications to the physical construction of the motor can, end bell, or armature will be permitted (e.g. adding or removing material from the armature stack, relocating spring posts).

Any motor that shows any sign of tampering will be disqualified, the driver is responsible for any signs of tampering.

Remark: To clarify rules on spec motors.

Proposed by EFRA Executive

Seconded by: DASU, Denmark

For: 12 Against: 1 Abstentions: 1

Passed

THE RULE SHOULD BE AMENDED TO READ

9 MOTORS

9.3 Don't want to suggest any wording.

There should be a schedule for introducing Brushless motors into the European championships, and a definition of their specifications.

The details are subject of negotiation.

Remark: In order to give those motor types a chance, and the manufacturers the possibility to develop to an defined specification.

Amendment Proposed by OFMAV, Austria:

General Definition of a Brushless Motor

a) '05' size specification.

b) Only 2 pole magnetic rotors are permitted. Ferrite or Neodymium magnet only. Only three slot 'Y' (star) wound slotted stators are permitted. No Delta wind style allowed. Only circular (round), pure copper wire to be used for the coils.

c) Target date for introduction is 2005.

Seconded by: FBA, Belgium

For: 11 Against: 0 Abstentions: 1

Passed

9 MOTORS

9.3 General Definition.....

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.

XX for 1/12th = 1.

XX for 1/10th = 12.

XX for 1/10th Touring = 10

XX for 1/10th Sports prototype = 1

Remark: With the power of the latest 3300 cells the motors are not lasting very long and 12 turns for Touring car was fine when we had 2000/2400 Nicads and the first generation NiMh batteries but it is time to move on.

Proposed by EFRA Executive

Withdrawn

THE RULE SHOULD BE AMENDED TO READ

9 MOTORS

9.3 General Definition.....

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.

XX for 1/12th = 12

XX for 1/10th = 12.

Remark: *We propose to have the same limit of turns as to the Touring class. At least we propose a limit of 10 windings.*

Proposed by SBF, Sweden

Seconded by: DASU, Denmark

For: 1 Against: 3 Abstentions: 8

Failed

THE RULE SHOULD BE AMENDED TO READ

10 1/12th SPORTS CARS

10.1 The body must....

... and available on the EFRA website. **The body list will be approved by the EFRA AGM.**

Remark: *When we need to have a list for allowed bodies, we should have rules how this list will be created or at least it should be agreed by the AGM..*

Proposed by DMC, Germany

Amendment Proposed by BRCA, Great Britain:

Allow the use of Le Mans Prototype (LMP) bodies.

Seconded: DASU, Denmark

For: 6 Against: 0 Abstentions: 6

Passed

THE RULE SHOULD BE AMENDED TO READ

10 1/12th SPORTS CARS

10.10. The minimum weight limit ready to run, not including the timing transponder, is **800 g** for 4 cell and 890 g for 6 cells. 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 then the minimum weight, including the transponder, shall be 812 g for 4 cell and 902 g for 6 cells.

Proposed by BRCA, Great Britain

Seconded by: DASU, Denmark

For: 5 Against: 0 Abstentions: 7

Passed

THE PROPOSED RULE IS NEW

10 1/12th SPORTS CARS

10.11. Tyre additives must be of an "odourless" type.

Remark: *There are now various odourless additives available. A list to be drawn up at the AGM for distribution to member countries. This was a success at the last Euros, BRCA has amended it's rules accordingly.*

Proposed by BRCA, Great Britain

Withdrawn

THE RULE SHOULD BE AMENDED TO READ

12 1:10 ELECTRIC SALOON CARS

12.4.6. We don't want to suggest any wording.

Only want to point out, that in fact, the Tire Rule as it is now, limits the 6 qualifying heats actually to only 3 effective ones - under optimum conditions.

There should be an open discussion about this, maybe we find a better solution altogether, or we could spare 3 qualifying heats.

Remark: Unfortunately all currently available tires (AFAIK) work much better in the first run they are used. The reason for tire limitation was a cost matter, not to reduce qualifying heats.

Proposed by OFMAV, Austria
Withdrawn

THE RULE SHOULD BE AMENDED TO READ

12 1:10 ELECTRIC SALOON CARS

- 12.4.6 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 the same for all drivers)** and commercially available via model/hobby shops.
For wet/damp conditions a treaded tyre may be used but only when the Race Director gives his permission.
Only **four sets of 4 tyres** per driver for every two rounds of qualifying is allowed **the treaded wet tyre does not form part of these 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: To have pre-built tyres as per other big race meetings and to cut down on the expense of trying lots of different wheel and insert combinations.
To allow the use of the treaded wet tyres without them counting as part of the drivers total set of tyres that he can use.

Proposed by EFRA Executive

Amendment Proposed by DASU, Denmark:

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 the same for all drivers)** and commercially available via model/hobby shops. For use at the EC, the tyres must be bought from the organiser.

Only **three sets of 2 tyres** per driver for qualifying is allowed and for finals only **three sets of 2 tyres** per driver is allowed. Tyres from qualifying may not be used in the final. **The treaded wet tyre does not form part of these sets. Tyres/wheels may not be modified.**

Seconded by: NOMAC, Holland

For: 10 Against: 1 Abstentions: 1

Passed

THE RULE SHOULD BE AMENDED TO READ

12 1:10 ELECTRIC SALOON CARS

- 12.4.6. The organiser of an EC shall choose tyres special for the event. The cost of a total set (four tyres, inserts and rim. Trued and glued) shall be 25 Euro. The tyre shall be approved at the AGM
For wet/damp... ..his permission.
One set of tyres per round shall be permitted. Three extra sets shall be allowed for A-finalists. Changing of tyres... sets are allowed.

Remark: A test have been made on the track to be used at the EC. 3 different combinations have been tested and the best have been chosen.
It will be cheaper and easier for the driver.
One set of tyres for every round is only proposed if the proposal for standard tyre and standard price is approved.

Proposed by SBF, Sweden
Withdrawn

THE RULE SHOULD BE AMENDED TO READ

12 1:10 ELECTRIC SALOON CARS

12.4.6. **At EC's it's only allowed to use a complete controlled tyre, approved by EFRA, with controlled tyres, inserts and, wheels.**

No maximum number of tyres. For wet/damp conditions an EFRA approved threaded tyre can be used, with no restrictions regarding wheels and inserts.

Remark: *With this rule amendment it will be cheaper and more equal/fair than the current rules. At the last couple of Years EC's, we have had several problems with tyres/insert/wheels.*

Proposed by DASU, Denmark
Withdrawn

THE RULE SHOULD BE AMENDED TO READ

12 1:10 ELECTRIC SALOON CARS

12.4.6. At EC's it is only allowed to use the **pre-glued tyres (tyres, inserts and rims)** that were agreed by the section meeting at the EFRA AGM together with the race organiser (race organiser will make their recommendation).

These tires should be made available at track side during the event in sufficient quantities for qualifying heats and finals and should originate from a single production batch.

For dry weather

Remark: *The idea of stock tires works very well and is heavily used throughout the world. But if only tires are limited in choice there still remains a large number of possible configurations with inserts and rims. To make the competition more even, the insert and rim should also be regulated.*

Proposed by NOMAC, Holland
Withdrawn

10 ELECTION OF CHAIRMAN

Mr Mike Haswell Great Britain

Unanimous re-elected

11 ITEMS FOR GENERAL DISCUSSION

None

12 ANY OTHER BUSINESS

Tyres for European Championships were discussed and for the 2004 EC the organiser proposed the Sorex 36 slick tyre with Sorex grey 'C' inserts and on Schumacher Rev-Lite 24mm std white dish wheel. Pit-Shimizu (PS-0400) treaded tyre for the wet. (Bring your own wets).

For: 10 Against: 1 Abstentions: 1

Passed

Meeting closed at: 17:52Hrs