



AGENDA ELECTRIC SECTIONS – GENERAL.

SATURDAY 3th of November 2018.

1. CHAIRMAN'S WELCOME Mr. Chris Hardisty & Paul Worsley

The Electric Chairmen opened the meeting at --

2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from:

Member Countries presents. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA		
BELARUS		
BELGIUM		
BULGARIA		
CROATIA		
CZECH REP.		
DENMARK		
ESTONIA		
FINLAND		
FRANCE		
GERMANY		
GREAT BRITAIN		
GREECE		
HUNGARY		
IRELAND		
ITALY		
LUXEMBOURG		
MONACO		
NETHERLANDS		
NORWAY		
POLAND		
PORTUGAL		
RUSSIA		
SLOVAK REP.		
SLOVENIA		
SPAIN		
SWEDEN		
SWITZERLAND		
TURKEY		
TOTAL		

Other persons present:

3. MINUTES OF 2017 SECTION MEETING

November 2017 – Vienna, Austria

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2017

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

4. CORRESPONDENCE RECEIVED

5. RULE PROPOSALS (Does / May affect all Electric Sections)

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.

APPENDIX 3 A ELECTRIC CARS GENERAL

THE RULE IS NEW:

Existing Rule: A

APPENDIX 3 ELECTRIC CARS GENERAL

Proposal:

1/8 ep pan car stock class weight 2100 grams - motor till 1900 kv - hardcase battery 4s HV - 17,20 VOLT CHARGE - 7 minutes qualifying and finals 1/8 modified class suspended -2450 grams - motor till 1900 kv - hardcase battery 6s HV - 25,8 volt charge- 5 minutes qualifying and finals for this new category 6s we suggest to homologate 3s battery hard case (shorty pack or square pack) for IATA rules

Remarks:

Proposed by , Rossi Patrizio

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 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.

Proposal:

All finals will use a "F1" type grid start with a minimum of 3 meter alternating intervals with two rows of cars. Cars must be placed forward facing to their markerline or startbox.

Remarks:

Change to 3m minimum. This was aimed at 12th, but I suspect that it should be for all electric classes if 2m is too close for 12th scale.

Proposed by BRCA, Spencer Jim

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 7.2.7.

Drivers that finished in the Top 10 at an 1/10 Touring Car European Championship (indoor or outdoor) in the last 2 years are not allowed to participate at the 1/10 Touring Cars Modified 13.5T Spec. Brushless European Championship. At the 1/10 Touring Car modified & 1/10 Touring Car 13.5T Spec. Brushless European Championships drivers are only allowed to enter one of the two classes.

Proposal:

Drivers that finished in the Top 10 at an 1/10 Touring Car European Championship (indoor or outdoor) in the last 2 years are not allowed to participate at the 1/10 Touring Cars ~~modified~~ 13.5T Spec. Brushless European Championship. At the 1/10 Touring Car modified & 1/10 Touring Car 13.5T Spec. Brushless European Championships drivers are only allowed to enter one of the two classes.

Remarks:

Clean up of the rule (remove "modified" in "Touring Cars Modified 13.5T Spec.")

Proposed by SRCCA, Frattaroli Andres

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 8.1.

The Race Organiser must schedule all events for each day to be completed and the track closed by 18.30 hours. The pit area must be available for 1:30 hour after the last race. For 1/2th scale events it is recommend to complete each day by 19.30. It is recommended to end the last day early enough to allow participants to start their return journey.

Proposal:

The Race Organiser must schedule all events for each day to be completed and the track closed by 18.30 hours. The pit area must be available for 1:30 hour after the last race. For ~~1/2th~~ 1/12th scale events it is recommend to complete each day by 19.30. It is recommended to end the last day early enough to allow participants to start their return journey.

Remarks:

Correction of typo "1/2th" scale

Proposed by SRCCA, Frattaroli Andres

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 9.1.4.

Practice heats at 1/10 Touring Car & 1/10 Touring Car 13.5T Spec. Brushless European Championships must not be longer than 6 minutes. In between two heats there has to be a break of 3 minutes.

Proposal:

Practice heats at 1/10 Touring Car & - 1/10 Touring Car 13.5T Spec. Brushless - ~~1/10 F1~~ European Championships must not be longer than ~~6~~ 5 minutes. In between two heats there has to be a break of 3 minutes.

Remarks:

A heat in this classes can't take longer than 5 minutes

Proposed by EFRA, Bultynck Krist

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **9.4.7.**

During the first round of qualifying, heat-starting order will be determined by the driver's performance in controlled practice based on his 2 best consecutive laps during the last round of controlled practice. During further rounds, heat-starting order will be by the fastest time of drivers in the heat from any previous rounds results used for qualifying positions. This will apply whether the Fastest Time Qualifying System or Round by Round System is used.

Proposal:

During the first round of qualifying, heat-starting order will be determined by the driver's performance in controlled practice based on his **2-3** best consecutive laps during the last **two rounds** of controlled practice. During further rounds, heat-starting order will be by the fastest time of drivers in the heat from any previous rounds results used for qualifying positions. This will apply whether the Fastest Time Qualifying System or Round by Round System is used.

Remarks:

If a driver has bad luck in one round of controlled practice then he has still a chance in the second one.

Proposed by EFRA, Bultynck Krist

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

APPENDIX 4 LITHIUM BATTERIES FOR ALL ELECTRIC CLASSES - TECHNICAL, RACE PROCEDURES & HOMOLOGATION TECHNICAL, RACE PROCEDURES & HOMOLOGATION LITHIUM BATTERIES FOR ALL ELECTRIC CLASSES - TECHNICAL, RACE PROCEDURES & HOMOLOGATION APPENDIX 4

THE RULE IS NEW:

Existing Rule: **1.6.**

The case must have the original suppliers label intact, stating:- the Part #, the rated nominal voltage and the chemistry (Lipo/LiFe), the rated energy capacity of the pack in Wh. and the 'C' rating of the pack. The Brand name/logo shall be easily readable.

NOTE: For 2017 onwards, Saddle Pack batteries that are hard wired together can state the nominal voltage of the combined number of batteries, BUT Saddle Pack batteries supplied as individual batteries (not hard wired together), MUST show the correct nominal battery voltage for each individual battery on the labels, not the combined voltage.

Proposal:

1.7 As EFRA events are International, EFRA will only accept batteries for approval that comply with the maximum energy capacities required by passenger airlines.

Remarks:

This requirement has been in the EFRA Battery Homologation documents for several years and should also be included in EFRA rules.

Proposed by EFRA, Worsley Paul

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended

THE RULE IS NEW:

Existing Rule: **4.6.**

No modifications, designs changes or removal of materials are allowed to any approved motor. Only ?optional? parts or rotors detailed on the EFRA Approved Lists are allowed. Any changes or modifications will require the motor to be re-submitted for approval.

Proposal:

4.6.1 It is the competitors responsibility to ensure that any motor used at an EFRA sanctioned event complies with all EFRA rules. If any motor is found to NOT comply with the EFRA motor rules, any results using such motor will be disqualified, regardless if the motor is included on the EFRA homologation list. If there is definitive proof available; that the motor manufacturer supplied a motor (to the competitor) that does not comply with EFRA rules, then sanctions could be taken against the specific manufacturer(s).

Remarks:

The motor Homologation Officer is becoming increasingly concerned with some components used in motors during the last year.

Proposed by EFRA, Worsley Paul

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended

6. ITEMS FOR GENERAL DISCUSSION.

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

MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.



EFRA ANNUAL SECTION MEETING
HOTEL Van Der Valk,
Brussels Belgium
3-4th of November 2018

AGENDA ELECTRIC - OFF-ROAD.

1. CHAIRMAN'S WELCOME

Mr Paul Worsley

The Electric Off-road Chairman opened the meeting at
EFRA AGM 2018 Brussels

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

COUNTRY	PRESENT	SECTION SUBSCR	REQUESTED:				Max33%
			EC	EC	WC		
			Buggy 2wd	Buggy 4wd	WC		%
AUSTRIA							
BELARUS							
BELGIUM							
BULGARIA							
CROATIA							
CZECH REP.							
DENMARK							
ESTONIA							
FINLAND							
FRANCE							
GERMANY							
GREAT BRITAIN							
GREECE							
HUNGARY							
IRELAND							
ITALY							
LUXEMBOURG							
MONACO							
NETHERLANDS							
NORWAY							
POLAND							
PORTUGAL							
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN							
SWEDEN							
SWITZERLAND							
TURKEY							
		TOTALS					

Allocations can be changed till January 21th 2018.

Other persons present:

3. MINUTES OF 2017 SECTION MEETING

November 2017 –Vienna, Austria:

Matters arising from the minutes:

The minutes were accepted as written at the AGM 2017.

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

4. CORRESPONDENCE RECEIVED

. Any correspondences from the 2018 season.....

5. CHAIRMAN'S REPORT

A full report of the Season is presented by the Section Chairman

6. PRESENTATIONS FOR APPLICATIONS EC AND GP'S 2020/ 2019

The section has reviewed the applications to host coming EFRA events:

Year/Date	Alt. Date	Status	Country	Venue
2019		IR	Belgium	Kampenhout
2019		EC/GP	Slovakia	Trencin
2020		EC	Slovakia	Trencin
2020		EC	Great Britain	Nottinghamshire Retford(RHR)

Final Race calendar 2019

Year/Date	Alt. Date	Status	Country	Venue
2019		WC	Slovakia	Trencin

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2020				

Nominated Tyres for the 1/10th. Off-Road EC:

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

All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 21th. January LATEST.

7. RULE PROPOSALS.

No Proposals received

8. ELECTION OF SECTION CHAIRMAN.

Vice Section Chairman Mr Frank Mostrey is willing to restand

9. ANY OTHER BUSINESS

10. ITEMS FOR GENERAL DISCUSSION.

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

MEETING TO CONTINUE WITH ELECTRIC TRACK SECTION MEETING.



EFRA ANNUAL SECTION MEETING
HOTEL Van Der Valk,
Brussels Belgium
3-4th of November 2018

AGENDA ELECTRIC - TRACK.

1. CHAIRMAN'S WELCOME

Mr Chris Hardisty

The Electric Track Chairman opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/12		EC 1/10 Touring		
AUSTRIA							
BELARUS							
BELGIUM							
BULGARIA							
CROATIA							
CZECH REP.							
DENMARK							
ESTONIA							
FINLAND							
FRANCE							
GERMANY							
GREAT BRITAIN							
GREECE							
HUNGARY							
IRELAND							
ITALY							
LUXEMBOURG							
MONACO							
NETHERLANDS							
NORWAY							
POLAND							
PORTUGAL							
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN							
SWEDEN							
SWITZERLAND							
TURKEY							
TOTAL			0	0	0	0	0

Allocations can be changed till December 21th 2018.

Other persons present:

3. MINUTES OF 2017 SECTION MEETING

November 2017 – Vienna, Austria

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2017.

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

4. CORRESPONDENCE RECEIVED

. Any correspondences from the 2018 season.....

5. CHAIRMAN'S REPORT

. A full report of the Season is presented by Section Chairmen

6. PRESENTATIONS FOR APPLICATIONS - EC AND GP'S 2019/2020

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.

Year/Date	Alt. Date	Status	Country	Venue
2020		EC 1/12	Netherlands	Sittard
2020		EC 1/12	Slovakia	Trencin
2020		EC 1/12	Andernach	Germany
2020		WC 1/12	Slovakia	Trencin
2020		WC 1/12	Netherlands	Sittard
2020		WC/1/12	Great Britain	Milton Keynes
2019		GP 1/10	Norway	Sandefjord
2020		EC 1/10	Slovakia	Trencin
2020		WC 1/10	Slovakia	Trencin
2020		WC 1/10	Netherlands	Heemstede

Final Race calendar 2019

Year/Date	Alt. Date	Status	Country	Venue
2019 April		EC 1/12	Slovakia	Trencin
2019 June		EC 1/10	Slovakia	Trencin

Future Race Calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2020				

Tyres for the 1/10th Touring Car EC 2018:

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

7. ALLOCATIONS

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

All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 21th. January LATEST

8. RULE PROPOSALS

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.

APPENDIX 3 B ELECTRIC CARS REQUIREMENTS FOR ELECTRIC ON ROAD CLASSES

THE RULE IS NEW:

Existing Rule: B

REQUIREMENTS FOR ELECTRIC ON ROAD CLASSES

Proposal:

Addition of a GT12 Class

Remarks:

Adoption of the GT12 category to generate an entry level indoor electric class within the EFRA family. (Full set of the proposed rules will be sent via email)

Proposed by BRCA, Spencer Jim

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 2.4.

No more than 1.5 mm of wheel outside diameter may be exposed on the outside of the wheel (i.e. not covered by the tyre). If wheel discs are used they should be secured by a screw or clip.

Proposal:

No more than 2.0 mm of wheel outside diameter may be exposed on the outside of the wheel (i.e. not covered by the tyre). If wheel discs are used they should be secured by a screw or clip.

Remarks:

Change from 1.5 to 2.0mm The current 1/12th car wheel nuts stick out a little further, an extra 0.5mm will cover it.

Proposed by BRCA, Spencer Jim

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 5.

TYRE ADDITIVES / TRACTION IMPROVING TREATMENTS:

Proposal:

TYRE ADDITIVES & TYRE TREATMENTS:

Remarks:

Change title to include also new proposed tyre cleaning rule 5.6 for on road classes.

Proposed by SRCCA, Frattaroli Andres

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE IS NEW:

Existing Rule: 5.

TYRE ADDITIVES / TRACTION IMPROVING TREATMENTS:

Proposal:

New Rule 5.6: Tyres can be cleaned with either water, the control additive designated by the organizer or with commercially available brake/motor cleaner in one-way spray cans.

Remarks:

No existing rule for on-road classes. Rule from off-road not applicable. To make things clear for the organizers and the drivers, this rule must be specified in the on road section.

Proposed by SRCCA, Frattaroli Andres

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 5.1.

All Tyre treatments, governed by health, nuisance and track damage considerations will be at the discretion of the organisers and EFRA. I.e. Normally only odourless tyre cleaners or traction additives will be allowed.

Proposal:

All Tyre treatments, governed by health, nuisance and track damage considerations will be at the discretion of the organisers and EFRA. I.e. Normally only **odourless, non oily**, tyre cleaners or traction additives will be allowed.

Remarks:

Insertion of the requirement for tyre additives to be of the 'Non Oily' type - this is due to some of the additives used at EFRA events, damaging the carpet and leaving a mess at venues. The BRCA have experience of having already implemented this change.

Proposed by BRCA, Spencer Jim

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 7.2.

MEASUREMENTS AND WEIGHTS

(NOTE: Heights measured with chassis on 15.0 mm block, based on 5 mm ground-clearance)

Maximum overall width (with body): 195 mm

Maximum overall width (without body): 190 mm

Minimum weight: 1350 gram

Wing: maximum wing size including endplates: 190w x 40d x 20h mm Wings to be mounted directly to the body (no spacer between shell and wing), on the moulded mounts provided at the back of the shell.

All features (front splitter/bumpers) from the original moulding must remain on the shell.

Maximum wheel rim diameter (excl. ribs): 50 mm.

The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed.

All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed).

Only a fixed single ratio transmission is allowed and it may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches).

Proposal:

MEASUREMENTS AND WEIGHTS

(NOTE: Heights measured with chassis on 15.0 mm block, based on 5 mm ground-clearance)

Maximum overall width (with body): 195 mm

Maximum overall width (without body): 190 mm

Minimum weight: 1320 gram

Wing: maximum wing size including endplates: 190w x 40d x 20h mm Wings to be mounted directly to the body (no spacer between shell and wing), on the moulded mounts provided at the back of the shell.

All features (front splitter/bumpers) from the original moulding must remain on the shell.

Maximum wheel rim diameter (excl. ribs): 50 mm.

The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed.

All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed).

Only a fixed single ratio transmission is allowed and it may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches).

Remarks:

Change minimum weight to 1320 gram. Modern touring car chassis are hardly reaching the minimum weight 1350 gram. Drivers have to add a lot of balancing weight to reach the minimum weight. 1320 gram weight limit is in use already in some of the federations as well as other international races. EFRA should follow this technical development and provide the factual basis for the federations to adapt their rules.

Proposed by SRCCA, Frattaroli Andres

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **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.

Maximum price fixed for each EC event at the AGM. The supplier of the tyre must guarantee that the wheels tyres are of the same batch/production run. They must be the only source of supply for the event.

Note for 2018

Price for 2018 is €25 on condition that the next EC honours it's proposal to use -Tyres for the 1/10th Touring Car EC 2018: Volante Outdoor Asphalt (VT-V5T PG36R)

Rain tyre will be LRP Vtec Regenrad Dunlop D20 Radial

F1 will be Volante S1 tyre, Front medium (VT-VF1-FM). Volante S1 tyre, Rear supersoft (VT-VF1-ARSS)

Proposal:

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 since minimum 3 months at the time the tyre choice will be presented at the AGM.** 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.

Maximum price fixed for each EC event at the AGM. The supplier of the tyre must guarantee that the wheels tyres are of the same batch/production run. They must be the only source of supply for the event.

Note for 2018

Price for 2018 is €25 on condition that the next EC honours it's proposal to use -Tyres for the 1/10th Touring Car EC 2018: Volante Outdoor Asphalt (VT-V5T PG36R)

Rain tyre will be LRP Vtec Regenrad Dunlop D20 Radial

F1 will be Volante S1 tyre, Front medium (VT-VF1-FM). Volante S1 tyre, Rear supersoft (VT-VF1-ARSS)

Remarks:

Clarify and specify the "commercially available" rule. It is absolutely important, that the tyre choice is made based on experience and testing results. No unknown tyre or compound should be available for voting to avoid such a disaster as seen at the last EC in F1 in Wiener Neustadt. If the tyre choice is "wrong", the driving will be difficult for most of the participants, resulting in carnage on the track.

Proposed by SRCCA, Frattaroli Andres

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **7.3.3.**

Tyre Allowances.

For Spec Class -2 sets of 4 dry weather tyres are allowed for qualifying, and 1 additional set of 4 dry weather tyres is allowed for finals. Tyres from qualifying may be used in the finals. 1 set of 4 wet weather tyres is allowed to be used for both qualifying and finals.

For Modified Class: 5 sets of 4 dry weather tyres are allowed for qualifying, and 1 additional set of 4 dry weather tyres is allowed for finals. Tyres from qualifying may be used in the finals. 1 set of 4 wet weather tyres is allowed to be used for both qualifying and finals.

For all A finals only (Mod, Spec and F1) - 1 new set per final may be used.

Proposal:

Tyre Allowances.

For Spec Class -2 sets of 4 dry weather tyres (**rubber**) are allowed for qualifying, and 1 additional set of 4 dry weather tyres is allowed for finals. Tyres from qualifying may be used in the finals. 1 set of 4 wet weather tyres is allowed to be used for both qualifying and finals.

For Modified Class: 5 sets of 4 dry weather tyres are allowed for qualifying, and 1 additional set of 4 dry weather tyres is allowed for finals. Tyres from qualifying may be used in the finals. 1 set of 4 wet weather tyres is allowed to be used for both qualifying and finals.

For all A finals only (**Mod and Spec**) - 1 new set per final may be **used. For Formula Class - 1 set of 4 dry weather tyres (rubber) is allowed for qualifying and 1 additional set of rear dry weather tyres is allowed for the finals. Tyres from qualifying may be used in the finals.**

Remarks:

For Formula Class - 1 set of 4 dry weather tyres (rubber) is allowed for qualifying and 1 additional set of rear dry weather tyres is allowed for the finals. Tyres from qualifying may be used in the finals.

Proposed by EFRA, Bultynck Krist

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **7.3.3.**

Tyre Allowances.

For Spec Class -2 sets of 4 dry weather tyres are allowed for qualifying, and 1 additional set of 4 dry weather tyres is allowed for finals. Tyres from qualifying may be used in the finals. 1 set of 4 wet weather tyres is allowed to be used for both qualifying and finals.

For Modified Class: 5 sets of 4 dry weather tyres are allowed for qualifying, and 1 additional set of 4 dry weather tyres is allowed for finals. Tyres from qualifying may be used in the finals. 1 set of 4 wet weather tyres is allowed to be used for both qualifying and finals.

For all A finals only (Mod, Spec and F1) - 1 new set per final may be used.

Proposal:

Tyre Allowances.

For Spec Class -2 sets of 4 dry weather tyres are allowed for qualifying, and 1 additional set of 4 dry weather tyres is allowed for finals. Tyres from qualifying may be used in the finals. 1 set of 4 wet weather tyres is allowed to be used for both qualifying and finals.

For Modified Class: 5 sets of 4 dry weather tyres are allowed for qualifying, and 1 additional set of 4 dry weather tyres is allowed for finals. Tyres from qualifying may be used in the finals. 1 set of 4 wet weather tyres is allowed to be used for both qualifying and finals.

For all A finals only (Mod, Spec and F1) - 1 new set per final may be used. **In case of prolonged wet weather conditions, the number of sets of wet weather tyres will be increased to two sets for qualifying and 1 set for the finals. For A finals only (for all classes) 1 new set of wet weather tyres per final may be used.**

Remarks:

Addition of clear rules for wet weather tyres. In case of stable wet weather conditions, it's impossible to do the full race on 1 set of wet weather tyres. This clarifies the handling in case the whole race will take place in the wet.

Proposed by SRCCA, Frattaroli Andres

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE DELETED:

Existing Rule: **8.2.**

Tires:

Tyres to be chosen as per. Touring Car procedure for selection (Rubber type tyres, no foam)

Remarks:

This rule can be deleted when new rule 7.3.3 is accepted.

Proposed by EFRA, Bultynck Krist

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **8.5.**

Wings:

Front and rear wings must be made of a molded ABS Style plastic and to a design to be decided at the AGM.

Front and rear wings made of Lexan material will not be allowed (this includes bolt on Lexan front wings over a smaller ABS plastic wing).

Wings equipped with any type of remote adjustment or DRS are not allowed.

Proposal:

Wings:

Front and rear wings must be made of a molded ABS Style plastic and to a design to be decided at the AGM.

Front and rear wings made of Lexan material will not be allowed (this includes bolt on Lexan front wings over a smaller ABS plastic wing).

Wings equipped with any type of remote adjustment or DRS are not allowed **Maximum height of any part of the rear wing can not exceed highest point of the body. Any bolt-on, glued-on or molded-in elevation on the body is to be ignored for the rear wing maximum height measurement.**

Remarks:

Scale character of the F1 cars should be retained. The height limitation for the rear wing should prevent having a starting grid with odd looking cars.

Proposed by SRCCA, Frattaroli Andres

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **8.5.**

Wings:

Front and rear wings must be made of a molded ABS Style plastic and to a design to be decided at the AGM. Front and rear wings made of Lexan material will not be allowed (this includes bolt on Lexan front wings over a smaller ABS plastic wing). Wings equipped with any type of remote adjustment or DRS are not allowed.

Proposal:

Wings:

Front and rear wings must be **commercially available and** made of a molded ABS Style plastic. ~~and to a design to be decided at the AGM~~

Front and rear wings made of Lexan material will not be allowed (this includes bolt on Lexan front wings over a smaller ABS plastic wing).

Wings equipped with any type of remote adjustment or DRS are not allowed.

Remarks:

Wings not to be restricted by decision at AGM. Otherwise technical specifications have to be defined and/or a homologation procedure has to be introduced. Without that, any restriction could appear unfair or biased towards manufacturers. The EC F1 has shown that no restriction is necessary.

Proposed by SRCCA, Frattaroli Andres

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

9. ELECTION OF SECTION CHAIRMAN.

The Section Chairman Krist Bultynck is willing to restand:

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.

At the last 12th EC the additive was not known until close to the meeting. The wording of this rule is clear - it is to be discussed and agreed at the EFRA AGM, if the event organiser isn't present that must not stop the discussion and agreement happening.

Proposed by BRCA, Spencer Jim

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

