



EFRA ANNUAL SECTION MEETING
HOTEL Van Der Valk,
Brussels Belgium
9-10th of November 2019

AGENDA ELECTRIC SECTIONS – GENERAL.

SATURDAY 9th of November 2019.

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 2018 SECTION MEETING

November 2018 – Brussel, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2018

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:

Proposal

5.10

At 1/12 Track , 1/10 Track and 1/10 Off-Road electric events , no radio communication or any other form of communication deemed to be an advantage between the driver and pit crew is allowed during any Heat or Final . There will be no form of 'coaching' to drivers during any Heat or Final .

Remarks

There are no fuel stops in these races , so no communication is needed . Communication/Coaching is unfair , especially with lap times easily available to pit crew .

Proposed by: EFRA, Worsley Paul

Proposal Status:

Seconded by: Not Seconded

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

Current Rule

8.1.2.

1/10th Touring & 1/10th Formula one EUROPEAN CHAMPIONSHIP:

THURSDAY: 09:00 Registration, Open and a minimum 2 timed practice, 2 rounds of controlled Practice and 1 Qualifying Round

FRIDAY 09:00 1 timed practice (minimum) and 4 Qualifying Rounds

SATURDAY 09:00 1 Practice Final (minimum) and 3 finals for all

There will be a minimum of 10 min between start of round.

Based on the numbers of participants, this timetable can be changed by the organiser with agreement by the section chairman.

Proposal

1/10th Touring & 1/10th Formula one EUROPEAN CHAMPIONSHIP:

FRIDAY : 09:00 Registration, Open and a minimum 2 timed practice, 2 rounds of controlled Practice and 1 Qualifying Round

SATURDAY : 09:00 1 timed practice (minimum) and 4 Qualifying Rounds

SUNDAY : 09:00 1 Practice Final (minimum) and 3 finals for all

There will be a minimum of 10 min between start of round.

Based on the numbers of participants, this timetable can be changed by the organiser with agreement by the section chairman.

Remarks

It's worth opening the subject for discussion. Several drivers commented that it would be more convenient to arrive a day later.

Proposed by: EFRA, Hardisty Chris

Proposal Status:

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**

Current Rule

9.4.8.

In order to give drivers an equal chance during qualification, organiser may re-seed these drivers that are obviously way above or under the average in their group into a more suitable heat whenever possible.

Proposal

In order to give drivers an equal chance during qualification, organiser may re-seed these drivers that are obviously way above or under the average in their group into a more suitable heat whenever possible. **If any results from the controlled practises are to be used for seeding then all cars must have passed technical inspection and have their chassis marked.**

Remarks

The seeding for qualifying has become an important component for the race. It is only right that the cars have been found to comply with the rules. This will stop the other practise of running two cars during controlled practise, although this doesn't appear to make much difference it is not usually available to all entrants and creates "bad feeling".

Proposed by: EFRA, Hardisty Chris

Proposal Status:

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

Current Rule

4.9.

Stator: The stator must be continuous laminations having the same overall shape, being one after the other without anything in between. The laminations must be of one homogeneous material without cut-outs, holes or hollow sections other than for the three slots of copper coil wires and (if needed) the three grooves for the screws used to hold the entire assembly together.

Stator minimum length 19.30mm, maximum 21.00mm measured across the metal surfaces of the laminates and not including any coatings. The faces of the end laminates of the stator must be free of any coatings or mouldings for 1mm from the outer circumference to allow direct measurement across the metal faces of the stator ends (to be applied to any new motor range submitted from 01.03.18). The outer circumference edges of the end laminates must be complete with no material removed, to allow accurate measurement. The thickness of the stator laminations is 0.35 +/- 0.05mm. All laminations must be of the same material.

Proposal

Stator: The stator must be continuous laminations having the same overall shape, being one after the other without anything in between. The laminations must be of one homogeneous material without cut-outs, holes or hollow sections other than for the three slots of copper coil wires and (if needed) the three grooves for the screws used to hold the entire assembly together.

Stator minimum length 19.30mm, maximum 21.00mm measured across the metal surfaces of the laminates and not including any coatings. The faces of the end laminates of the stator must be free of any coatings or mouldings for **minimum** 1mm from the outer circumference to allow direct measurement across the metal faces of the stator ends (to be applied to any new motor range submitted from 01.03.18). The outer circumference edges of the end laminates must be complete with no material removed, to allow accurate measurement. The thickness of the stator laminations is 0.35 +/- 0.05mm. All laminations must be of the same material. **NOTE : Whilst all laminates in the stator must have the 'same overall shape/design', removal of sharp edges is allowed in the winding area on the end laminates (only) to offset damage to wire coatings. This is clarified as follows:- The top and bottom laminate in the stator stack of Brushless Motors covered by these rules may be deburred or chamfered only on the wire winding web/leg, so long as the overall thickness of these end laminates is the same as other laminates in the stator and so long as the overall measured width of the wire winding web/leg of these end laminates is the same as other laminates in the stator. This requirement effectively restricts any deburring or chamfering to only the top and bottom laminates in the stator.**

Remarks

Rule needs updating to incorporate the changes agreed between ROAR, EFRA and BRCA in June this year. A statement is already published on the EFRA website detailing this change. IFMAR rules have also been updated with the same text.

Proposed by: EFRA, Worsley Paul

Proposal Status:

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
7-8th of November 2019**

AGENDA ELECTRIC - OFF-ROAD.

1. CHAIRMAN'S WELCOME

Mr Paul Worsley

The Electric Off-road Chairman opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

COUNTRY	PRESENT	SECTION SUBSCR	REQUESTED:				Max33%
			EC	EC	WC		
			Buggy 2wd	Buggy 4wd			%
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 2019.

Other persons present:

3. MINUTES OF 2018 SECTION MEETING

November 2018 –Brussels, Belgium:

Matters arising from the minutes:

The minutes were accepted as written at the AGM 2018.

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

4. CORRESPONDENCE RECEIVED

. Any correspondences from the 2019 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 2021/ 2020

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

Year/Date	Alt. Date	Status	Country	Venue
2020		IR (maybe W/Up)	Great Britain	Nottinghamshire Retford(RHR)
26/27/28-06 2020		IR (maybe PR)	Belgium	Kampenhout
2021		EC	Germany	Andernach
2021		EC	Netherlands	Utrecht
2021		EC	Italy	Pinerolo
2021		EC	Slovakia	Trencin

Final Race calendar 2020

Year/Date	Alt. Date	Status	Country	Venue
2020 June 29- July 04		EC	Great Britain	Nottinghamshire Retford(RHR)

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2021				

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.

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 D ELECTRIC CARS PARTICULARS for 1/10 OFF ROAD

The Rule is new

Proposal

3.7 The use of 'tyre warmers' is not allowed at any EFRA sanctioned events in 1/10 Off-Road . This includes Free Practice , Controlled Practice , Qualifying and Finals .

Remarks

Tyre warmers have never previously been used at these events . The possibility of additives being applied to any tyre warmers is a reality and difficult to detect .

Proposal Status:

Seconded by: Not Seconded

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

8. ELECTION OF SECTION CHAIRMAN.

Vice Section Chairman Mr Paul Worsley 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
7-8th of November 2019

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	WC 1/12	EC 1/10 Touring	WC 1/10	
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 2019.

Other persons present:

3. MINUTES OF 2018 SECTION MEETING

November 2018 – Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2018.

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

4. CORRESPONDENCE RECEIVED

. Any correspondences from the 2019 season.....

5. CHAIRMAN'S REPORT

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

6. PRESENTATIONS FOR APPLICATIONS - EC AND GP'S 2021/2020

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
2021		EC 1/10	Germany	Turkheim
2021		EC 1/10	Switzerland	Lostallo
2021		EC 1/10	Italy	Gubbio

--	--	--	--	--

Final Race calendar 2020

Year/Date	Alt. Date	Status	Country	Venue
2020		WC 1/12	Great Britain	Milton Keynes
2020		EC 1/12	Netherlands	Sittard
2020		EC 1/10	Slovakia	Trencin
2020		WC 1/10	Netherlands	Heemstede

Future Race Calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2021		EC		

Tyres for the 1/10th Touring Car EC 2020:

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

Current Rule

6.

PARTICULAR TO 1/12th SPORTS CARS

The ethos of this class is the preparation and piloting skills, while operating within tightly controlled rules, bring rewards rather than the technological advantage of any particular marque of car . The rules have been questioned relating to drive and suspension . We will assume that the following is true.

Rear suspension and drive. Single solid one-piece axle only. No independent suspension allowed. A differential may be used.

Anything other than this will be presented at the first meeting of the EC for the team Managers to consider if the deviation is within the spirit of the sport.

Proposal

PARTICULAR TO 1/12th SPORTS CARS

The ethos of this class is the preparation and piloting skills, while operating within tightly controlled rules, bring rewards rather than the technological advantage of any particular marque of car . The rules have been questioned relating to drive and suspension . We will assume that the following is true.

Rear suspension and drive. Single solid one-piece axle only. No independent suspension allowed. A differential may be used.

Anything other than this will be presented at the first meeting of the EC for the team Managers to consider if the deviation is within the spirit of the sport.

The 1/12th class is separated in two main classes : LMP and GT 17,5.

The rules outlined below may not necessarily cover every single aspect of car construction - drivers are required to follow the spirit and intention of these rules if any ambiguity is discovered.

LMP class:

The LMP class is a representation of Prototype Sports cars as e.g. Le Mans Cars and is intended for experienced or professional drivers. The LMP class is divided in "Modified" and "SPEC 13.5" class.

GT 17.5 class:

The GT class is a representation of current FIA GT Competition cars with a more scale look. With a lower motorization than the "SPEC 13.5" class, the "GT 17.5" class is intended for beginners and senior drivers. Due to a lot of commonalities to the LMP class the "GT 17.5" class can be used as a starting base for an upgrade to LMP or a downgrade from LMP to ensure keeping racing costs reasonable.

On GT 17.5 any 17.5 brushless Motor of the EFRA Homologation List for Brushless Spec Motors (17.5) can be used with any Speed controllers (ESC) using "0-Boost/Blinky" Mode. "SpeedControllers" according approved Blinky ESC's list .

Drivers who finished in an A-Main in LMP "Modified" or "SPEC 13.5" in the previous season at a World Championship, a European Championship or a National Championship are not allowed to start in the GT 17.5 class in the actual season.

Remarks

Intention of this Proposal is to define a new Class based on ET 1/12 LMP Chassis for beginners using a 17,5 Brussless Motor and a GT Body. The New Class "GT 17,5" is integrated in Appendix 3 - B 6. PARTICULAR TO 1/12th SPORTS CARS

Proposed by: DMC, Kohmann Thomas

Proposal Status:

Secoded by: o Not Secoded

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

Current Rule

6.1.1.

Body shells must be submitted to the EFRA Body shell Homologation Officer for approval. A list of homologated bodies must be sent with the drivers package and to the organisers and be available on the EFRA website.....

Bodies must be a reasonable representation of a full size LMES / ALMS / LMP / WSC prototype.
.....

Proposal

6.1.1 LMP Body shells:

LMP Body shells must be submitted to the EFRA Body shell Homologation Officer for approval. A list of homologated bodies must be sent with the drivers package and to the organisers and be available on the EFRA website.....

~~Bodies must be a reasonable representation of a full size LMES / ALMS / LMP / WSC prototype.
.....~~

Remarks

Proposed by: DMC, Kohmann Thomas

Proposal Status:

Secoded by: o Not Secoded

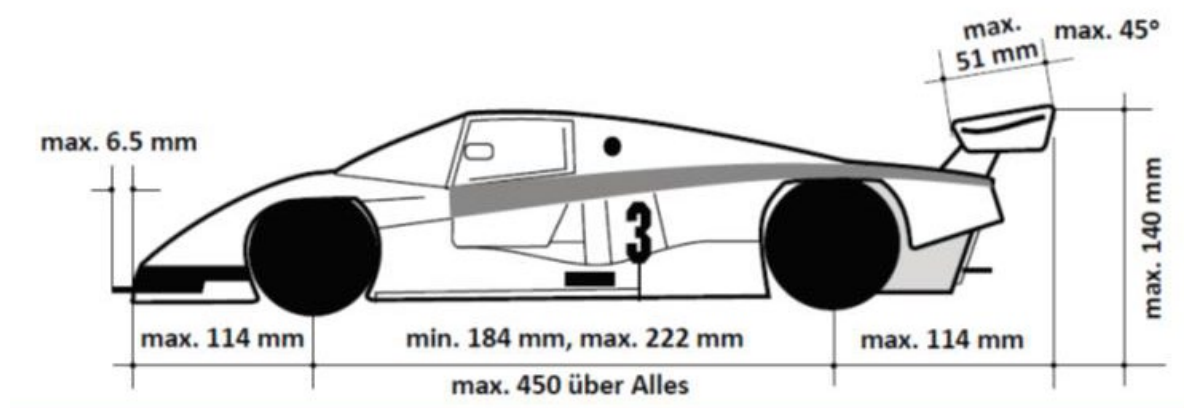
**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

The Rule is new

6.1.2 GT Body shells:

Only GT body shells are allowed. At the time of submission for homologation, the full-sized car upon which the body shell is based must be currently FIA homologated (for GT Competition) and have been raced within previous 3 years. All shells must be a reasonable representation of the full-sized car. The following link contains info on the current FIA GT homologated lists. Only cars listed in the GT3 class are eligible. Use "list of Homologated Vehicles classified by number". <https://www.fia.com/homologations> As part of the homologation process, the manufacturer's part number must be clearly marked in the lower corner of the windscreen area. Body shells when painted must have a minimum of headlights, front grill and rear lights picked out in a realistic colour, size and shape. The Body shells must not be cut above the lower cut lines marked on the body shell. If there is a diffuser cut line, the bodyshell may be cut to this line.

Body Dimensions



The following is the list of approved bodies for the GT class:

Kamtec

- Kamtec Lotus GT1 (Kamtec part no. GT01)
- Kamtec Ascari GT3 (Kamtec part no. GT02)
- Kamtec Aston Martin (Kamtec part no. GT03)
- Kamtec Type F (Kamtec part no. GT04)
- Kamtec Porsche GT3 (Kamtec part no. GT05)

Mardave

- Mardave Lotus GT1 (Mardave part no. V140)
- Mardave Ascari GT3 (Mardave part no. V151)
- Mardave Aston Martin (Mardave part no. V160)
- Mardave GT2 (Mardave part no. V131)
- Mardave Porsche (Mardave part no. V113)
- Mardave Ginetta (Mardave part no. V161)

Penguin Custom Bodyshells

- Lambo GT12 (part number PEN01)

Protoform

- Protoform PF-M12 (Protoform part no. #1613-30)

Screwz4RC

- Audi R8 (part number G903)

Zen-Racing

- Zen-Racing GTM (part number PBGT02)
- Zen-Racing GTF (part number PBGT03)

Montech

- Montech MLGT3 (part number MT018001)

Remarks

The New Class GT 17,5 is integrated in Appendix 3 - B 6. PARTICULAR TO 1/12th SPORTS CARS

Proposed by: DMC, Kohmann Thomas

Proposal Status:

Seconded by: Not Seconded

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

Current Rule

6.1.2.

Wheel cut-outs may not be more than 15 mm larger than tyre radius (Exception - scale size and/or shape wheel cut-outs). Wheel wells must be cut out if those on the original car were cut out.

Proposal

6.1.3 Cutouts:

Wheel cut-outs may not be more than 15 mm larger than tyre radius (Exception - scale size and/or shape wheel cut-outs). Wheel wells must be cut out if those on the original car were cut out.

Remarks

The New Class GT 17,5 integrated in Appendix 3 - B 6. PARTICULAR TO 1/12th SPORTS CARS

Proposed by: DMC, Kohmann Thomas

Proposal Status:

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**

Current Rule

6.1.3.

Only one wing is allowed on the car unless the actual car had a second wing. The second wing must be scale within 10% in size and location. The wing may be not closer than 6.5 mm to any part of the body other than the tail fins or side dams.

Proposal

6.1.4 Wing and Spoiler LMP class:

Only one wing is allowed on the car unless the actual car had a second wing. The second wing must be scale within 10% in size and location. The wing may be not closer than 6.5 mm to any part of the body other than the tail fins or side dams.

Wing:

Maximum width: 172 mm, the wing profile must fit in a rectangle of 52mm (height) x 26 mm.

Spoilers:

Max. Spoiler height: 25 mm, max length 35 mm.

These dimensions include the moulded in portions of the body, the use of a gurney flap to extend the wing length is acceptable.

Proposed by: DMC, Kohmann Thomas

Proposal Status:

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

6.1.5 Wing and Spoiler GT class:

Only one wing is allowed on the car, maximum dimensions to be, width 165 mm, chord 50mm, unless the original car had more than one wing. The second wing must be to scale within 10% in size and location.

Remarks

The New Class GT 17,5 integrated in Appendix 3 - B 6. PARTICULAR TO 1/12th SPORTS CARS

Proposed by: DMC, Kohmann Thomas

Proposal Status:

Seconded by: Not Seconded

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

Current Rule

6.2.

MEASUREMENTS AND WEIGHTS

Maximum overall width of the car: 172 mm (Excluding shell)

Minimum weight: 730 grams.

Wing: Maximum width: 172 mm, the wing profile has to fit in a rectangle of 52mm (height) x 26mm

Spoilers:

Max. Spoiler height: 25 mm, max length 35 mm.

These dimensions include the moulded in portions of the body, the use of a gurney flap to extend the wing length is acceptable.

Bumper: May extend 6.5 mm beyond side of body or to 172 mm whichever is less. May extend 13 mm forward of body, but in same shape as body. Wheel rim diameter: Minimum 29 mm and Maximum 38 mm. (Including all nonrubber parts of the wheel and tyre). Wheel nuts and/or axles must not protrude more than 2 mm beyond the wheel/tyre outside face.

Proposal

6.2 Chassis

6.2.1 MEASUREMENTS AND WEIGHTS

Minimum Wheelbase : 184 mm

Maximum Wheelbase : **Error! Hyperlink reference not valid.**222 mm

Maximum overall width of the car: 172 mm (Excluding shell)

Minimum weight is meant ready to race including lap-counting transponder during the race/heat/final.

Minimum weight LMP class: 730 grams.

Minimum weight GT class: 790 grams.

~~Max. Spoiler height: 25 mm, max length 35 mm.~~

~~These dimensions include the moulded in portions of the body, the use of a gurney flap to extend the wing length is acceptable see above~~

~~Bumper: May extend 6.5 mm beyond side of body or to 172 mm whichever is less. May extend 13 mm forward of body, but in same shape as body. Wheel rim diameter: Minimum 29 mm and Maximum 38 mm. (Including all nonrubber parts of the wheel and tyre). Wheel nuts and/or axles must not protrude more than 2 mm beyond the wheel/tyre outside face.~~

Remarks

The New Class GT 17,5 integrated in Appendix 3 - B 6. PARTICULAR TO 1/12th SPORTS CARS

Proposed by: DMC, Kohmann Thomas

Proposal Status:

Seconded by: Not Seconded

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

Current Rule

6.2.

.....

Bumper: May extend 6.5 mm beyond side of body or to 172 mm whichever is less. May extend 13 mm forward of body, but in same shape as body. Wheel rim diameter: Minimum 29 mm and Maximum 38 mm. (Including all nonrubber parts of the wheel and tyre). Wheel nuts and/or axles must not protrude more than 2 mm beyond the wheel/tyre outside face.

Proposal

6.3 BUMPER

Bumpers may be fitted but must be designed to minimise injury that could result from being hit by a car, also to reduce the risk of damage to other cars. Rigid bumpers made from non-resilient materials such as metal are not allowed. Other sheet materials should have an edge radius not less than 1.5mm. Bumpers must not protrude of the body and being fitted in the shape of the body

Remarks

The New Class GT 17,5 integrated in Appendix 3 - B 6. PARTICULAR TO 1/12th SPORTS CARS

Proposed by: DMC, Kohmann Thomas

Proposal Status:

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**

Current Rule

6.3

TYRES

Proposal

6.4 WHEELS AND TYRES

6.4.1 Wheels: Wheel rim diameter: Minimum 29 mm and Maximum 38 mm.
Wheel nuts and/or axles must not protrude more than 2 mm beyond the wheel/tyre outside face.

Remarks

The New Class GT 17,5 integrated in Appendix 3 - B 6. PARTICULAR TO 1/12th SPORTS CARS

Proposed by: DMC, Kohmann Thomas

Proposal Status:

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**

Current Rule

6.3.5.

Technical Inspection can demand to check the tyres prior to each start

Proposal

Technical Inspection can demand to check the tyres prior to each start

6.4.2.1 Controlled Tyres for GT class:

Additional to 6.4.1 and 6.4.2 in "GT 17.5" only the following controlled tyres are allowed:

MOBGUMS Blue Stripe	Front #MOBFOGT	Rear #MOBRGT
H-Speed Blue Stripe	Front #HSPFTBLSF	Rear #HSPFTBLSR

Mixing both sets is allowed.

Remarks

Proposed by: DMC, Kohmann Thomas

Proposal Status:

Seconded by: Not Seconded

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

Current 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 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

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

F1 front tyres: 803070 - HUDY 1/10 Formula Rubber Tire - Front . (Click here)

F1 rear tyres: 803080 - HUDY 1/10 Formula Rubber Tire - Rear . (Click here)

TC Tyres: 803062 - HUDY 1/10 TC Tires A1-36 - Asphalt . (Click here)

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

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

F1 front tyres: 803070 - HUDY 1/10 Formula Rubber Tire - Front . (Click here)

F1 rear tyres: 803080 - HUDY 1/10 Formula Rubber Tire - Rear . (Click here)

TC Tyres: 803062 - HUDY 1/10 TC Tires A1-36 - Asphalt . (Click here)

Remarks

This will require updating for 2020. Discuss and propose the possibility of making the wet tyre for F1 open i.e. whatever each entrant wants to bring. No-one wants to run F1 in the rain so we try to avoid it. The organisers find stocking these tyres as a financial burden and if the races are managed to avoid wet weather running then it's unnecessary.

Proposed by: EFRA, Hardisty Chris

Proposal Status:

Seconded by: Not Seconded

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

Current Rule

7.3.3.

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.

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 .

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: **3** 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.

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

Remarks: because of the costs reduce from 5 to 3 sets of tyres for qualifications

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: Not Seconded

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

Current Rule

7.3.3.

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.

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 .

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.
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

For the A finals only (Mod, and Spec) - 1 new set per final may be used . For the A finals for F1 - 1 new set may be used for all finals
Remarks: no need to have for every final run a set of new tyres for F1

Proposed by: EFRA, Bultynck Krist

Proposal Status:

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 3 C ELECTRIC CARS GT12 TECHNICAL RULE

Current Rule

3

Definition of Brushless Motor

Proposal

Brushless Motor Classes allowed

Remarks

Terminology correction.

Proposed by: EFRA, Worsley Paul

Proposal Status:

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**

Current Rule

3.1.

13.5 brushless - Any motor listed in any of the Homologation List for Brushless Spec Motors (13.5) as updated from time to time.

Proposal

13.5T Spec. Brushless Motor - Any motor listed on the **current EFRA** Homologation List for Brushless **Motors 13.5T Spec** .

Remarks

EFRA events use EFRA Homologation Lists, not any list.

Proposed by: EFRA, Worsley Paul

Proposal Status:

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

Current Rule

3.2.

17.5 brushless - Any motor listed in any of the Homologation List for Brushless Spec Motors (17.5) as updated from time to time.

Proposal

17.5T Spec. Brushless Motor - Any motor listed **on the current EFRA Homologation List for Brushless Motors 17.5T Spec .**

Remarks

EFRA events use EFRA Homologation Lists, not any list.

Proposed by: EFRA, Worsley Paul

Proposal Status:

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**

Current Rule

5.1.

Any Batteries conforming to the current 1S Stick and Saddle LiPo battery list as updated from time to time. All Batteries used in any competitions MUST be hardcased. Soft cases or no cases are not allowed.

Proposal

Only Batteries listed on the current EFRA '1S Stick Lithium Battery Homologation List' can be used. See App. 4

Remarks

For EFRA events, the EFRA Homologation Lists should be used. App.4 details all the requirements.

Proposed by: EFRA, Worsley Paul

Proposal Status:

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**

Current Rule

5.2.

Cars with 13.5T or 17.5T Brushless Motors will be powered by cell/s with a maximum nominal voltage of 3.8V.

Proposal

GT12 Cars (using 13.5T & 17.5T Spec. Brushless) will be driven by lithium based (LiPo/LiFe) batteries with a nominal voltage of no more than 3.8v.

Remarks

Brings the wording in-line with other electric sections. 5.1 & 5.2 could be moved to App.3A Rule 3, as with other Electric sections.

Proposed by: EFRA, Worsley Paul

Proposal Status:

Seconded by: Not Seconded

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

9. ELECTION OF SECTION CHAIRMAN.

The Section Chairman Chris Hardisty is willing to restand:

10. ANY OTHER BUSINESS

11. ITEMS FOR GENERAL DISCUSSION.

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