



Minutes ELECTRIC SECTIONS – GENERAL.

SATURDAY 9th of November 2019.

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

The Electric Chairmen opened the meeting at 13:04

2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from: Ireland, Luxembourg, Poland

Member Countries present. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA		FULL
BELARUS		
BELGIUM	Bart van Echoelepole	FULL
BULGARIA		
CROATIA		
CZECH REP.		FULL
DENMARK		FULL
ESTONIA		
FINLAND	Niklas Holmberg	FULL
FRANCE	Christophe Jadot	FULL
GERMANY	Thomas Kohmann	FULL
GREAT BRITAIN	Jim Spencer	FULL
GREECE		FULL
HUNGARY		OR & TR
IRELAND		OR
ITALY		FULL
LUXEMBOURG		TR
MONACO		OR
NETHERLANDS	Raymond Houtman	FULL
NORWAY	Andreas Flaten	FULL
POLAND		TR
PORTUGAL	Joau Duraes (partial attendance)	FULL
ROMANIA		
RUSSIA		
SLOVAK REP.		FULL
SLOVENIA		
SPAIN	Javier Llobregat	FULL
SWEDEN	Johan Ostvall	FULL
SWITZERLAND	Andy Frateroli	FULL
TURKEY		
TOTAL		

Maximum votes for Elec. Sections = 22. Number of Federations represented to vote = 11

Other persons present:

3. MINUTES OF 2018 SECTION MEETING

November 2018 – Brussels, Belgium

Matters arising from the minutes: None, seconded by Netherlands

The minutes were checked and accepted as written at the AGM 2018, seconded by Netherlands. Accepted

The following person was elected to check the minutes of this year: Jim Spencer (BRCA), Bart Van Echelpoel (Belgium)

4. CORRESPONDENCE RECEIVED

Considerable discussion about the motor removed from EFRA Motor list, detailing the amount of persons involved with the decisions, involving several organisations.

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: Switzerland

The proposal: Passed . Passed with 8 for, 1 against and 2 abstentions.

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: BRCA

The proposal:

Amended to 1/10th Touring & 1/10th Formula one EUROPEAN CHAMPIONSHIP: To be a 3 day meeting, start and end days to be agreed with the organiser and the AGM on application. By BRCA
Passed unanimously

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: Switzerland

The proposal:

Amended by Switzerland. All cars must be cleared by technical inspection before any result can be used for seeding : 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

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: Switzerland

The proposal: Passed Unanimously

6. ITEMS FOR GENERAL DISCUSSION.

None.

The Section Chairmen thanked all participants for a constructive meeting, and being no further business the meeting was closed at 13:20

MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.



EFRA ANNUAL SECTION MEETING
HOTEL Van Der Valk,
Brussels Belgium
7-8th of November 2019

Minutes ELECTRIC - OFF-ROAD.

1. CHAIRMAN'S WELCOME Mr Paul Worsley

The Electric Off-Road Chairman opened the meeting at 13:38

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Ireland, Poland

COUNTRY	PRESENT	SECTION SUBSCR	REQUESTED:				Max33%
			EC	EC			
			Buggy 2wd	Buggy 4wd			%
AUSTRIA		FULL	4	4			
BELARUS							
BELGIUM	Bart van Echoelepole	FULL	9	9			
BULGARIA							
CROATIA							
CZECH REP.		FULL					
DENMARK		FULL	2	2			
ESTONIA							
FINLAND	Niklas Holmberg	FULL	4	4			
FRANCE	Christophe Jadot	FULL	15	15			
GERMANY	Thomas Kohmann	FULL	8	8			
GREAT BRITAIN	Jim Spencer	FULL	44	44			
GREECE		FULL	1	1			
HUNGARY		OR & TR					
IRELAND		OR	3	3			
ITALY		FULL	2	3			
LUXEMBOURG		TR					
MONACO		OR					
NETHERLANDS	Raymond Houtman	FULL	5	5			
NORWAY	Andreas Flaten	FULL	2	2			
POLAND		TR	3	3			
PORTUGAL	Joau Duraes (partial attendance)	FULL					
ROMANIA							
RUSSIA							
SLOVAK REP.		FULL	1	1			
SLOVENIA							
SPAIN	Javier Llobregat	FULL	5	5			
SWEDEN	Johan Ostvall	FULL	17	17			
SWITZERLAND	Andy Frateroli	FULL	5	5			
TURKEY							
TOTALS			133	134			

Allocations can be changed till January 21st. 2019.

Maximum votes for Off-Road Section = 20. Number of Federations represented to vote = 11

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. See beginning

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

4. CORRESPONDENCE RECEIVED

All correspondence for the Off-Road Section during the year related organisational and entry queries for the EC and WC (several hundred mails). All were dealt with when received.

5. CHAIRMAN'S REPORT

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

2019 has been the usual busy year with all the usual queries relating to entries for events.

The new on-line entry system worked well, with some reminders to ensure all Federations confirmed all their entries. Unfortunately, we still get a lot of competitors that do not update or complete their individual 'profiles' to give us the details (PT #, DOB etc.) that we require. This results in many mails to get the details required. Late entries and especially cancellations close to the event date and no-shows at the event are still a problem. 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 2019 EFRA calendar for the Section consisted of :-

The World Championships at Trencin, Slovakia.

International Race at Kampenhout, Belgium.

EC at Pinerolo, Italy.

WC. – Trencin, (Slovakia):

This was a truly 'World Class' event. The Team Managers 'vote of thanks' at their meeting on the last day supported this.

In the months prior to this event, I received approx. 300 emails from the organiser to check details of the event organisation. Given this amount of involvement, I expected all aspects of the organisation to be to a high degree. On arrival at Trencin – that is exactly what I found.

The Team at Hudy Arena did an amazing job with the staff controlling the event in all areas to a high level. Particular thanks to:- Matus Mydla for all the queries in good English, Martin Hudy as an excellent Race Director, Vladimir Seliga as a diligent Time-Keeper, Bjarne Hoellund for his commentary and all the guys in Tech. and the track crew -- they all did an amazing job and any requests for changes were acted upon with speed. Tyre control was operated in a professional manner by the Tech. personnel.

The Hudy Arena venue has expansive facilities, with a full size indoor track where pitting was located, on-site restaurant, meeting rooms and:- a separate new building erected for the very large Off-Road track using a clay/dirt surface. The track area inside the building is approx. 60m x 30m, with an area full length on one side for rostrum, timing, Tech, tyre compound and tyre gluing, toilets. Plenty of room for all procedures to be conducted and finished to a high standard.

The track surface was clay with many contours, prepared to a high standard, with different tracks for 2WD and 4WD. Certain areas had been covered with glass matting impregnated with resin to prevent any break-up. This was a 100% success. Any small 'break-outs' that occurred were repaired at the end of each day, with none reoccurring. At the end of the week, the track surface was in the same condition as day one.

The track looked visually very good and the maintenance schedule at the end of each day maintained this look through-out the week. No additives were used on the surface.

Both track lay-outs were longer than often encountered, measuring 250 meters, and no drivers achieved more than nine laps in either Class. A total of 33,156 laps were recorded in the week, equating to a total distance of approx. 8250 kilometres, or 20% of the distance round the equator. With the long laps, the timing stagger could be increased more than normal. This made for easier refereeing, as drivers did not catch each other.

All very impressive.

There were no problems in Tech. The 'top' three motors were stripped by myself – no issues.

The whole week ran exactly to the schedule that I produced for the organisers.

As 'host' Bloc., EFRA allocations for this event were high, eventually resulting in 88 for 2WD and 89 for 4WD.

EFRA eventually received places for all the requested places. There were a total of 11 late cancellations from EFRA drivers and three no-show's from EFRA. There were a total of 16 'Youth' drivers in the event.

Including all IFMAR Blocs. the total entry was -- 121 for 2WD and 125 for 4WD.
EFRA drivers achieving an overall final position in the top 20 being :-

2WD			4WD		
2.	Davide ONGARO	IT	1.	Bruno COELHO	PT
4.	Bruno COELHO	PT	3.	Michal ORLOWSKI	PL
6.	Joona HAATANEN	FI	4.	Daniel KOBBEVIK	NO
7.	Martin BAYER	CZ	6.	Marco BARUFFOLO	IT
10.	Neil CRAGG	GB	7.	David RONNEFALK	SE
12.	Daniel KOBBEVIK	NO	12.	Joona HAATANEN	FI
13.	David RONNEFALK	SE	14.	Lee MARTIN	GB
15.	Jorn NEUMANN	DE	15.	Davide ONGARO	IT
17.	Lee MARTIN	GB	16.	Neil CRAGG	GB
19.	Michal ORLOWSKI	PL	17.	Martin BAYER	CZ
			18.	Elliot BOOTS	GB
			19.	Jorn NEUMANN	DE

2019 IFMAR World Champions :- 2WD is Spencer RIVKIN (USA). 4WD is Bruno COELHO (PT).

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 seven 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 2019 event attracted entries from many different countries, with several 'top' international drivers. Entry numbers for this event were 12% more than 2018.

2WD had 75 entries. The winner was Michal ORLOWSKI (PL).

4WD had 63 entries. The winner was Michal ORLOWSKI (PL).

EC. – Pinerolo, (Italy):

One week prior to the 2018 AGM, there were no applications to host an EC for the Section in 2019. With a World Championship in the EFRA Bloc. in the Sept., I guess most venues declined to apply due to expected low entries. We should give the Team at Pinerolo a vote of thanks for 'stepping-in' at the last minute with an application to host an EC in 2019 and therefore ensuring that the Section has held an EC event every year for 31 years.

As expected, the entries for this event were not high due to many drivers entering the WC event six weeks later.

The total numbers that were requested were :- 2WD and 4WD – 92 places.

There were many late cancellations and five 'no-shows' at the event. Drivers and Federations should respect that this gives organisers a lot more administration work in the final days before and at the event.

The final numbers competing were:- 2WD – 75 and 4WD – 76. (The EC 2017 Pinerolo had 90 and 80 entries).

The organisers of this event did an excellent job, with all requirements fully covered. The weather was warm, but it was recognised early in the week that thunder storms were forecast for middle of the last day of the 4WD event. This was monitored and I made plans to condense the schedule for 4WD. So, all Free Practice and Controlled Practice was done on 4WD day 1 and all five Rounds of Qualifying to be done on day 2, leaving only Finals for the morning of last day. During the last Rounds of qualifying, the forecast changed with rain expected in the morning of the last day. So the decision was made to continue racing on day 2 and all Qualifying and Finals were completed in one day by 20:00. So the event was completed with a day to spare. Obviously this was only possible due to the low number of entries.

The dirt track was in superb condition at the start of the event and remained in this condition throughout all five days of the event. The surface was very smooth and there was no surface break-up during the week. There was an issue with a metal strip retaining some carpet on one jump, but this was rectified.

The organiser was requested to reduce the length of the track from the very long 290 metre version used in 2017. The 250 metre version for 2019 was more in suitable for 1/10 cars with many drivers achieving 11 lap runs. The triple jump on the back-straight was still used and did result in more crashes than normal due to this feature not really suiting 1/10 cars. If this track is used for 1/10 in the future, it would be more acceptable if this feature was not used.

Tyre control this year was upgraded and although always a labour intensive job, it worked smoothly. Estimating the number of tyres needed was easier than previous, with the numbers known from a previous year. This process is still very time consuming with all the storage needed, the payment process and collecting money on-site. This procedure still needs further refinement.

The track owner had done a lot of work to install additional pitting space of high quality, tyre control facilities and the food available at the track was good. The running of the event was done largely by experienced persons who were part of the Team in 2017, with some from the AMSCI Team looking after tyre control and general administration. There was no person present from the new ACI organisation.

Race Director Carlos Gomez was an EFRA Official 'borrowed' from Spain. The Italian time-keeper Maurizio Rivera did an excellent job and there were no issues with any of the time-keeping procedures. The National Referee was Vito Geraci and EFRA Referee duties was shared between Katja Brammertz from Germany and EFRA President Javier Collado. The organisers recognise they did not have enough 'English speaking' persons within their Team and arranged for persons with good English to be present all days to interpret when needed. This worked well. The organisation was professional.

Entries numbers were low this year, but this was expected due to so many EFRA drivers wanting to enter the WC event six weeks later in Slovakia. The event ran very well and all Qualifying and Finals were completed, despite the rain at the end of the week. My thanks to all involved.

2WD had 75 entries. 4WD had 76 entries.

The 2WD European Champion is Davide ONGARO (IT). The U17 medal won by Joona HAATANEN (FI).
The 4WD European Champion is David RONNEFALK (SE). The U17 medal won by Daniel KOBBEVIK (NO).

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

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 May 08-10		IR (maybe W/Up)	Great Britain	Nottinghamshire Retford(RHR)
2020 June 26-28		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 May 08-10		IR (maybe W/Up)	Great Britain	Nottinghamshire Retford(RHR)
2020 June 26-28		IR (maybe PR)	Belgium	Kampenhout
2020 June 29- July 04		EC	Great Britain	Nottinghamshire Retford(RHR)

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2021		EC	Netherlands	Utrecht

Nominated Tyres for the 1/10th. Off-Road EC 2020:

Rear – Schumacher Dart, compound Yellow, Part # U6826. Insert MC0005

4WD Front – Schumacher Dart, compound Yellow, Part # U6825. Insert MC0004

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 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.

Proposed by: EFRA, Worsley Paul

Proposal Status:

Seconded by: France

The proposal:

Amended by Switzerland - No Tyre warming allowed ----- etc. – Passed Unanimously.

8. ELECTION OF SECTION CHAIRMAN.

Section Chairman Mr Paul Worsley is willing to re-stand.

Section Chairman was voted in unanimously.

9. ANY OTHER BUSINESS

Comment on a preference for 10th tracks rather than 8th track.

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 – 14:45

MEETING TO CONTINUE WITH ELECTRIC TRACK SECTION MEETING.



EFRA ANNUAL SECTION MEETING
HOTEL Van Der Valk,
Brussels Belgium
7-8th of November 2019

Minutes ELECTRIC - TRACK.

1. CHAIRMAN'S WELCOME

Mr Chris Hardisty

The Electric Track Chairman opened the meeting at 15:03

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Luxembourg, Poland

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	WC 1/12 M - S	WC 1/10 Mod	EC 1/12 Mod	EC 1/12 Spec	EC 1/10 Mod	EC 1/10 Spec	F1
AUSTRIA		FULL	2-2						
BELARUS									
BELGIUM	Bart van Echoelepole	FULL	2-3	3	2	8	1	1	1
BULGARIA									
CROATIA									
CZECH REP.		FULL		2					
DENMARK		FULL		1			2	1	
ESTONIA									
FINLAND	Niklas Holmberg	FULL	0-1	4	3	5	1	0	0
FRANCE	Christophe Jadot	FULL	2-2	7	2	2	4	4	0
GERMANY	Thomas Kohmann	FULL	5-7	15	5	11	7	5	3
GREAT BRITAIN	Jim Spencer	FULL	13-12	14	8	16	3	2	2
GREECE		FULL		4					
HUNGARY		OR & TR							
IRELAND		OR							
ITALY		FULL	2-0	1			1	0	0
LUXEMBOURG		TR				1			
MONACO		OR							
NETHERLANDS	Raymond Houtman	FULL	2-0	20	2	4	4	4	1
NORWAY	Andreas Flaten	FULL	4-3	5	0	0	0	0	0
POLAND		TR	5-0		1	1	2	1	
PORTUGAL	Joau Duraes (partial attendance)	FULL	1-0		0	0	0	0	0
ROMANIA									
RUSSIA									
SLOVAK REP.		FULL	0-0						
SLOVENIA									
SPAIN	Javier Llobregat	FULL		0	0	0	0	0	0
SWEDEN	Johan Ostvall	FULL	8-1	4	2	1	2	2	0
SWITZERLAND	Andy Frateroli	FULL	5-3	2	2	2	2	1	2
TURKEY									
TOTAL			51-34	82	27	51	29	21	9

Allocations can be changed till January 21st. 2020.

Maximum votes for Track Section = 20. Number of Federations represented to vote = 11

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: BRCA & Belgium.

4. CORRESPONDENCE RECEIVED

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

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairmen

Report from Vice Chairman – Krist Bultynck, for 1/12th. EC 2019.

The 2019 EC 12th. Scale event took place at the Hudy Arena in Trencin, Slovakia from March 29 - 31.

In the Modified Class there were 49 participants from 14 National Federations.

In the A-Mains, we saw a dominant Alexander Hagberg from Sweden. Alexander won the Modified Championship for the 5th. time, in front of Michal Orlovski from Poland and Markus Mober from Germany. Louis Parker from Great-Britain became the Junior Champion in the Modified Class.

The Stock Class had 62 participants from 13 National Federations.

There were clear fights in this Class between Jorn Neumann, Michal Orlovski and Ollie Payne. But at the end of the A-Finals, it was Michal Orlovski from Poland who became the Stock European Champion in front of Jorn Neumann from Germany and Ollie Payne from Great Britain.

Oliver Havranek from Slovakia became the Junior Champion in the Stock Class.

All in all, a good Championship with more than 100 entries contending over the two Classes and a fantastic atmosphere.

Report from Chairman – Chris. Hardisty, for 1/10th. Track events 2019.

For the 2019 Touring Car and F1 EC's, we found ourselves in the, now familiar, Hudy Arena, Trencin, Slovakia. The facilities, as usual, excellent and ready to race. For varying reasons this meeting was far from full with the entries of 32 Mod, 23 Spec and 23 F1 but, nevertheless, a quality turn out. Air temperature was in the high 30's most of the time, the track was almost 60 at some points of the day.

Mod. Champion - Bruno Coelho (Portugal).

Mod. Junior Champion – Matej Sulc (Czech Republic).

Spec. Champion – Oliver Bultynck (Belgium).

Spec. Junior Champion – Oliver Havranek (Slovak Republic). (3rd in the A).

F1 Champion – Jan Ratheisky (Germany).

F1 Junior Champion – Lukas Hoch (Czech Republic).

Overall the meeting was well run in a pleasant atmosphere. No big technical or tyre issues. A point worth mentioning is that normally the battery voltage check is random at the start, becoming more frequent during the Qualifying. Some of the Spec. drivers want the check to be everyone all of the time. Spec. racing is taken very seriously by most!

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 1/12	Netherlands	Sittard
2021		EC 1/12	Trencin	Hudy

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

Final Race calendar 2020

Year/Date	Alt. Date	Status	Country	Venue
2020	9-12 January	WC 1/12	Great Britain	Milton Keynes
2020	6,7,8, March	EC 1/12	Netherlands	Sittard
2020	9 & 10 May	WC Warm up	Netherlands	Heemstede
2020	June TBA	EC 1/10	Slovakia	Trencin
2020	22-25 July	WC 1/10	Netherlands	Heemstede

Future Race Calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2021		EC 1/12	Netherlands	Sittard
2021		EC 1/10	Germany	Turkheim

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

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

Presentations from BRCA and NOMAC on the 2020 WC progress.

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 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.

Please note the following rules for Appendix 3, Section 6. It was decided to go through all the proposals in one sweep. Two rules were then separated for amendment. Seconded by Belgium. The rules passed in one block are marked as "Dealt with in one group for GT17.5. Passed en masse."

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:

Seconded by: Dealt with in one group for GT17.5. Passed en masse.

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:

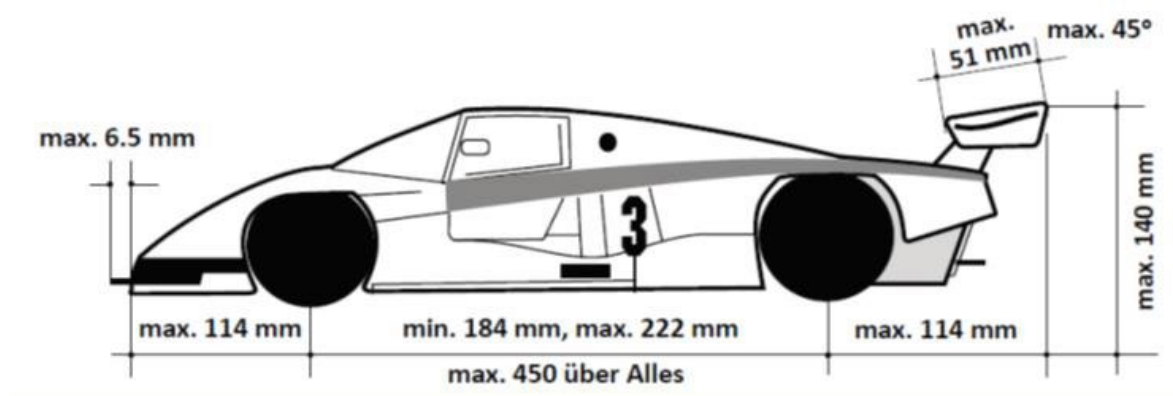
Seconded by: Switzerland. Amended to add the word LMP and keep the rest of the rule. Unanimous

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: Dealt with in one group for GT17.5. Passed en masse.

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: Dealt with in one group for GT17.5. Passed en masse.

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: Dealt with in one group for GT17.5. Passed en masse.

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: Dealt with in one group for GT17.5. Passed en masse.

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: Dealt with in one group for GT17.5. Passed en masse.

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: Dealt with in one group for GT17.5. Passed en masse.

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: Dealt with in one group for GT17.5. Passed en masse.

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

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: Switzerland, amendment Control tyres may set by event organisers. Passed 1 abstention.

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: Belgium Amended by Switzerland Rain tyres only – self supplied from an agreed list at the AGM. Passed unanimously

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: Switzerland passed unanimously

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 and Spec) - 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: Belgium. 1 abstention Passed.

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: Belgium. Passed unanimously

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: Switzerland. Passed unanimously.

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: Switzerland. Passed unanimously

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 hard-cased. 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: Netherlands. Passed unanimously.

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: France. Passed unanimously

9. ELECTION OF SECTION CHAIRMAN.

The Section Chairman Chris Hardisty is re-elected.

10. ANY OTHER BUSINESS

Open discussion on blinky ESCs.

The question of trade support. Maybe a negative effect when using controlled products e.g. controlled tyres. (12th)

Speed issue of 12th open modified. Too fast?? Look at the future for modified.

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 17:37

Minutes checked by Jim Spencer (BRCA) at 20:53.