
MINUTES ELECTRIC SECTIONS – GENERAL.

SATURDAY 7th of November 2020.
1. CHAIRMAN'S WELCOME

Mrs. Chris Hardisty & Paul Worsley

The Electric Chairmen opened the meeting at : 11:17

2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from: No apologies.

Member Countries present. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA	Florian Luyer TR. Gerhard Pitzl TR. Gerhard Steinbock OR & TR. Hupo - OR	FULL
BELARUS		No Sections
BELGIUM	David Joos - TR. Bart Van Echelpoel - OR	FULL
BULGARIA		No Elec.
CROATIA	Patrik Pozgaj - TR	TR
CZECH REP.		FULL
DENMARK	Steen Jeffers - OR & TR. Soren Boy Holst - OR & TR	FULL
ESTONIA		Memb. No Sections
FINLAND		FULL
FRANCE	Christophe Jadot - OR & TR. Julien Jost - TR	FULL
GERMANY	Thomas Kohmann	FULL
GREAT BRITAIN	Jim Spencer	FULL
GREECE	Nick Nikolakopoulos	FULL
HUNGARY		OR & TR
IRELAND	Denzell McBurney	OR
ITALY	Alessio Mazzeo	FULL
LUXEMBOURG	Jeff Mersch	TR
MONACO		TR
NETHERLANDS	Raymond Houtman	FULL
NORWAY	Geir Bjarte Terum	FULL
POLAND		TR
PORTUGAL	Joao Duraes	FULL
ROMANIA		Memb. No Sections
RUSSIA		No Secs.
SLOVAK REP.	Matus Mydla	FULL
SLOVENIA		No Secs.
SPAIN	Javier Llobregat - OR & TR	FULL
SWEDEN	Kai -	FULL
SWITZERLAND	Francois Moser	FULL
TURKEY		No Elec.
TOTAL		

Maximum votes for Elec. Sections = 23. Number of Federations represented to vote = 18

Other persons present:

3. MINUTES OF 2019 SECTION MEETING

November 2019 – Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2019 – BRCA

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

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 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

Current Rule: 4.8.

If the stator cannot be easily removed from the assembled motor for technical verification of sizes or construction, then the Can/Sleeve must have: -

(a) Minimum two pairs of slots or holes (each exposing 3mm of stator ends minimum), in line with the centre-line of the stator, that will allow measurement of the stator length.

(b) Slots or holes to allow visual appraisal of the laminates used in the stator.

Rule to be applied to any new range of motor starting 01.01.12. Existing approved motors without these features are not excluded.

Proposal

If the stator cannot be easily removed from the assembled motor for technical verification of sizes or construction, then the Can/Sleeve must have: -

(a) Minimum two pairs of slots or holes (each exposing 3mm of stator ends minimum), in line with the centre-line of the stator, that will allow measurement of the stator length.

(b) Slots or holes to allow visual appraisal of the laminates used in the stator.

Rule to be applied to any new range of motor starting 01.01.12. **Starting 01.03.21 , any new motor submitted for homologation must have a minimum of one full length slot in the motor casing, in line with the center-line of the stator, to allow all laminates to be viewed. This slot(s) must have length and width dimensions sufficient to allow stator length measurement using conventional measuring tools.** Existing approved motors without these features are not excluded.

Remarks

The amendment will make it a lot easier for checks at Tech. ROAR already have this rule and many manufacturers already include this feature. The change does not apply to any existing motors, so there is no additional cost to competitors. The same amendment will be proposed to IFMAR.

Proposed by: EFRA, Worsley Paul

Proposal Status:

Seconded by: DMC

The proposal: o Passed Unanimously

Current Rule: 4.12.

The Rotor: Shaft diameter where the pinion gear mounts must be 3.175mm.

Only one piece, two poles Neodymium bonded or sintered, or Ferrite magnetic rotors are permitted. The rotor will be identified with the manufacturers name or logo and the unique part number. Applies to all rotors in new motors or new optional rotors starting from 1st. April 2015 onwards.

Magnet: Minimum length 23,0mm. Maximum 27,0mm. Magnet minimum diameter 12,0mm, maximum 15,5mm. not including any non-magnetic balancing aids.

Proposal

The Rotor: Shaft diameter where the pinion gear mounts must be 3.175mm.

Only one piece, two poles Neodymium bonded or sintered, or Ferrite magnetic rotors are permitted. The rotor will be identified with the manufacturers name or logo and the unique part number. Applies to all rotors in new motors

or new optional rotors starting from 1st. April 2015 onwards.

Starting 01.03.21, any new motor or new optional rotor submitted for homologation must have the unique part number of the rotor etched/stamped on the external flat area of the rotor shaft (where the pinion is located). This must be the listed part number as shown on the homologation list. Rotor sizes/dimensions are not acceptable. Magnet: Minimum length 23,0mm. Maximum 27,0mm. Magnet minimum diameter 12,0mm, maximum 15,5mm. not including any non-magnetic balancing aids.

Remarks

The amendment will make it a lot easier for checks at Tech. ROAR already have this rule and many manufacturers already include this feature. The amendment does not apply to any existing approved motors, so no additional cost to competitors. The same amendment will be proposed to IFMAR.

Proposed by: EFRA, Worsley Paul

Proposal Status:

Seconded by: FEPR

The proposal: o Passed Unanimously

Current Rule: 4.16.

The Rotor: Shaft diameter where the pinion gear mounts must be 3.175mm.

Only one piece, two pole Neodymium bonded or sintered, or Ferrite magnetic rotors are permitted.

The rotor will be identified with the manufacturer's name or logo and the unique rotor part number. Applies to all rotors in new motors or new optional rotors from 1st. April 2015 onwards.

Magnet length will be 25.00 +/- 1.00mm, not including any non-magnetic balancing aids. Magnet outside diameter will be 12.20/12.51mm (min./max.with no further tolerance) for the entire length of the magnet. The shaft outside diameter where the magnet is mounted will be 7.25mm +/- 0.15mm, with this diameter extending beyond the magnet to facilitate measurement.

From 01.11.2017 only one 'optional' rotor will be allowed for any range of new motor submitted (includes all wind Classes). Manufacturer to specify the optional rotor.

Proposal

The Rotor: Shaft diameter where the pinion gear mounts must be 3.175mm.

Only one piece, two pole Neodymium bonded or sintered, or Ferrite magnetic rotors are permitted.

The rotor will be identified with the manufacturer's name or logo and the unique rotor part number. Applies to all rotors in new motors or new optional rotors from 1st. April 2015 onwards.

Starting 01.03.21, any new motor or new optional rotor submitted for homologation must have the unique part number of the rotor etched/stamped on the external flat area of the rotor shaft (where the pinion is located). This must be the listed part number for the rotor as shown on the homologation list. Rotor sizes/dimensions are not acceptable. Magnet length will be 25.00 +/- 1.00mm, not including any non-magnetic balancing aids. Magnet outside diameter will be 12.20/12.51mm (min./max.with no further tolerance) for the entire length of the magnet.

The shaft outside diameter where the magnet is mounted will be 7.25mm +/- 0.15mm, with this diameter extending beyond the magnet to facilitate measurement.

From 01.11.2017 only one 'optional' rotor will be allowed for any range of new motor submitted (includes all wind Classes). Manufacturer to specify the optional rotor.

Remarks

This amendment will make it a lot easier for checks at Tech. ROAR already have this rule and many manufacturers already include this feature. The amendment does not apply to any existing approved motors, so no additional cost to competitors. The same amendment will be proposed to IFMAR.

Proposed by: EFRA, Worsley Paul

Proposal Status:

Seconded by: FEPR

The proposal: o Passed Unanimously

6. ITEMS FOR GENERAL DISCUSSION.

The Section Chairmen thanked all participants for a constructive meeting, and being no further business the meeting was closed at 11:37

MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.



EFRA ANNUAL SECTION MEETING
7-8th of November 2020

MINUTES ELECTRIC - OFF-ROAD.

1. CHAIRMAN'S WELCOME

Mr Paul Worsley

The Electric Off-Road Chairman opened the meeting at : 11:37 CET

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

COUNTRY	PRESENT	SECTION SUBSCR	EC		Max33 %
			Buggy 2wd	Buggy 4wd	
AUSTRIA	Hupo	FULL			
BELARUS		No Elec.			
BELGIUM	Bart Van Echelpoel	FULL			
BULGARIA		No Elec.			
CROATIA		TR			
CZECH REP.		FULL			
DENMARK	Steen Jeffers	FULL			
ESTONIA		No Sections			
FINLAND	Riku Akkanen	FULL			
FRANCE	Christophe Jadot	FULL			
GERMANY	Thomas Kohmann	FULL			
GREAT BRITAIN	Jim Spencer	FULL			
GREECE	Nick Nikolakopoulos	FULL			
HUNGARY		OR & TR			
IRELAND	Denzell McBurney	OR			
ITALY	Alessio Mazzeo	FULL			
LUXEMBOURG	Jeff Mersch	TR			
MONACO		TR			
NETHERLANDS	Raymond Houtman	FULL			
NORWAY	Bjarte	FULL			
POLAND		TR			
PORTUGAL	Joao Duraes	FULL			
ROMANIA		No Sections			
RUSSIA		No Elec.			
SLOVAK REP.	Matus Mydla	FULL			
SLOVENIA		No Elec.			
SPAIN	Javier Llobregat	FULL			
SWEDEN	Johan Ostvall	FULL			
SWITZERLAND	Francois Moser	FULL			
TURKEY		No Elec.			
		TOTALS			

Allocations can be changed till January 21st. 2021.

Maximum votes for Off-Road Section = 19. Number of Federations represented to vote = 18

Other persons present:

3. MINUTES OF 2019 SECTION MEETING

November 2019 –Brussels, Belgium:

Matters arising from the minutes:

The minutes were accepted as written at the AGM 2019. **BRCA NOMAC**

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

4. CORRESPONDENCE RECEIVED

There were all the usual mails in Dec. & Jan. to finalise the allocation numbers for the EC at Robin Hood Raceway in UK. The postponement of the event meant that they were not used. With all EFRA racing 'stopped', no further correspondence has been received.

5. CHAIRMAN'S REPORT

EFRA 1/10th. Electric Off-Road Report. (Paul Worsley)

There is no doubt that 2020 will be a year to remember, but not for particularly good reasons. Due to the arrival of Covid-19 during the year, all events sanctioned by EFRA at all levels were cancelled or postponed. So EFRA racing for the 1/10th. Off-Road Section has effectively been 'zero'.

So, this will be a very short report:

As you will all be aware, the cancelling/postponing of the events was based on advice from Governments and other sporting organisations. In the early months of the year, it was hoped that our sport may be able to continue at some point during the summer months, but it soon became apparent that this was not going to happen. As a result, EFRA made the decision to postpone all events that had been allocated and move everything on one year.

During early September we organised 'zoom meetings' for all Sections. In the 1/10th. Off-Road zoom meeting we had representatives join the meeting from eleven Federations. These meetings were deemed to be successful and a simple low-cost way of discussing any issues or plans for the future. They would be especially useful in the weeks before and after EC events. More of these meetings will definitely be organised for the future. It was reported at the 'zoom meeting' that some Federations had been able to hold some events in the later months, so at least some racing took place in some Federations.

So, effectively 2020 did not happen for the 1/10th. Off-Road Section, but the basis of what will be organised for 2021 (and 2022) is already in place, subject to any ongoing Covid-19 restrictions allowing sporting events to continue. However, we will need to consider and plan for any restrictions that may still exist next year. This could result in a reduction of numbers at events, and almost certainly being flexible with 'cut-off' dates.

So: A very strange year and not for good reasons. For the first time since 1989, we have no 2WD & 4WD European Champions in the Section.

We can only hope that 2021 will allow us to conduct the sport that we all enjoy so much in a reasonably normal manner.

Paul Worsley: EFRA Section Chairman - Electric Off-Road.

6. EC AND GP'S 2021/ 2022

No applications: All the already elected events are moving up one year.

BUT: The Section originally had a WC planned for 2021. We will need to update our Future Calendar when we have some decisions from IFMAR

Provisional Race calendar 2021

Year/Date	Alt. Date	Status	Country	Venue
2021 May 07-09		IR (maybe W/Up)	Great Britain	Nottinghamshire Retford(RHR)
2021 June 25-27		IR (maybe PR)	Belgium	Kampenhout
2021 June 28- July 03		EC	Great Britain	Nottinghamshire Retford(RHR)

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2022		EC	Netherlands	Utrecht

Recommendation for 2023: Malmo Sweden

Nominated Tyres for the 1/10th Off-Road EC 2021:

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

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

NOTE PW: The procedures for using control tyres may have to be adjusted if any form of social distancing is still needed at the event. We may have to 'waive' the control compound, so that all the handling of tyres and operating a tyre compound is not needed, simply to reduce any possible infection.

Hupo (AT) asked if 'pre-glued' wheels/tyres could be used, which could then possibly allow us to continue with one compound. PW replied that we do not yet have a situation where one wheel design will allow all makes of cars to comply with width dimensions, but maybe we could 'adjust' the rule (for 2021 only) to allow this to be done.

Javier L. (ES) made the comment that EFRA will need to be flexible with dates and even venues, as it is possible that a nominated venue may not be possible to use due to travel restrictions and an alternative venue may have to be allocated in order for an EC event to take place.

Allocations were not taken due to the uncertainty caused by Covid-19. PW will mail Federations in the coming weeks to gain 'provisional' allocations.

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.

No proposals for the Section received.

8. ELECTION OF SECTION CHAIRMAN.

Due to the non-active season, all EFRA officers are willing to extend the position with one year.

9. ANY OTHER BUSINESS

None raised.

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 – 12:05

MEETING TO CONTINUE WITH ELECTRIC TRACK SECTION MEETING.



EFRA ANNUAL SECTION MEETING

7-8th of November 2020

MINUTES ELECTRIC - TRACK.

1. CHAIRMAN'S WELCOME

Mr Chris Hardisty

The Electric Track Chairman opened the meeting at 12:05

We were late starting, Chris Hardisty asked for everyone's patience and agreement to defer the bulk of this meeting's business to another meeting (Zoom). There are several presentations from proposed IFMAR WC hosts and there simply wasn't enough time.

Each of the countries delegates are to email electric.track@efra.ws to receive an invite and the presentations (this will be a link as there's about 500Gb). We can then use the voting tool to select the track anonymously. There may be some calendar limitations for 2021 we have to consider. Allocation process may require some modification. We have to be more flexible and agile if we are to manage to complete worthwhile meetings during the current pandemic and beyond.

This effectively means we will restart this meeting in order to give it the attention it deserves.

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	WC 1/10 Mod	EC 1/12 Mod	EC 1/12 Spec	EC 1/10 Mod	EC 1/10 Spec	F1
AUSTRIA	Florian Luyer	FULL						
BELARUS		No Elec.						
BELGIUM	David Joos	FULL						
BULGARIA		No Elec.						
CROATIA	Patrik Pozgaj	TR						
CZECH REP.		FULL						
DENMARK	Steen Jeffers & Soren Boy Holst	FULL						
ESTONIA		No sections						
FINLAND		FULL						
FRANCE	Julien Jost	FULL						
GERMANY	Thomas Kohmann	FULL						
GREAT BRITAIN	Jim Spencer	FULL						
GREECE	Nick Nikolakopoulos	FULL						
HUNGARY	Laszlo Szucs	OR & TR						
IRELAND	Denzell McBurney	OR						
ITALY	Alessio Mazzeo	FULL						
LUXEMBOURG	Jeff Mersch -	TR						
MONACO		TR						
NETHERLANDS	Raymond Houtman	FULL						
NORWAY	Geir Bjarte Terum	FULL						
POLAND		TR						
PORTUGAL	Joao Duraes	FULL						
ROMANIA		No Sections						
RUSSIA		No Elec.						
SLOVAK REP.	Matus Mydla	FULL						
SLOVENIA		No Elec.						
SPAIN	Javier Llobregat	FULL						

SWEDEN	Johan Ostvall - OR & TR.	FULL							
SWITZERLAND	Francois Moser	FULL							
TURKEY		No Elec.							
TOTAL									

Allocations can be changed till January 21st. 2020.

Maximum votes for Track Section = 22. Number of Federations represented to vote = 19

Other persons present:

3. MINUTES OF 2019 SECTION MEETING

November 2019 – Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2019.

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

4. CORRESPONDENCE RECEIVED

. Any correspondences from the 2020 season.....

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairmen :-

EFRA 1/10th. Electric Track Report. (Chris. Hardisty).

Despite 2020 being a bit of a right-off for most RC Racing, this section managed to get a couple of ticks in boxes. Namely the IFMAR 12th Worlds in Milton Keynes, UK and the EFRA 12th EC in Sittard, Holland.

I had the honour of being the EFRA Rep. at the WC so I will report briefly and Krist will cover the EC.

There were several things about the WC that were noteworthy. The first is the fact that it was held in the middle of a busy Shopping Centre exposed on all sides to the public. The track wasn't only one of the best visually; it was also received very well by the almost full entry. This was a brave endeavour by the BRCA which deserves our thanks and congratulations for stepping up to this challenge and delivering it successfully.

We witnessed some close racing with EFRA drivers eventually topping both events. Marc Rheinard from Germany becoming the IFMAR 1/12th Modified World Champion 2020 and Andy Murray from the UK becoming the IFMAR 1/12th Spec. World Champion 2020. It is worth noting that drivers could only enter one class unlike the 1/12th Class races in EFRA.

The other planned IFMAR event, the 1/10th WC which was scheduled to be held by MACH at Heemstede; Holland has been cancelled not only from the calendar but altogether. We have asked for other candidates to host the event in 2021 which will be on the agenda for brief discussion.

Here's hoping we can have a more successful year in 2021.

Chris. Hardisty: EFRA Section Chairman - Electric On-Road

EFRA 1/12th Electric Track EC 2020 Report. (Krist Bultynck).

In this unusual year, a European Championship was held from 6th - 8th of March in our 1/12th. Section After the World Championship at Milton Keynes in Great Britain it was the turn of the Limburg Arena at Sittard in the Netherlands.

In recent years, we have previously been guests at this impressive venue. And also this year it looked very promising. A well designed and exacting layout was presented to us and we started with a new carpet. The registrations were very promising but due to the start of the Covid19 outbreak, there were several countries and regions where many contenders stayed at home. It is indeed true that safety takes precedence over everything else. EFRA is also convinced of this.

In the end: 21 modified drivers, 52 stock drivers and 11 GT drivers competed. Unfortunately we did not get the World Champions in the modified and the stock classes (who are also European Champions) on the registration sheet.

Before the start of this championship some of the participants had some doubts because they had to sign the Waiver and Release of Liability. However, this is a rule in our general regulations whereby every driver agrees to the registration for a Championship.

Nevertheless, a start was made to crown a 2020 European Champion in the Modified and Stock Classes.

In the Modified Class we saw a fierce battle between Ollie Payne (GBR) and the defending champion Alexander Hagberg (SWE). In the end it was Alexander who could place his car on the TQ spot.

In the finals we saw Alexander Hagberg driving to his seventh European title. Ollie Payne came in second and Jorn Neumann took third place.

In these finals there were six different Federations represented: SWE, GBR, DEU, AUT, FRA, FIN.

The Stock class promised to become even more exciting. An intense battle between Jorn Neumann and Markus Mober was certainly high quality publicity for this class within our Federation. The first final was won by Markus but Jorn went up a notch and won finals 2 and 3 and became the new European Champion in the Stock Class.

Markus Mober was disappointed because he was very close but had to settle for being runner-up and Mark Stiles rode a strong race and came third.

In this final there were five different federations represented: DEU, GBR, AUT, FRA, FIN.

As an introduction; the GT class was presented to us. We saw a strong battle with young and older drivers. It was thought that there would be a larger turnout for this Class but the 11 pilots made it a competitive race. In the end the series was won by Haroun Schobner from Robin Kaiser and Alexander Seitter.

All in all a really professional organisation by the team of the Limburg Arena, which was forced to close its doors after this European Championship. The owner of the hall had other plans with this accommodation and unfortunately our hobby was not part of it.

Congratulations to the Champions, thanks to all the participants who made this championship a memorable race, a 'thumbs-up' for Robert Meulenberg and his team, again an outstanding referee Javier Garcia and perhaps a downside in all this was that the Dutch Federation NOMAC just 'sent their cat'.

For the media report you can always visit the new EFRA website where you can view the photos and videos and the total results. Hereby we have to thank our media partner CTRL.

On behalf of EFRA

Krist Bultynck: EFRA Section Vice Chairman - Electric On-Road.

6. EC AND GP'S 2021/ 2022

No applications: All the already elected events are moving up one year.

Provisional Race calendar 2021

Year/Date	Alt. Date	Status	Country	Venue
2024	TBC	EC 1/12	Netherlands	Sittard
2024	8 – 9 May	WC Warm up	Netherlands	Heemstede
2021	25-27 June	EC 1/10	Slovakia	Trencin
2024	21-24 July	WC 1/10	Netherlands	Heemstede

2021 Update – The 10th WC will not take place in Holland. There are 5 candidates for this meeting. A proposed virtual meeting to choose between them will be held after the forthcoming IFMAR meeting in approx. 2 weeks.

The 12th EC at Sittard has also been cancelled. There are currently 2 candidates for 2021 which are Italy and Slovakia.

Future Race Calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2022		EC 1/12	Netherlands	Sittard
2022		EC 1/10	Germany	Turkheim

Tyres for the 1/10th Touring Car EC 2021: See Rules.

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 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.

9. ELECTION OF SECTION CHAIRMAN.

Due to the non-active season, all EFRA officers are willing to extend the position with one year.

10. ANY OTHER BUSINESS

None raised.

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 12:14 CET



EFRA ANNUAL SECTION MEETING
ELECTRIC TRACK
EXTRAORDINARY
12th NOVEMBER 2021

This meeting was started at 20:00 CET on the 12th November 2021.

This was an extraordinary meeting which was necessary because of the extra business that we were compelled to deal with that was not initially planned. We were always going to run out of time for this meeting.

Apart from the reports the main items of business were to decide where the 2021 EFRA 12th EC and the 2021 IFMAR 10th TC WC are planned to be.

Apologies have been received from: Steen Jeffers (DASU).

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	WC 1/10 Mod	EC 1/12 Mod	EC 1/12 Spec	EC 1/10 Mod	EC 1/10 Spec	F1
AUSTRIA		FULL						
BELARUS		No Elec.						
BELGIUM	David Joos	FULL						
BULGARIA		No Elec.						
CROATIA		TR						
CZECH REP.		FULL						
DENMARK		FULL						
ESTONIA		No sections						
FINLAND		FULL						
FRANCE	Julien Jost	FULL						
GERMANY	Thomas Kohmann	FULL						
GREAT BRITAIN	Jim Spencer (12 th) Oli Meggit (10 th)	FULL						
GREECE	Nick Nikolakopoulos	FULL						
HUNGARY		OR & TR						
IRELAND		OR						
ITALY	Alessio Mazzeo	FULL						
LUXEMBOURG	Jeff Mersch	TR						
MONACO		TR						
NETHERLANDS	Raymond Houtman	FULL						
NORWAY	Geir Bjarte Terum	FULL						
POLAND		TR						
PORTUGAL	Pedro Pereira	FULL						
ROMANIA		No Sections						
RUSSIA		No Elec.						
SLOVAK REP.	Matus Mydla	FULL						
SLOVENIA		No Elec.						
SPAIN	Javier Llobregat	FULL						
SWEDEN	Kai Koivuranta	FULL						
SWITZERLAND		FULL						
TURKEY		No Elec.						
TOTAL	13							

Allocations to be set at a later date.

After a brief explanation the 2019 minutes were accepted. Seconded by Holland

Krist B proudly described what happened in the only active section. See earlier Chairman's report

A vote was taken on the 2021 venue for the 12th EC, unfortunately this was necessary as the original venue, Sittard in Holland, was withdrawn.

The Hudy Arena , Slovakia was selected. Date to be confirmed.

Voting for 2021 IFMAR WC

The IFMAR 10th TC WC that was scheduled for 2020 was cancelled and the club subsequently withdrew from potentially holding in 2021. Four candidates were put forward. Germany, Greece, Italy and Slovakia.

At this point we must thank each of them for offering the enthusiasm, endeavour and confidence in applying for this event at such short notice. It's a big task and very encouraging that so many were prepared to step up to it. After the 3 rounds of voting Gubbio, Italy was the winning application. Date to be confirmed.

Votes counted were –

Round 1

Germany - 6

Italy & Slovakia – 3

Greece – 1

Round 2

Germany – 6

Italy - 4

Slovakia – 3

Final Round

Italy – 7

Germany – 6

Race calendar 2021

Year/ Date	Alt. Date	Status	Country	Venue
2021	TBC	EC 1/12	Slovakia	Trencin
2021	TBC	WC Warm up	Italy	Gubbio
2021	25-27 June	EC 1/10	Slovakia	Trencin
2021	TBC	WC 1/10	Italy	Gubbio

Future Race Calendar Championships

Year/ Date		Status	Country	Venue
2022	Confirmed 2019	EC 1/12	Netherlands	Sittard
2022	Confirmed 2019	EC 1/10	Germany	Turkheim
2023	Application	EC 1/10	Austria	Wiener Neustadt

Allocation for the Events

A consensus was asked for and no-one objected to the principle of delaying the final commitment to allocations until late 2020 or early 2021. Meetings of this type will be scheduled to allow each Federation ask for places.

AOB

Comments on the timing of decisions. Nothing resolved.

Meeting closed 20:32 CET

Please note

It is of the utmost importance that we have the correct contact details of all persons that have an interest in Electric Track. Please email these details to electric.track@efra.ws and/or vice.electric.track@efra.ws and/or secretary@efra.ws to ensure we have these details. We know that over the next few months roles change within the Federations and lines of communication get broken. To restart are racing after the current troubles it is important to maintain contact.