



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL ARGOSY, DUBROVNIK,**  
**CROATIA**  
**1<sup>ST</sup> to 2<sup>ND</sup> of November 2003**

**MINUTES ELECTRIC OFF ROAD**

**SATURDAY 1<sup>ST</sup> OF NOVEMBER 2003:** *The meeting opened at: 1810H*

**1. CHAIRMAN'S WELCOME**

*ONCE AGAIN A HEARTY WELCOME TO ALL OF YOU. I UNDERSTAND THAT SOME REALLY HAD TO GO THROUGH SOME TRAVEL AND COST PUZZLING TO MAKE IT TO THIS MEETING; I DO THINK THAT OUR SECTION HAS EVOLVED TO MATURITY. THE NUMBER OF PROPOSALS JUST TO FINETUNE THE RULES ARE PROOF TO THIS; SO MAYBE WE SHOULD NOW MOVE UP TO THE NEXT LEVEL: THE LAST TWO YEARS WE HAVE BROUGHT THE ELECTRIC RULES BETWEEN THE DIFFERENT CLASSES TO MATCH ON MANY POINTS. BEING A FAN OF SIMPLICITY AND STANDARDISING I FOR ONE DOES BELIEVE WE MUST PROCEED IN THAT DIRECTION, BUT THAT DOES'NT MEAN THERE IS NO OTHER CHALLENGES ON THE HORIZON: WE ARE ON THE BRINK OF THE BRUSHLESS ERA? BUT THAT IS NOT THE ONLY TECHNICAL EVOLUTION AND FURTHERMORE THE RACING SCENE FOR THE ATTENDEES IS SHIFTING WITH MORE INFLUENCE OF MANUFACTURES; AND BRANDS. THE SUCCES OF BRANDRACES PROVES THAT. SO LET'S NOT MISS THAT BOAT EITHER.*

**2. APOLOGIES FOR ABSENCE** Apologies have been received from: NIHIL

COUNTRY	PRESENT	SECT SUBSCR	ALLOC ec 2wD	ALLOC ec 4wd	ALLOC 2
AUSTRIA	Michael Kramer	y	10	16	
BELGIUM	Willy Heremans	y	6	3	
CROATIA	Merkas Drazen	Y			
CZECH REP.					
DENMARK	Horst Soren Boy	y			
ESTONIA					
FINLAND	Ilka Manio	y	3	3	
FRANCE	JP Caillaud	y	8	8	
GEORGIA					
GERMANY	Berndt Kemptner	y	17	14	
GREAT BRITAIN	Paul Worsley	y	10	10	
GREECE					
HOLLAND	Wim Koningsveld	y			
HUNGARY					
IRELAND					
ITALY	Adriano Forato	y	25	20	
LUXEMBOURG					
NORWAY	Froden Skaven	y	4	4	
POLAND					
PORTUGAL					
ROMANIA					
RUSSIA					
SLOVAK REP.					
SLOVENIA					
SPAIN	Javier LLobregat	y	9	7	
SWEDEN	Stefan Andersonn	y	2	2	
SWITZERLAND	Peter Imbooden	y	4	4	
<b>TOTAL</b>		<b>14</b>	<b>98</b>	<b>91</b>	<b>0</b>

Other Present: Jim Spencer GB, Chris Hardisty GB, Harold Macho AU

**3 MINUTES OF 2002 SECTION MEETING**

2<sup>nd</sup> to 3<sup>rd</sup> of November 2002— Clarion Oslo Airport Hotel, Gardemoen, Norway

a) Matters arising: NO COMMENTS

**Seconded by: Norway** The minutes were: ACCEPTED unanimously

#### 4 CORRESPONDENCE RECEIVED

Leaving quite a lot of last minute email ping-pong regarding last minute entries or changes for the main events. I can say that all was very calm on that side  
I did however receive an apology from Orion who had been attending a couple of meetings regarding the future of brushless motors and who had promised to be here for some clarifications to the member countries

#### 5 CHAIRMAN'S REPORT

I did attend two of the main events, being the EC in Vienna, and the WC in Florida USA Both events were ended in a satisfactory level although both did have their glitches, Austria had a very willing team but unfortunately some weaker shackles in it demanded their toll. Let me be very clear that I am absolutely sure although that the drivers left the Vienna track with a smile and a positive impression linked to good memories. And who will contest this being the main goal?  
By far no match for the WC. I rarely was confronted to such poor race handling and administration, backed by arrogance beyond European imagination.. Once again I must state that the race was brought to a satisfactory end or so we dare to hope.

#### 6 PRESENTATIONS FOR APPLICATIONS FOR GP'S 2004 AND EC 2005

##### Races 2004

Date	Alt. Date	Status	Country	Venue
July 2_4		GP	Belgium	Kampenhout
2_8 AUG		EC	Italy	Collegno
22_23may		GP	FRANCE	Montigny le Bretonneux
24_25April		EC warm-up	Italy	Collegno

##### 2005

Date	Alt. Date	Status	Country	Venue
13_20 AUG		WC	ITALY	Colegno
26 31 July		EC	FRANCE	Montigny le Bretonneux
		WC	ITALY	Colegno

Back-up organization WC2005: BRCA

#### 8 ALLOCATIONS

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

#### 9 RULE PROPOSALS

##### **DELETE THE EXISTING RULE 1.2a AND REPLACE IT WITH THE FOLLOWING**

##### **1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS**

1.1. The allocations for the EFRA European Championships 1:10 scale will be established by the section meeting and published in the minutes.

1.2 ***For allocation and re-allocations procedures see 3.6 and 6.2 of general rules.***

**Remark:** *Simplifying and standardizing Electric rules as no need for such complex formulas.*

**Proposed by EFRA Executive**

**Seconded by: France**

**Passed unanimously**

**THE PROPOSED RULE IS NEW**

**1. ALLOCATIONS FOR EUROPEAN CHAMPIONSHIPS**

- 1.4 **At least 150 entrants per class (more participants could be considered only if timetable and facilities i.e. driver tables etc, permits) are to be accepted for European Championships and GP's. For EC's one country's allotment in no case to be higher than 33% of the total number of listed entries. ("No-show up drivers" not to be considered)**

**Remark:** Was inserted in 1.2a & an EC should still reflect an European field.

**Proposed by EFRA Executive**

**Seconded by: Finland**

**Passed unanimously**

---

**THE RULE SHOULD BE AMENDED TO READ**

**2.4 QUALIFYING**

- a) Qualifying will be by fastest time.

As an alternative.....

....scores will be compared.

**When Round by Round qualifying is used, if a driver incurs a penalty which results in his time and therefore points in any Round being disallowed, then all drivers below the disallowed position will move up one place. (In the event the penalized driver as a tie on obtained points the one with the best time will be lost)**

**Remark:** There are rules which state that penalties can be incurred, which will result in the loss of best points score if Round by Round Qualifying is used. However the rules do not state what happens to other drivers scores which are below the disallowed score. This should be clarified. In fact it caused some concern for a particular driver in Vienna this year.

**Proposed by BRCA, Great Britain A**

**Seconded by: Austria**

**Passed with 2 abstentions**

---

**THE RULE SHOULD BE AMENDED TO READ**

**2.4 QUALIFYING**

- e) During the first round of qualifying, heat starting order **can** be determined by lottery, **or alternatively can be based on a drivers performance in controlled practice. If a driver's performance in controlled practice is used, it will be based on 2 consecutive laps during the last round of controlled practice.** During further rounds, heat starting order will be by the overall fastest time of drivers in their heat. This will apply whether the Fastest Time Qualifying System or Round by Round System is used.

**Remark:** Currently, the rule states that a lottery starting order has to be used for the first Round. This means that a fast driver who draws last place in the starting order, has to pass possibly nine other cars before he can establish his own pace of laps. If the start order is established by times in practice, the start order for Round one will be more similar to further rounds. This is especially important when Round by Round Qualifying is chosen, as every Round is so important

**Proposed by BRCA, Great Britain**

**Seconded by: Belgium**

**Passed with 7 for and 1 abstaining**

---

---

**DELETE RULE 2.6.1a. RENUMBER 26.1b AND AMEND TO READ**

**2.6. RACE FORMAT**

**2.6.1a. There will be a maximum of 150 entrants in 4 WD and in 2 WD for both European Championships and Grand Prix meetings.**

**2.6.1** The qualifying results will determine the composition of all finals with the top 10 **proceeding** to the "A" final and so on down.  
At European Championships all qualifying races will consist of a maximum of 10 cars.  
The finals will comprise of 10 cars.

*Remark: Numbers are defined in 1.4*

**Proposed by EFRA Executive**

**Seconded by: Austria**

**Passed: 8 for and 1 abstention**

---

**THE RULE SHOULD BE AMENDED TO READ**

**3. TRACK SPECIFICATIONS**

**3.1. GENERAL REQUIREMENTS** as for Appendix 3.

**3.2a. Size:** Length - 100 metres minimum.

Width – 3 metres minimum and may be 2,5meters on parts within 10 meters from the rostrum

*Remark: The minimum width used to be 3.0 meters minimum. The rule was changed (to 2.5m) to accommodate Austria in 1999, as they stated that their track area would not allow 3.0m. We would like to see the minimum width to revert to 3.0meters. Surly the importance of a European Championship justifies a reasonable track width.*

**Proposed by BRCA, Great Britain**

**Seconded by: Norway**

**Passed 9 for and 1 against**

---

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

**5. TECHNICAL SPECIFICATIONS**

**5.1. GENERAL REQUIREMENTS**

i) Car dimensions must conform to the following:

Maximum overall length: 460 mm

Maximum overall width: 250 mm

Maximum overall height: 200 mm

(to be measured with the suspension fully compressed)

Minimum weight 2WD cars: 1.474 kg

Minimum weight 4WD cars: 1.588 kg

**Weight minima valid for cars equipped with fixed personal transponder AND those using (hand-out) auto powered transponders. The later to match minima without transponder**

Maximum size of rear wing: 220 mm wide x 80 mm long

Max. wing side dam length: 80 mm wide x 80 mm long

*Remark: Simplifying tech inspection, people with hand-out transponder must present their car without this transponder (easier on scrutineering)*

**Proposed by EFRA Executive**

**Seconded by: Belgium**

**Passed 10 for and 1 Abstention**

---

**THE RULE SHOULD BE AMENDED TO READ**

**5. TECHNICAL SPECIFICATIONS**

**5.1. GENERAL REQUIREMENTS**

g) The overall width of the bumper must not be exceed the overall width of the front of the car, including wheels. The bumper must be constructed of a resilient material such as plastic or rubber. **Thickness and design must be to minimise any personal injury.**

*Remark: The minimum thickness stated means that many of the cars currently used are illegal, as the bumpers are less than 2.5mm thick.*

**Proposed by BRCA, Great Britain**  
**Seconded by: France**

**Passed Unanimously**

## **10 GENERAL DISCUSSION ITEMS**

Italy: Problem the Associated B4 is too wide in the front 2mm if used with older B3 wheels and  
Also with some of the Proline range Associated look-alikes

Reminder: adjust in handbook for next print: page 115 add an \* referring the 200mm vs.  
(compression ....)

It was agreed before the meeting that, in view of further standardisation of the electric classes both  
sections would support the "Florida Memory of Understanding" as agreed on a manufacturer  
meeting, 18 October 2003 in Largo regarding the brushless motor, as it is reproduced in the on-  
road meeting. The Target date being 2005

## **11 ANY OTHER BUSINESS**

Spain wishes to express its regrets that the vice section- president did not attend the  
meeting

Meeting closed at: 1945H