



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: **Luxembourg, Czech Rep., Ireland, Poland, Austria**

Member Countries presents. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA	Apologies: Markus Vrana	FULL
BELARUS		
BELGIUM	Krist Bultinck	FULL
BULGARIA		
CROATIA		
CZECH REP.	Apologies: Vladimir Seliga	FULL
DENMARK	SOREN JEPPESEN	FULL
ESTONIA		TR
FINLAND		FULL
FRANCE	Julien Jost	FULL
GERMANY	Thomas Kohmann	FULL
GREAT BRITAIN	Jim Spencer	FULL
GREECE		OR
HUNGARY		OR
IRELAND	Apologies: Colin Whelan	OR
ITALY	Teodoro Spagnolo	FULL
LUXEMBOURG	Apologies: Jeff Mersch	TR
MONACO		OR
NETHERLANDS	Raymond Houtman & Frans Heinsbroek	FULL
NORWAY	Per Velde	FULL
POLAND	Apologies: Andrzej Trella	OR & TR
PORTUGAL	Cesar Coelho	FULL
RUSSIA		
SLOVAK REP.	Matus Mydla	FULL
SLOVENIA		
SPAIN	Javier Llobregat	FULL
SWEDEN	Kai Koivuranta	FULL
SWITZERLAND	Andy Fratteroli	FULL
TURKEY		TR
TOTAL		

Total possible votes for any App.3A votes = 21. **Number of Feds. Represented for App.3A = 12**

Other persons present: RC Racing TV

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: SBF

Accepted by NOMAC, seconded SBF

4. CORRESPONDENCE RECEIVED

To be dealt with in the individual Sections

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 suspensioned -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: ... Not Seconded:

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.

Amended to read 2-3 meters, Sections to determine.

Amendment Passed unanimously.

Proposed by BRCA, Spencer Jim

Seconded by: NOMAC

The proposal: Passed Unanimously.

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: SBF

The proposal: Passed Unanimously

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 **1/12th** 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: SBF

The proposal: Passed Unanimously

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 **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: DASU

The proposal: Passed Unanimously

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.

Amendment: Start order of CP2 is determined by the finishing order of CP1

Amendment seconded: SRCCA, passed unanimously

Proposed by EFRA, Bultynck Krist

Seconded by: SBF

The proposal: Amended passed unanimously.

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: FRVCC

The proposal: Passed Unanimously

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 competitor's 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: FFRVC

The proposal: Passed Unanimously

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 13:53

Spec Motor Question?

Motor wind/construction was discussed. Could Spec. be deleted in favour of wind limits. PW explained there was no easy way to check wind number at an event. We already have this problem with Mod. 6.5T at 1/12 events.

Why not 4.35v per. cell charging allowed? Explanation by PW – safety and also difficulty for Tech Officers.

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 14:03

2. APOLOGIES FOR ABSENCE

Apologies have been received from: **Czech Rep., Ireland, Poland, Austria**

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	REQUESTED:				Max33%
			EC	EC	WC	WC	
			Buggy 2wd	Buggy 4wd	2WD	4WD	%
AUSTRIA	Apologies : Markus Vrana	FULL	6	6	12	12	5.8
BELARUS							
BELGIUM	Krist Bultinck	FULL	5	5	3	3	4.9
BULGARIA							
CROATIA							
CZECH REP.	Apologies: Vladimir Seliga	FULL			9	8	
DENMARK	Soren Jeppesen	FULL	4	4	4	4	3.9
ESTONIA							
FINLAND		FULL	11	11	11	11	10.7
FRANCE	Julien Jost	FULL	11	11	7	7	10.7
GERMANY	Thomas Kohmann	FULL	12	12	12	12	11.7
GREAT BRITAIN	Jim Spencer	FULL	16	16	26	26	15.5
GREECE		OR					
HUNGARY		OR					
IRELAND	Apologies: Colin Whelan	OR			4	3	
ITALY	Teodoro Spagnolo	FULL	15	15	6	6	14.6
LUXEMBOURG							
MONACO		OR			1	1	
NETHERLANDS	Raymond Houtman & Frans Heinsbroek	FULL	2	2	2	2	1.9
NORWAY	Per Velde	FULL	4	4	1	1	3.9
POLAND	Apologies: Andrzej Trella	OR & TR	4	4	8	11	3.9
PORTUGAL	Cesar Coelho	FULL	1	1	1	1	1.0
RUSSIA							
SLOVAK REP.	Matus Mydla	FULL	1	1	14	14	1.0
SLOVENIA							
SPAIN	Javier Llobregat	FULL	2	2	2	2	1.9
SWEDEN	Kai Koivuranta	FULL	2	2	6	6	1.9
SWITZERLAND	Andy Fratteroli	FULL	7	7	5	5	6.8
TURKEY							
TOTALS			103	103	134	135	

Total possible votes for any App.3C votes or Allocations = 21 **Number of Feds. Represented for App.3C = 12**

Allocations can be changed till January 21st. 2019.

NOTE: Allocations for WC are as requested by Federations. EFRA total allocations will not allow the requested numbers. The Section Chairman will update the Federations with numbers as more information is received from IFMAR

Other persons present: RC Racing TV

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. Proposed accepted: Nomac, seconded FFVRC

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

4. CORRESPONDENCE RECEIVED

Other than the usual stream of mails to organise event entries, no significant correspondence has been received.

5. CHAIRMAN'S REPORT

2018 has been the usual busy year with all the usual queries relating to entries for events.

The on-line entry system started last year, still gave some problems for some Federations. It was obvious that some Federation secretaries have still not informed their Section officers of the procedures and many Federations still do not complete the required details for competitors (PT #, DOB etc.). This results in many mails to get the details required. In some cases, it was easier to do the work for the Federations, to get the entry details needed. The EFRA Board recognises that the process needs simplifying for the future.

We still have an organisational problem with these events, with the late entries received, cancellations close to the event date and no-shows at the event. This increases the burden for the Section Chairman and the organisers, often resulting in continuous changes to the schedules and entry/heat lists. Federations and their drivers should respect the deadlines.

The EFRA calendar for the Section consisted of :-

The World Championships at Xiamen, China in Nov. 2017 (after 2017 AGM).

International Race at Reims (France) as an EC 'Warm-Up'.

International race at Kampenhout (Belgium).

EC at Reims (France).

WC. – Xiamen, (China):

Paul W. was not able to attend this event, due to a pending hospital appointment.

I understand the venue and track was good. There was an initial problem at the start of the event, as the Organisers had not constructed the race schedule for 2WD in accordance with IFMAR rules. Paul W. gave assistance (from home) and constructed a correct 2WD Schedule and mailed it to them to use. When rain caused some delays in the 4WD event, Paul W. sent several schedules in an effort to help. Both 2WD and 4WD events were completed.

In my absence, Chris Hardisty attended this event and has given the following appraisal: -

A large well-resourced custom-built racing facility. Plenty of space in all areas with a large number of staff on hand.

The track was challenging and long enough for a race of this stature. The organisation treated the drivers, and officials with respect and the local community honoured the event accordingly.

The track was very abrasive making tyre wear an issue. We did have a period of rain, apparently this was the city council seeding the clouds with rockets. The track was covered in good time and showed little or no detriment after the brief shower. My suspicion is that the track treatment wasn't just sugar etc. but may have had some adhesives mixed in.

Their Tech. was thorough and fair, tyre control area was always fully staffed, the competitors were happy with this process. Motor stripping of the top 3 was undertaken by myself, no issues were found. The results were correct. I attended all the team managers meetings. No urgent issues. Main complaint was that the referees were not vocal enough. The commentator was Scotty Ernst so there may have been an issue for them competing against him, Scotty did do a very good job as "ring master".

Overall, my opinion is that it was a very good event and a very good venue and everyone finished where they should have.

EFRA allocations for this event were 38 in both Classes, this number accommodating all that requested entry places. There were 6 late cancellations and a total of 7 NO-SHOWS at the event. The final number of EFRA drivers being 25. EFRA drivers achieving an overall final position in the top 20 being :-

2WD	4WD
3. Lee MARTIN	2. David RONNEFALK
5. David RONNEFALK	5. Jorn NEUMANN
7. Jorn NEUMANN	9. Bruno COELHO
8. Michal ORLOWSKI	11. Lee MARTIN
10. Bruno COELHO	12. Hubert HONIGL
16. Daniel KOBBEVIK	14. Martin BAYER
20. Renaud SAVOYA	15. Daniel KOBBEVIK
	17. Karel NOVOTNY
	20. Renaud SAVOYA

2017 IFMAR World Champion in 2WD and 4WD was - Ryan MAIFIELD (USA).

Int. Race – Reims, (France).

This event served as a Warm-Up event for the EC taking place later in the year.

The event was run over three days, with one day of Practice for both Classes, followed by a full EC schedule for 2WD and 4WD. I was not able to attend this event. The entry numbers for this event were not high – 2WD had 29 and 4WD had 35.

Winner in 2WD was Michal ORLOWSKI. Winner in 4WD was Renaud SAVOYA

Int. Race - Kampenhout (Belgium):

This is a well-established event that has taken place for many years and always attracts good entry numbers.

The event has been an EFRA International Race for the past six years.

The event date was early July and the three-day format accommodated 2WD and 4WD 1/10 Off-Road Classes.

The Kampenhout event is always popular and the 2018 event attracted entries from many different countries, with several 'top' international drivers.

2WD had 71 entries. The winner was Jorn NEUMANN (DE).

4WD had 50 entries. The winner was Michal ORLOWSKI (PL).

EC. – Reims, (France):

Initial allocations requested at the AGM for this event were large at; 157 in 2WD & 155 in 4WD (reduced at AGM to 150/150). The indications being; that this was going to be the largest EC entry since 2010 Austria. In the weeks closer to the event, the usual cancellations arrived and all Reserves gained places. There were 4 No-Shows at the event and the final competing numbers were 142 in both Classes. So finally; not as many as 2010.

The 1/10 track at Reims is housed in a very large, purpose-built building which includes pitting space, restaurant, toilets etc. An impressive set-up.

The track surface is all dirt with a hard surface that did not 'break-up' during the six days of racing. The track layout was not new for the EC which gave rise to some queries regarding local drivers having an advantage. This is not uncommon in recent years with permanent facilities being used more.

With very hot weather in Reims at the end of July, the temperatures inside the arena were high and especially on the second floor level of the pitting area where many persons were finding it difficult to survive the heat. There were requests to open the 'roof vents', but this was not achieved until later in the week. This did give some relief from the heat.

The dirt track was in superb condition at the start of the event and remained in this condition throughout all six days of the event. The surface was very smooth and there was no surface break-up during the week. Although indoors, the track was large enough, giving lap times that were normal for an EC event.

The nominated tyres for the event gave very low grip, especially when new. They were better on the second and third use. Whilst this reduced the overall tyre cost for the competitors, many found the low-grip difficult to manage and I think that most drivers would have preferred a tyre choice that gave more grip, even if it resulted in purchasing more tyres. Tyre control was organised in an acceptable manner, with a dedicated area for mounting tyres.

Whilst the track design made for good racing, the position of the timing loop caused major problems. The loop was in the middle of the track area, resulting in the loop cable being under the surface of the track and cars passing close to the loop connections later within the lap. This gave major problems with hundreds of false-counts. Whilst many of the false-counts were within the minimum lap time and not recorded, it gave the EFRA Referee a major task to check each results sheet for incorrect lap numbers.

There were some problems within the Organising Team. The staff controlling Tech., tyre control and results posting did a good job. But: the main officials were not as expected and confirmed to me.

The nominated time-keeper did not attend the event. We had a time-keeper that did not have experience of EC procedures and could not speak English. It was similar for the assistant time-keeper. This made it very difficult to liaise and check requirements. The timing program was not set to give the correct start order in 2WD Qualifying and despite several attempts by outside persons, this was not solved. I had to insist that this was corrected before the start of the 4WD event. The France Section Officer enlisted the help from a person that travelled many hours to Reims and corrected the issue for 4WD. My thanks to Christophe Jadot and Vincent Reynier for doing this and the 4WD event then had the correct start orders.

The nominated National Referee from France did not show at the event. This put an extremely large burden on the EFRA Referee who already had excessive work to do checking for false laps on every results sheet. Some refereeing help was given by the French Section Chairman, but the EFRA Referee had a very tough week.

The French Federation should have shown more control over the Organising Team for this event. The lack of English spoken within the Team was a significant problem.

Despite the issues (above), both events were completed, and the results were correct.

Both 2WD & 4WD had 142 entries. A significant increase on recent years.

The 2WD European Champion is David RONNEFALK (SE). The U17 medal won by Joona HAATANEN (FI).
The 4WD European Champion is David RONNEFALK (SE). The U17 medal won by Michal ORLOWSKI (PL).

Conclusion:

A superb venue but needed more experience within the Organising Team.

Paul Worsley. (Chairman, 1/10 Elec. Off-Road Section).

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

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

The meeting decided that an EC 1/10 OR would be held in 2019.

Year/Date	Alt. Date	Status	Country	Venue
2019		IR	Belgium	Kamphenhout
2019		EC/GP	Slovakia	Trencin
2019	July, end	EC	Italy	Pinerolo
2020		EC	Slovakia	Trencin
2020	June, end	EC	Great Britain	Nottinghamshire Retford(RHR)

Final Race calendar 2019

Year/Date	Alt. Date	Status	Country	Venue
2019	14 - 21 Sept.	WC	Slovakia	Trencin
2019	1-2 June	IR	Italy	Pinerolo
2019	5-7 July	IR	Belgium	Kamphenhout
2019	21-27 July	EC	Italy	Pinerolo

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2020	June end of	EC	UK	Robin Hood Raceway

Nominated Tyres for the 1/10th. Off-Road EC 2019: Proline Holeshot, compound to be advised.

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 21st. January 2019 LATEST.

7. RULE PROPOSALS.

No Proposals received.

8. ELECTION OF SECTION CHAIRMAN.

Vice Section Chairman Mr Frank Mostrey is willing to restand. Unanimously elected.

9. ANY OTHER BUSINESS

None.

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 15:36

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: **Luxembourg, Czech Rep., Poland, Austria**

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/12 Mod.	EC 1/12 Spec.	EC 1/10 Mod.	EC 1/10 Spec.	EC F1
AUSTRIA	Apologies: Markus Vrana	FULL	6	5	6	4	4
BELARUS							
BELGIUM	Krist Bultinck	FULL	2	7	2	3	2
BULGARIA							
CROATIA							
CZECH REP.	Apologies: Vladimir Seliga	FULL	4	1	2	1	0
DENMARK	Soren	FULL	2	2	0	0	0
ESTONIA		TR					
FINLAND		FULL	1	1	1	0	0
FRANCE	Julien Jost	FULL	2	2	2	2	0
GERMANY	Thomas Kohmann	FULL	5	10	10	7	5
GREAT BRITAIN	Jim Spencer	FULL	10	20	7	6	4
GREECE							
HUNGARY							
IRELAND							
ITALY		FULL					
LUXEMBOURG	Apologies: Jeff Mersch	TR					
MONACO							
NETHERLANDS	Raymond Houtman & /Frans H.	FULL	2	2	2	2	2
NORWAY	Per Velde	FULL	4	4	0	0	0
POLAND	Apologies: Andrzej Trella	OR & TR	4	4	1	2	0
PORTUGAL	Cesar Coelho	FULL	0	0	1	0	0
RUSSIA							
SLOVAK REP.	Matus	FULL	5	2	2	1	2
SLOVENIA							
SPAIN	Javier Llobregat	FULL					
SWEDEN	Kai Koivuranta	FULL	9	10	2	0	0
SWITZERLAND	Andy Fratterloi	FULL	2	2	3	2	4
TURKEY		TR					
TOTAL			59	72	41	30	23

Total possible vote for any App.3B votes or Allocations = 20
Allocations can be changed till January 21st. 2019.

Number of Feds. Represented for App.3B = 12

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. Proposed SRCCA

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

4. CORRESPONDENCE RECEIVED

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

5. CHAIRMAN'S REPORT

Report from Vice Chairman – Krist Bultynck, for 1/12th. EC 2018.

The 2018 EC 1/12th. scale was at the Limburg Arena in Sittard - Holland.

There were 50 entries in the Modified class and 92 entries in the Stock class.

There were entries from 13 different Federations.

In the A-main for the Modified Class there were drivers from five different Federations:- Sweden, Great Britain, Poland, Germany, **France**.

In the A-main of the Stock Class there were drivers from seven different Federations:- Sweden, Great Britain, Poland, Germany, Belgium, Austria, Finland.

The 2018 European Champion in the Modified Class is: Alexander Hagberg (Sweden).

The 2018 European Champion in the Stock Class is: Ollie Payne (Great Britain).

Summary of the organisation:

- A fantastic layout with new carpet and safe boarding.
- No incidents during the race.
- The organisation was very good.
- After the event, EFRA received a lot of positive comments.
- The only negative issue was that the NOMAC National Referee arrived too late to help the International Referee.

Overall, this was one of the best organised events in recent years.

Report from Chairman – Chris. Hardisty, for Track events 2018.

This year saw the EC located centrally and attracting a lot of attention. As we run 3 separate ECs at one event, we had to manage the numbers, so what ratio of Stock to Mod. we would get was looking tricky from the start. The maximum we settled on was 150 and we were managing the numbers continuously including the week before the event. This was to attract the racers that normally race in another popular European Series and it worked, and I expect to see those drivers return in future years. The process was messy but I believe it was worth it.

Although the event could have catered for 150, only 126 ended up being confirmed and we ended up with almost 100 actually entering. There were a number of "no shows" probably due to the atrocious weather forecast. It rained. A lot. Fortunately, it stopped, and the club turned the venue around from being a swimming event into the superb racing venue that it is. The Weiner Neustadt Club and OFMAV staff did a great job at this event making it one of the best I've ever attended.

Once the grip had settled down, we were treated to great qualifying and then excellent finals. We removed one of the tyre limitations last year and we were rewarded with very competitive A finals where the outcomes were down to driving skills rather than tyre strategy.

Modified European Champion - Ronald Volker.	Junior - Andrea Ghilotti.
Spec. European Champion - Max Machler.	Junior – Briac Berthoud.
F1 European Champion – Jan Ratheisky.	Junior – Andreas Stalder.

Many thanks to referees Javier Garcia and Markus Winkler and I should mention Bjarne Holland whose commentary kept the drivers well informed and punctual for their races.

At the IFMAR WC in Welkom, South Africa, Bruno Coelho became World Champion 1/10 Track Modified.. Jan Rathesky took first place in the F1 and Spec TC. Alexander Hagberg won 1/12 Modified.

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. The meeting decided to hold EC events for 1/12 and 1/10 in 2020.

Year/Date	Alt. Date	Status	Country	Venue
2020		EC 1/12	Netherlands	Sittard
2020		EC 1/12	Slovakia	Trencin
2020		EC 1/12	Germany	Andernach
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 29-31 March		EC 1/12	Slovakia	Trencin
2019 13-15 June		EC 1/10	Slovakia	Trencin

Future Race Calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2020	22-25 July	WC 1/10th	Netherlands	Heemstede
2020	9-12 Jan	WC 1/12th	GB	Milton Keynes
2020	?	EC 1/12th	Netherlands	Sittard
2020	?	EC 1/10th	Slovakia	Trencin

Tyres for the 1/10th Touring Car EC 2019:

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 21st. January 2019 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: SRCCA
The proposal: Passed with 5 for, 0 against and 5 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **6.2.**

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.

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: DASU

The proposal: Passed with 5 for, 1 against and 4 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **5.**

TYRE ADDITIVES / TRACTION IMPROVING TREATMENTS:

Proposal:

TYRE ADDITIVES & TYRE TREATMENTS:

(Note change of Title)

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

Seconded by: SBF

The proposal: Passed with 8 for, 0 against and 2 abstentions.

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.

Seconded by: DASU

The proposal:

Rejected with 1 for, 4 against and 5 abstentions.

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.

Seconded by: FFRVC

The proposal: Passed with 7 for, .0 against and 3 abstentions.

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 2019

Insert part number here for 2019.

This rule will also reflect the nominated tyre for the 2019 10th EC.

F1 front tires: 803070 - HUDY 1/10 Formula Rubber Tire - Front (2)

https://www.hudy.net/xhudy/products/proddesc.php?prod_id=795&kategoria=0

F1 rear tires: 803080 - HUDY 1/10 Formula Rubber Tire - Rear (2)

https://www.hudy.net/xhudy/products/proddesc.php?prod_id=796&kategoria=0

TC Tires: 803062 - HUDY 1/10 TC Tires A1-36 - Asphalt (4)

https://www.hudy.net/xhudy/products/proddesc.php?prod_id=859&kategoria=0

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.

Seconded by: NOMAC

The proposal: Passed with 7 for, 0 against and 3 abstentions.

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: NOMAC

The proposal: Passed with 4 for, 0 against and 6 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **7.3.3.**

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Section Electrics

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

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.

Seconded by: NOMAC

The proposal: Passed with 8 for, 0 against and ..2 abstentions.

THE RULE SHOULD BE DELETED:

Existing Rule: **8.2. Redundant**

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. Agreed by meeting.

Proposed by EFRA, Bultynck Krist

Rule deleted as 7.3.3 has been accepted.

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 cannot exceed highest point of the body. Any bolt-on, glued-on or moulded-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.

Seconded by: SBF

The proposal: Passed with 6 for, 0 against and 4 abstentions.

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.

Seconded by: NOMAC

The proposal: Passed with 7 for, ..0 against and 3 abstentions.

9. ELECTION OF SECTION CHAIRMAN.

The Section Chairman Krist Bultynck is willing to restand: Krist Bultynck was re-elected.

10. ANY OTHER BUSINESS

Wet tyres for F1. (Note for CH – Check Sweep. Part number SW-F1FV4G-MPG SW-F1RV4G-28RPG)

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 Addressed

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 18:32