

Minutes ELECTRIC SECTIONS – GENERAL.

SATURDAY 5th of November 2022.

1. CHAIRMAN'S WELCOME

Mr. Chris Hardisty & Paul Worsley

The Electric Chairmen opened the meeting at 14:00

2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from: None

Member Countries present. Section subscription. **Note:** If two names listed – **GREEN** is authorised.

COUNTRY	PHYSICAL	PRESENT	ZOOM	SECTION SUBSCR
AUSTRIA				FULL
BELARUS				
BELGIUM	Wouter WYNEN			FULL
BULGARIA				NO
CROATIA	Mario Operta			TRACK
CZECH REP.				FULL
DENMARK		Ulrich RASMUSSEN		FULL
ESTONIA		Hans MOTSHARG		OFF-ROAD
FINLAND		Valteri PAUSIO		FULL
FRANCE	Claude Tranvouez			FULL
GERMANY	Thomas KOHMANN			FULL
GREAT BRITAIN	Jim SPENCER	Oli MEGGIT		FULL
GREECE		Nikos NIKOLAKOPOULOS		FULL
HUNGARY				FULL
IRELAND		William WHITE		OFF-ROAD
ITALY		Claudio CRISTOFORI		FULL
LUXEMBOURG		Jeff MERCH		TRACK
MONACO				NO
NETHERLANDS	Frans Heinsbroek			FULL
NORWAY				FULL
POLAND		Maciej ORLOWSKI,		TRACK & O/ROAD
PORTUGAL	Nuno Casal RIBEIRO			FULL
ROMANIA				NO
RUSSIA				
SLOVAK REP.		Matus MYDLA		FULL
SLOVENIA				NO
SPAIN	Javier LLOBREGAT			FULL
SWEDEN	Kai Koivuranta			FULL
SWITZERLAND	Andy FRATTAROLI			FULL
TURKEY				NO
TOTAL				

Maximum votes for Elec. Sections = 23. Number of Federations represented to vote = 16

Other persons present: Willy Wuyts, Jackie Aebi, Frank Mostrey.

3. MINUTES OF 2021 SECTION MEETING

November 2021 – Virtual AGM

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2021.

Minutes accepted, Sweden and Netherlands

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

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.

The Rule is new

7. EUROPEAN CHAMPIONSHIPS

Proposal

7.1.2. On the track designated at the AGM of EFRA, specifically for the organisation of the EC, no practice or race can be organised 21 days before the start of the EC for **participants of the event**, even if it is with another **class** category of cars.

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: Switzerland.

The proposal: Amended 15 for 1 abstention

Current Rule.

PW NOTE: If this rule is accepted, then it has to be decided if it will be part of Track or Off-Road. If it is accepted, then the rule proposal dealing with Organisation & Technical aspects (at the end of the Track Agenda) should be discussed or maybe moved.

To be considered at the main AGM as this involves creation of new section.....

7.1.1.

European Championships are held in the following classes :

1/10 Off-Road Modified, 2WD & 4WD as separate classes .

1/12 Modified, using no less than 6.5 turn modified brushless and blinky .

1/12 Spec using 13.5 T Spec. brushless and blinky .

1/10 Touring Cars Modified & 1/10 Touring Cars using 13.5T Spec . Brushless

1/10 Formula One using 21.5T Spec . Brushless .

1 /1 0 Touring Car FWD using 21.5T Spec . Brushless and Blinky

Starting May 2016, only motors included on the EFRA Homologation Lists are allowed at EC and GP events in the above Classes .

Proposal

European Championships are held in the following classes:

1/10 Off-Road Modified, 2WD & 4WD as separate classes.

1/12 Modified, using no less than 6.5 turn modified brushless and blinky.
1/12 Spec using 13.5 T Spec . brushless and blinky .
1/10 Touring Cars Modified & 1/10 Touring Cars using 13.5T Spec. Brushless
1/10 Formula One using 21.5T Spec. Brushless .
1/10 Touring Car FWD using 21.5T Spec. Brushless and Blinky

1/10 Crawler

Starting May 2016, only motors included on the EFRA Homologation Lists are allowed at EC and GP events in the above Classes .

Remarks

The crawler is a modality of the RC that is hitting hard in many European countries. It's time to include the within EFRA Motorsport

Proposed by: AECAR, Pineda Beato Jose Alfonso

Proposal Status: Deferred to main AGM

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

7.2.7.

Drivers that finished in the Top 10 at a 1/10 Touring Car Modified European Championship (indoor or outdoor) in the last two championships held are not allowed to participate at the 1/10 Touring Cars 13.5T Spec. Brushless and the TC FWD 21.5T Spec. Brushless Blinky European Championship. At the 1/10 Touring Car modified & 1/10 Touring Car 13.5T Spec. Brushless European Championships drivers are only allowed to enter one of the two classes. All other drivers may compete in either 1/10 Touring Car Modified and TC FWD or 1/10 Touring Car 13.5T Spec. Brushless and TC FWD.

Proposal

7.2.7. Paid drivers (factory team drivers) are only allowed to race in 1:10 Touring car "modified" OR "spec" class.

7.2.7.1. Drivers finishing in top 10 at an EC in 1:10 Touring car "Modified" within 2 years are not allowed to compete in two classes.

7.2.7.2. Drivers finishing top 10 in last year's EC in 1:10 Touring car "Spec" are only allowed to race in either stock or mod or both those classes but they are forbidden to take part in any of the "support/open" classes

7.2.7.3. All other drivers are legal to race in all classes presented at the very same event if preferred

Remarks

Rule 7.2.7 (see picture) is not very precise and clear and instead should be read as follows.

In this way we can encourage the hobbyist drivers to attend these meetings and drive the classes they wish to drive. We then keep paid/factory drivers out of the "support/open" classes and instead let those classes become the norm for hobbyist/privateers racing classes. We saw the rule as of today reject the possibility for both young drivers

Proposed by: SBF, Wahlstrom Niklas

Proposal Status:

Not Seconded

Current Rule.

PW NOTE: MAYBE MOVE TO OFF-ROAD AGENDA ??

9.4.2.

1/10 Off-Road:- The Qualifying Heats and Finals will be 5 minutes and the last lap plus the time to complete this last lap up to a max of 40 seconds. The Round by Round point system will be used. This system awards points to all drivers based on their finish position against all others for each round individually.

When the "Round by Round" qualifying method is used, the number of Qualifying Rounds to count are as follows

:-

Proposal

1/10 Off-Road:- The Qualifying Heats ~~and Finals~~ will be 5 minutes and the last lap plus the time to complete this last lap up to a max of 40 seconds. ~~The starting procedure will be by flying start. The finals will be 7 minutes and the last lap plus the time to complete this lap up to a max of 40 seconds.~~ The Round by Round point system will be used. This system awards points to all drivers based on their finish position against all others for each round individually.

When the "Round by Round" qualifying method is used, the number of Qualifying Rounds to count are as follows :-

Remarks

The staggered start system is an old system based in the batteries capacity. Today is not used in most European countries. The same for duration of finals.

Proposed by: AECAR, Pineda Beato Jose Alfonso

Proposal Status:

Secoded by: Portugal

The proposal: Poland Amended

The Qualifying Heats will be 5 minutes and the last lap plus the time to complete this last lap up to a max of 40 seconds. ~~The starting procedure will be by flying start.~~ The Round by Round point system will be used. This system awards points to all drivers based on their finish position against all others for each round individually. When the "Round by Round" qualifying method is used, the number of Qualifying Rounds to count are as follows :-

Rejected with 6 for, 9 against (back to original) Original proposal failed 11 against, 3 for, 1 abstention.

Current Rule

10.1.1.

If the lowest Sub-Final has less than 4 drivers, they will be mixed as equally as possible in the next Sub-Final, respecting their qualifying position for their start order

Proposal

If the lowest Sub-Final has less than 4 drivers, ~~the Race Director can decide if they will~~ should be mixed as equally as possible in the next Sub-Final, respecting their qualifying position for their start order, ~~or if the lowest Final is run with less than four competitors.~~

Remarks

A protest was received at an EC this year against the current ruling.

Proposed by: EFRA, Worsley Paul

Proposal Status:

Secoded by: Sweden

The proposal: Passed 16 for

Current Rule.

PW NOTE: MAYBE MOVE TO OFF-ROAD AGENDA ??

10.3.

Off Road: The 'A' final will be run in three legs. All other Finals will be one leg. Each race of the main 'A' final will be considered a separate race. The finals will be run from slow to fast with the 3 legs of the "A" final in between.
On Road: All finals will be run in 3 legs from slow to fast

Proposal

Off Road: ~~The 'A' final~~ All drivers will be run in three legs. ~~All other Finals will be one leg. Each race of the main 'A' final~~ will be considered a separate race. The finals will be run from slow to fast ~~with the 3 legs of the "A" final in between.~~

On Road: All finals will be run in 3 legs from slow to fast

Remarks

Rare is the country where they only run the A final in three rounds. In most, all finals have 3 rounds. Normally between the training of the final A and the first round the time is lost, being able to take advantage of it so that all the pilots enjoy the race.

Proposed by: AECAR, Pineda Beato Jose Alfonso

Proposal Status:

Seconded by: Portugal Amended by BRCA

Off Road: The 'A' final will be run in three legs. All other Finals will be a minimum of one leg and up to three if schedule allows. Each race of the main 'A' final will be considered a separate race. The finals will be run from slow to fast.

On Road: All finals will be run in 3 legs from slow to fast.

The amendment: 14 for, 1 against, 1 abstention

Current Rule

11.5.

The motors of the top 3 finishers may be dismantled in order to check their conformity with the rules.

Proposal

The motors of the top 3 finishers may be dismantled in order to check their conformity with the rules. **This can only be done by an EFRA appointed person, immediately after the race but, if not possible in the period of time determined by this EFRA appointed person. During this time or period, the rules 'parc ferme' apply to these items.**

Remarks

Make it more clear.

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: Belgium.

The proposal: 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 15:40 CET

MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.



EFRA ANNUAL SECTION MEETING

5th of November 2022

Hotel Van Der Valk, Brussels, Belgium

Minutes ELECTRIC - OFF-ROAD.

1. CHAIRMAN'S WELCOME

Mr Paul Worsley

The Electric Off-Road Chairman opened the meeting at 15:55

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

Note: If two names listed – GREEN is authorised.

COUNTRY	PRESENT	ZOOM MEETING	SECTION SUBSCR	REQUESTED				Max33 %
				EC	EC	WC	WC	
				Buggy 2wd	Buggy 4wd	Buggy 2wd	Buggy 4wd	%
AUSTRIA			FULL	10	10	10	10	
BELARUS								
BELGIUM	Wouter WYNEN		FULL	15	15	0	0	
BULGARIA			NO					
CROATIA			TRACK					
CZECH REP.			FULL	3	3	2	2	
DENMARK		Ulrich RASMUSSEN	FULL	3	3	1	1	
ESTONIA		Hans MOTSHARG	OR	7	7			
FINLAND			FULL	6	6	3	3	
FRANCE			FULL	2	2	2	2	
GERMANY	Thomas KOHMANN		FULL	10	10	5	5	
GREAT BRITAIN	Jim SPENCER		FULL	30	28	28	27	
GREECE		Nikos NIKOLAKOPOULOS	FULL	0	0	0	0	
HUNGARY			FULL					
IRELAND		William WHITE	OR	2	2	2	2	
ITALY		Claudio CRISTOFORI	FULL	1	1	1	1	
LUXEMBOURG			TRACK					
MONACO			NO					
NETHERLANDS	Raymond HOUTMAN		FULL	7	7	3	3	
NORWAY			FULL	5	5	3	3	
POLAND		Maciej ORLOWSKI	OR & TR	3	3	2	2	
PORTUGAL	Nuno Casal RIBEIRO		FULL	1	1	1	1	
ROMANIA			NO					
RUSSIA								
SLOVAK REP.		Matus MYDLA	FULL					
SLOVENIA			NO					

SPAIN	Javier LLOBREGAT		FULL	2	2	1	1	
SWEDEN	KK		FULL	5	5	4	4	
SWITZERLAND	Andy FRATTAROLI		FULL	7	7	3	3	
TURKEY			NO					
			TOTALS	119	117	71	70	

Allocations can be changed till January 21st. 2023.

Maximum votes for Off-Road Section = 21. Number of Federations represented to vote = 15

Other persons present - see above

No

3. MINUTES OF 2021 SECTION MEETING

November 2021 –Virtual AGM:

Matters arising from the minutes: None

The minutes were accepted as written at the AGM 2021. **Sweden and Switzerland**

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

4. CORRESPONDENCE RECEIVED

No specific correspondence received, other than the usual hundreds of mails dealing with EC entries.

5. CHAIRMAN'S REPORT

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

After two years without any EC or WC events due to Covid, returning to some sort of normality in 2022 was anticipated to be an enjoyable year, being able to meet all the drivers and their 'helpers' not seen for so long. So, 2022 has been the usual busy year with all the usual queries relating to entries for events.

Due to Covid still being a possible problem at the start of the year, EFRA decided to extend all dead-line dates for submitting entries to six weeks before the events. This resulted in a lot of email traffic to finally get all the entries processed but was a necessary decision to give organisers and competitors the extra time to decide if travel was safe.

The 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, resulting in extra 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 2022 EFRA calendar for the Section consisted of :-

International Race at Kampenhout, Belgium.

EC at Robin Hood Raceway, Retford, UK.

Int. Race - Kampenhout (Belgium):

A well-established event that has taken place for many years and attracts good entry numbers. The event has been an EFRA International Race since 2013.

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 2022 event attracted entries from many different EFRA countries, with several 'top' International drivers. Entry numbers for this event were less than 2019, but with high cost of travel during the summer months and Covid still a concern to some, it probably explains the lower numbers.

2WD had 60 entries. The winner was Wesley van HELMOND (NL).

4WD had 40 entries. The winner was Jorn NEUMANN (DE).

EC. – Robin Hood Raceway, Retford, (UK):

This event was originally awarded to the RHR venue for the 2020 season. With no events in the previous two years, the postponed event was carried-over to 2022. So, the Section has now held an EC event every year for the last 32 years (not including the two recent postponed years).

The entry numbers for the original 2020 date were quite high at approx. 130 for both Classes. We expected a lower number for the 2022 event, due to the continuing pandemic problems and higher costs. Also not helped by other Sections having an EC in the weeks before and after this event, restricting which events competitors would attend.

At the last AGM, the indications were that approx. 64 entries would be submitted not including UK. By the closing date in May, this had dropped to 54. The EFRA Board agreed that we could waive the rule relating to maximums from any single country, so that more UK drivers could be invited to make the event financially viable.

With this action, the total numbers that were submitted by the May closing date was:- 2WD – 96 and 4WD – 91.

Then in the days prior to the event we received 5 cancellations (2WD & 4WD) and at the event there were a further 5 No-Shows (2WD & 4WD). Even the current European Champions in both Classes did not attend; one was a No-Show with the other a late cancellation. Not good.

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 – 86 and 4WD – 82.

The organisers of this event did an excellent job, with all requirements fully covered. The weather was closely monitored by the venue owner as rain showers were forecast for many of the days. I constructed several time schedules that could be used if rain intervened.

The 2WD event ran to the normal schedule, but we could see that the second day of 4WD could be a problem with heavy rain forecast for the mid. afternoon. We cancelled one of the Controlled Practice rounds and reduced the time between the three planned Qualifying Round to complete the day by mid. afternoon. It worked perfectly and the rain arrived 45 minutes after we had completed the day. Obviously, this was only possible due to the low number of entries.

The RHR venue used their all Astro-Turf track, which is the first time we have had an EC on a track using 100% Astro-Turf. The track was in superb condition and remained in this condition throughout all six days of the event. The organisers have points where any standing water from rain can be pumped away and they have sponge rollers for removing any surface moisture each morning. The Astro-Turf surface is smooth and has a lot of undulating features and jumps to give a 'true' Off-Road layout. A small change to the track design was made for the 4WD event.

Tyre control this year needed to be adapted, to combat the still possible Covid problems, to result in less handling of all the wheels & tyres. All tyres were marked before purchase by 'burning' a specific symbol on the side-wall. Tyres were purchased and mounted in a specific area under supervision and all wheels then labelled for easy recognition. With this process in place, the Team Managers agreed there was no need for wheels/tyres to be returned after each race to boxes in a controlled area. The car could be returned to the pits with the wheels still fitted. It worked without any problems.

The organisers had chosen a tyre and compound that would be suitable for the changeable weather conditions often found in the UK. This resulted in a lot of grip on a dry track, to the extent that it was too much grip on the 4WD front wheels for many drivers. With a unanimous agreement from all Team managers, it was agreed that competitors would be allowed to apply glue to the sidewalls of the 4WD Front tyres to make the cars more stable. The amount of glue and area covered by some competitors was excessive and if this is allowed in the future then there needs to be a defined area of tyre that glue can be applied to.

The site owner at RHR has done a lot of work installing new facilities in recent years. A very large new building has been erected for pitting with all electrics installed along with monitors. This building can accommodate 100 drivers pitting. To ensure there was ample space, a further marquee was also erected, so plenty of covered pitting space.

All tyre purchasing, tyre mounting and Technical Inspection was performed in another marquee.

Race Director was Keith Wardle, the BRCA Off-Road Section secretary. Time-keeper Gareth Bevins (who also did the time-keeping at the 2015 event) did an excellent job and there were no issues with any of the time-keeping procedures. The EFRA Referee was Paul Srna from Austria assisted by John Cockill from UK.

Whilst entry numbers were low this year, the level of competition was high. The event ran very well and all Qualifying and Finals were completed, despite some rain at the end of the week.

My thanks to James Helliwell and all the Team from RHR that were involved.

2WD had 86 entries. 4WD had 82 entries.

The 2WD European Champion is Tommy HALL (UK). The U16 medal won by Marcus KAERUP (DK).
The 4WD European Champion is Marcus KAERUP (DK). The U16 medal won by Marcus KAERUP (DK).

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

6. EC AND GP'S 2023

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

Year/Date	Alt. Date	Status	Country	Venue
1-2 July 2023		IR (maybe PR)	Belgium	Kampenhout
2024				

Final Race calendar 2023 1/10th Off Road

Year/Date	Alt. Date	Status	Country	Venue
1-2 July 2023		IR	Belgium	Kampenhout
17th – 22nd July 2023		EC	Netherlands	Utrecht
09-16th Sept 2023		WC	USA	Phoenix Arizona

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2024		EC	Sweden	Malmö

Recommendation for 2024: Malmö Sweden

Nominated Tyres for the 1/10th Off-Road EC 2023: Still under review.

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 2023 LATEST.

7. RULE PROPOSALS.

Current Rule

3.2.

European Championships: The organizer will propose 1 type of tyre for each of the driven axles for 2WD and 4WD (2WD and 4WD do not have to be the same type of tyre). The manufacturer and full description of the tyres chosen must be given, but there remains free choice of compound. The proposed tyre choice will be ratified at the EFRA section AGM prior to the EC and provided always that the chosen tyres are commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre has been chosen as soon as the decision is finalised.

Valid from 2016: European Championships: The organizer will propose 1 type of tyre for each of the driven axles for 2WD and 4WD. The manufacturer and full description of the tyres chosen must be given, compound and inserts will be controlled, and will only available in a restricted area and should be sold to the driver by the organiser and if possible at a lower price. The proposed tyre choice will be ratified at the EFRA section AGM prior to the EC and provided always that the chosen tyres are commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre has been chosen as soon as the decision is finalised. Rule applies from 2016 onwards

Proposal

~~European Championships: The organizer will propose 1 type of tyre for each of the driven axles for 2WD and 4WD (2WD and 4WD do not have to be the same type of tyre). The manufacturer and full description of the tyres chosen must be given, but there remains free choice of compound. The proposed tyre choice will be ratified at the EFRA section AGM prior to the EC and provided always that the chosen tyres are commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre has been chosen as soon as the decision is finalised.~~

Valid from 2016: European Championships: The organizer will propose 1 type of tyre **and insert** for each of the driven axles for 2WD and 4WD. The manufacturer ~~and~~ full description, **compound and Part #** of the tyres chosen

must be given **and the Part # of the inserts. Tyre type**, compound and inserts will be controlled **and must be purchased at the event through the organiser. Tyres and inserts** will only **be** available in a restricted area and should be sold to the driver by the organiser and if possible at a lower price. The **mounting of the tyres onto wheels must be in a restricted area.** The proposed tyre choice will be ratified at the EFRA Section AGM prior to the EC ~~and provided always that~~ the ~~chosen nominated~~ tyres ~~are~~ **and inserts must be** commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre has been chosen as soon as the decision is finalised. Rule applies from 2016 onwards

Remarks

The first paragraph can be deleted as it is no longer valid. The rule was updated for 2016 onwards, so earlier procedures can be deleted. No actual changes from the current procedure. Only additional wording added to clarify how the procedure has been operated for the last five racing seasons.

Proposed by: EFRA, Worsley Paul

Proposal Status:

Seconded by: Sweden

The proposal: Passed 14 for passed unanimously

Current Rule

3.4.

Modifications to tyre tread patterns and "location beads" are allowed by trimming or removal, but the addition of any material is prohibited excepting the glue used to retain the tyre to the wheel. "Cut and Shut" is permitted at Grand Prix only and even so if the parts of one or more different tyres are glued together, provided always that the constituent parts are all recognisable as coming from commercially available 1/10th scale tyres.

Proposal

Modifications to tyre tread patterns ~~and "location beads"~~ are allowed by trimming or removal, but the addition of any material is prohibited excepting the glue used to retain the tyre to the wheel. **Tyre 'location beads' can be trimmed to fit the wheel rim, but tyre beads cannot be completely removed. The only items or materials that is allowed to be fitted inside the tyre is the nominated insert for the event.** "Cut and Shut" is permitted at Grand Prix only and even so if the parts of one or more different tyres are glued together, provided always that the constituent parts are all recognisable as coming from commercially available 1/10th scale tyres.

Remarks

No major changes to the rule. Additional wording added to clarify the current procedure.

Proposed by: EFRA, Worsley Paul

Proposal Status:

Seconded by: Switzerland

The proposal: Passed 14 for, 1 abstention

8. ELECTION OF SECTION CHAIRMAN.

No Election planned

9. ANY OTHER BUSINESS.

Vice Chairman question raised – Spain. Agreed that the position is re-instated, next AGM.

Tyre wall gluing control – rules required. Feedback from EC.

Tyre numbers – wet/dry conditions – review.

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 – 17:00

MEETING TO CONTINUE WITH ELECTRIC TRACK SECTION MEETING.



EFRA ANNUAL SECTION MEETING

5th of November 2022

Hotel Van Der Valk, Brussels, Belgium

Minutes ELECTRIC - TRACK.

1. CHAIRMAN'S WELCOME

Mr Chris Hardisty

The Electric Track Chairman opened the meeting at 17:12

2. APOLOGIES FOR ABSENCE

COUNTRY	PRESENT	ZOOM MEETING	SEC SUBSC	WC 1/12 Mod	WC 12Sp ec	EC 1/12 Mod	EC 1/12 Spec	EC 1/10 Mod	EC 1/10 Spec	EC F1	EC FWD
AUSTRIA			FULL								
BELARUS											
BELGIUM	Wouter WYNEN		FULL	0	1	0	4	0	1	0	0
BULGARIA			NO								
CROATIA	Mario OPERTA		TR						3		
CZECH REP.			FULL								
DENMARK		Ulrich RASMUSSEN	FULL	0	0	0	0	0	6	0	3
ESTONIA			OR								
FINLAND		Valtteri PAUSIO	FULL	0	0	1	6	1	0	0	0
FRANCE			FULL								
GERMANY	Thomas KOHMANN		FULL	4	5	5	10	13	15	7	10
GREAT BRITAIN	Jim SPENCER	Oli MEGGIT	FULL	4	16	5	40	2	2	3	3
GREECE		Nikos N	FULL								
HUNGARY			FULL								
IRELAND			OR								
ITALY		Claudio	FULL								
LUXEMBOURG		Jeff MERCH	TR								
MONACO			NO								
NETHERLANDS	Frans H		FULL	1	1	2	2	1	0	0	0
NORWAY			FULL					5	5		
POLAND		Maciej ORLOWSKI	OR & TR	1	1	1	3	1	3	2	2
PORTUGAL	Nuno Casal RIBEIRO		FULL								
ROMANIA			NO								
RUSSIA											
SLOVAK REP.		Matus	FULL								
SLOVENIA			NO								

SPAIN	Javier LLOBREGAT		FULL									
SWEDEN	Kai Koivuranta		FULL	2	0	1	0	6	1	0	0	
SWITZERLAND	Andy FRATTAROLI		FULL	2	0	4	0	2	2	2	2	
TURKEY			NO									
TOTAL				14	24	19	65	31	38	14	20	

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

Note: If two names listed – **GREEN** is authorised.

Allocations can be changed till January 21st, 2023.

Maximum votes for Track Section = 21. Number of Federations represented to vote = 16

Other persons present: See above

3. MINUTES OF 2021 SECTION MEETING

November 2021 – Virtual AGM

Matters arising from the minutes: Sweden and Netherlands

The minutes were checked and accepted as written at the AGM 2021. Sweden and Netherlands

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

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2022 season.....

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairmen

EC 1/12th. Elec. Track -- Hudy Arena, Slovakia. Report from Krist Bultynck:

On Thursday there was registration for all drivers and this was perfectly executed by the organisation, being Team Hudy. The EFRA team had approved the track and some adjustments were made on our request regarding the placement of the EFRA banners. Also there was a rearrangement of a marshal position that was originally placed on the infield. This done in the context of the safety of this person. A new carpet was made available by the organisation. This was well received by all drivers present.

On Friday, the race started with some practice runs. After the timed practice runs a reseeding was done and the first Qualification Round took place. There were no noteworthy comments during the team managers meeting. There were five more Qualification Rounds on the timetable on Saturday. For the drivers who raced in two classes, there was not much time between the heats. Again, there were no comments during the team managers meeting. We saw some very exciting Qualification races where the time differences were almost minimal. That promised to be very exciting for the Finals on Sunday.

On Sunday, I changed the timetable so that the two final heats of the GT12 Class were held between the Stock Class and the Modified Class to give the drivers who were running in two classes more time. We started with a final practice and then moved on to the real Finals. As expected we saw some very exciting races which can only benefit our sport. We saw very few incidents during the Finals. One incident worth mentioning was during the second A final in the Modified class.

To conclude, this was a very good organisation on a well-maintained racetrack and the feedback from the participants was positive. The only 'minus' point for me as Chairman was that the multimedia team was not present, because an organiser who organises a European Championship deserves that the media team of EFRA should be present. This could have been done in a 'light version'. This time we were lucky that the organisation itself had provided a media team but not every organisation can provide such a thing.

I have to thank the Hudy team for their efforts and this well organised race, also the referee department Javier Garcia and Paul Srna and also Bjarne Hällund for his comments during the race.

RESULTS

STOCK

European Champion : Michal ORLOWSKI from Poland

2nd. Jan RATHEISKY from Germany

3rd. Max MACHLER from Germany

Junior Champion : Matus BENETIN from Slovakia

MODIFIED

European Champion : Michal ORLOWSKI from Poland
 2nd. Alexander HAGBERG from Sweden
 3rd. Marc RHEINARD from Germany
 Junior Champion : Matus BENETIN from Slovakia

EC 1/10th. Elec. Track - Hudy Arena, Slovakia. & WC 1/10th. Elec. Track - Gubbio, Italy.
Report from Chris Hardisty:

EC Event:

The first “post pandemic” meeting for myself wasn’t what I hoped for. Before the event there was controversy relating to tyres. For ISTC it was a reliability issue when the combination of high speed and temperatures existed. This had become apparent at an “Xray only” meeting at the Hudy Arena which also was a cause of some protest from differing quarters. For F1 it was the replacement of the tyre of choice from 3 AGMs before. The original tyre had ceased production but was still around but not in enough numbers to guarantee all would be “equal”. The Hudy team were relatively confident that they could supply the replacement assuring consistency for all competitors. Any choice was going to draw protest from one quarter or another.

This was never going to be an easy event and to complicate matters I couldn’t arrive early and as it turns out; I was a lot later than I wanted to be thanks to our erratic air travel now. I want to thank Willy Wuyts for getting there to fill the breach, oversee all the tyre distribution and marking! It was the first year I didn’t hear “foul” cried over this process.

Despite allowing new tyres per. run for the Modified racing, supplied free by Xray to help mitigate the circumstances, there were the disasters of failing tyres resulting in broken dreams and chassis components. Despite this some did come through unscathed; Bruno Coelho dominated the qualifying then the final to retain his EC title.

The Spec. racing was the usual close fought event and Alex Duchette took the win from Oliver Bultynck, only to later be disqualified for a motor infringement and handing the title back to Oliver. Two motors in this A final failed and as third and fourth were not subjected to the same scrutiny it was decided that second and third places will remain vacant.

WC Event:

The IFMAR WC was hosted at Gubbio, Italy. A great track with a lot of heritage. The staff were very experienced and soon caught-on to the differences in our “electro” world very quickly. The weather was an issue. It was severe causing major damage to the region and necessitated some changes in the schedule. The idea of running in the wet was not possible, 50mm of water on the track and winds that blew full scale cars over sealed this debate. When it was possible to run it was tricky, finding windows of opportunity where the conditions would be consistent throughout a Round was a difficult call. Nevertheless 6 Rounds of Qualification and the Finals were run. There were protests against the track changes being too much and not enough. There were issues raised about the F1 bodyshells before the event using a list for these was muted but not published in time. To tidy this up before any other event of this stature is run it has been proposed that EFRA would facilitate a working group to produce a “white” list that satisfies both the existing rules and the competitors desire to run more realistic representations of F1 cars.

The racing was fast and close. The Mod. WC title going to Bruno Coelho, the results look as though he took pole and the win easily but that pack chasing him was so fast. Alex Duchette and Simon Lauter swapped a couple of first places in Spec., with Alex taking the title on a tie break. The F1 “Cup” race was won by Andreas Steibler who missed the excitement as he had to leave to get his flight home. Junior titles went to Matus Benetin in Mod. and Domanin Filippoin in Spec.

Thanks to Markus Winkler and Paul Srna, the referees at both events, and Paul Worsley who was on-hand to supervise the tech. elements at Gubbio.

6. EC AND GP'S 2023/ 2024

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
2024		EC 1/10	Belgium	Roeselare
2024		EC 1/12		

Final Race calendar 2023 1/10 and 1/12 Electric

Year/Date	Alt. Date	Status	Country	Venue
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14-16 April 2023		EC 1/12	Great Britain	Eastbourne
3-5 August 2023		EC 1/10	Germany	Turkheim
6 - 11 November 2023		WC 1/12	USA	Florida Cocoa

Future Race Calendar Championships

Year/ Date	Alt. Date	Status	Country	Venue
2024		EC 1/12	Italy	Messina
2024	22-25 Aug	EC 1/10	Belgium	Roeselare

Tyres for the 1/10th Touring Car EC 2023: 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 2023 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.

Current Rule

1.2

Up to a maximum of two chassis may be submitted to Technical inspection, either of these chassis may be used at any time during the event. The second chassis may be approved after the event has started.

Proposal

Only for 12th scale: Up to a maximum of two chassis may be submitted to Technical inspection, either of these chassis may be used at any time during the event. The second chassis may be approved after the event has started.

Remarks

This was an existing rule but only for 12th scale.

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: BRCA

The proposal: Withdrawn

Current Rule

2.2.

Body cannot be trimmed higher than lower body trim lines .

Suggestion

Is this still valid with modern bodies? The cutting line is not really an issue, as long as the overall dimensions and maximum width and heights are applied. Should this rule be cancelled or amended to suit the actual today's situation?

Proposed by: SRCCA, Frattaroli Andres

Suggestion deferred to working group

Current Rule

2.4.

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

Suggestion

What does this exactly mean? Is this still valid and applicable to today's bodies? If yes, please make it clear what exactly this means, maybe adding a drawing. If not applicable or necessary anymore, the rule should be deleted.

Proposed by: SRCCA, Frattaroli Andres

The proposal is to delete the rule. Seconded – BRCA. Passed 14 for, 4 abs

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.

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.

LMP 17.5 class: The LMP 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 "LMP 17.5" class is intended for beginners and senior drivers. Due to a lot of commonalities to the LMP class the "LMP 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 LMP 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 "Speed Controllers" according approved Blinky ESC's list. Drivers who finished in an A-Main final 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.

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.

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The 1/12th class is separated in two main classes: LMP and GT 17.5.

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upgrade to LMP or a downgrade from LMP to ensure keeping racing costs reasonable.
On LMP 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 "Speed Controllers" according approved Blinky ESC's list. Drivers who finished in an A-Main final 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. **Only GT 12 bodyshells are allowed in this class. The minimum weight of the car is 790 gram, with bodyshell and personal transponder. Only 17.5 Spec Brushless motors are allowed from the homologation list of EFRA. The speed controller must be a Zero-timing, no boost and blinky mode. Only batteries listed on the current EFRA 1S Stick Lithium Battery Homologation list can be used.**

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: BRCA

**The proposal: Passed with 7 for 1 against and .4 abstentions.
o Rejected with for, against and abstentions. o Amended**

Current Rule

7.1.2.

The rear bumper cut-line to be maximum 35 mm from track surface, as detailed in GBS drawings. This will be measured with the chassis on a 15.0 mm block, so based on a 5 mm ground clearance the dimension used will be 45.0 mm.

Proposal

The rear bumper cut-line to be maximum 35 mm from track surface, as detailed in GBS drawings. This will be measured with the chassis on a 15.0 mm block, so based on a 5 mm ground clearance the dimension used will be 45.0 mm. **However, body trim lines not corresponding to these measurements of homologated bodies are valid.**

Remarks

If a body is homologated, than the trim lines should be fine for the driver to be used to cut the bodies. It can't be the drivers responsibility to amend a body to homologation dimensions if the body has been approved and homologated with "wrong" trim lines.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status: Deferred

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

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 2022

The nominated tyre for the 2022 10th EC .

F1 front tyres : 803070 - HUDY 1/10 Formula Rubber Tire - Front .

F1 rear tyres : 803080 - HUDY 1/10 Formula Rubber Tire - Rear .

F1 Wet tyres - self supplied , from an agreed list at the AGM . No list as yet .
TC Tyres : 803062 - HUDY 1/10 TC Tires A1-36 - Asphalt .

Suggestion

What happened at EC 2022 in Trencin with the F1 tyres ? What is the conclusion out of it or the sanctions EFRA will take or has taken? Protest from Italy? Should there be a clause in the rules, which prevents manufacturers or distributors, organizing such an event, to propose their own handout products? Should there be a clause in the rules preventing all manufacturers and distributors to host ECs and WCs? Just thoughts and questions, up for discussion .

Proposed by: SRCCA, Frattaroli Andres

No nominated tyres for 2023 yet. Instructed to provided final precise details 5 calendar months prior to event. Details of supply chain must available.

Current Rule

7.3.3.

Tyre Allowances.

For Spec Class -2 sets of 4 dry weather tyres (rubber) are allowed for qualifying.

Tyres from qualifying may be used in the finals.

For Modified Class: 3 sets of 4 dry weather tyres are allowed for qualifying.

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.

For TC FWD Class - 1 set of 4 dry weather tyres (rubber) is allowed for qualifying .

Proposal

Tyre Allowances.

For Spec Class -2 sets of 4 dry weather tyres (rubber) are allowed for qualifying.

Tyres from qualifying may be used in the finals **and 1 additional set of 4 dry weather tyres is allowed for the finals.**

For Modified Class: 3 sets of 4 dry weather tyres are allowed for qualifying **and 3 additional sets of 4 dry weather tyres are allowed for the finals..**

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.

For TC FWD Class - 1 set of 4 dry weather tyres (rubber) is allowed for qualifying **and 1 additional set of 4 dry weather tyres is allowed for the finals. .**

Remarks

To make this rule clearer

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: Netherlands

The proposal: Passed Unanimously o Passed with 12 for, .0 against and 1 abstentions.

Current Rule

7.3.6.

Tyres/wheels may not be modified. Changing of tires between drivers is not allowed. Drivers must have their wheels and tyres marked by Technical Inspection and this marking can be done at any time.

Proposal

Tyres/wheels may not be modified. Changing of tires between drivers is not allowed. Drivers must have their wheels and tyres marked by Technical Inspection and this marking can be done at any time. **It is not permitted to subject the supplied competition tyres to extremely high temperatures in order to shrink the insert and create more airgap inside the tyre. If such practices are observed by the technical control, it will be reported to the EFRA responsible who will keep the tyres in safe custody until after the race.**

Remarks

Create another diameter of the tyre during the race

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: Switzerland

The proposal: Passed with 9 for, 3 against and .2 abstentions.

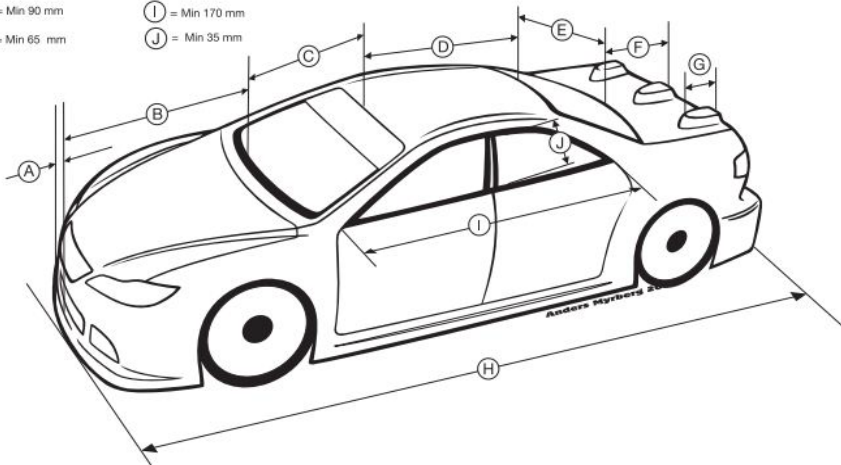
Current Rule

7.3.11.

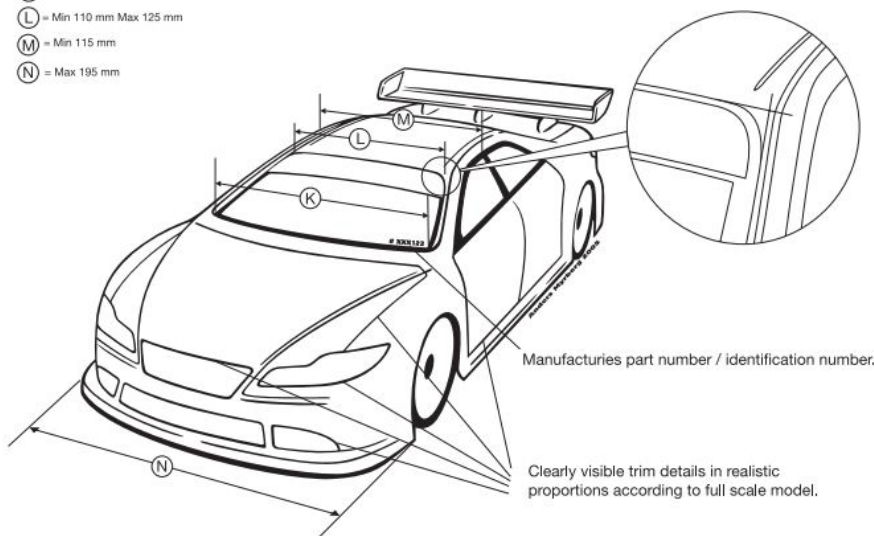
All set of tyres for qualification have to be returned by the driver by the end of each qualification day to the organizer (tyre impound). Not returning the tyres in the announced time by the organizer will be punished with the lost of the best heat. The not returned set of tyres have to be checked and released for further use by the technical inspection.

GLOBAL BODY SPEC (GBS for Electric Sedans)

- (A) = Max 10 mm
- (B) = Min 105 mm
- (C) = Max 85 mm
- (D) = Min 90 mm
- (E) = Min 65 mm
- (F) = Max 65 mm
- (G) = Max 25 mm (Max 3 posts)
- (H) = Min 410 mm
- (I) = Min 170 mm
- (J) = Min 35 mm

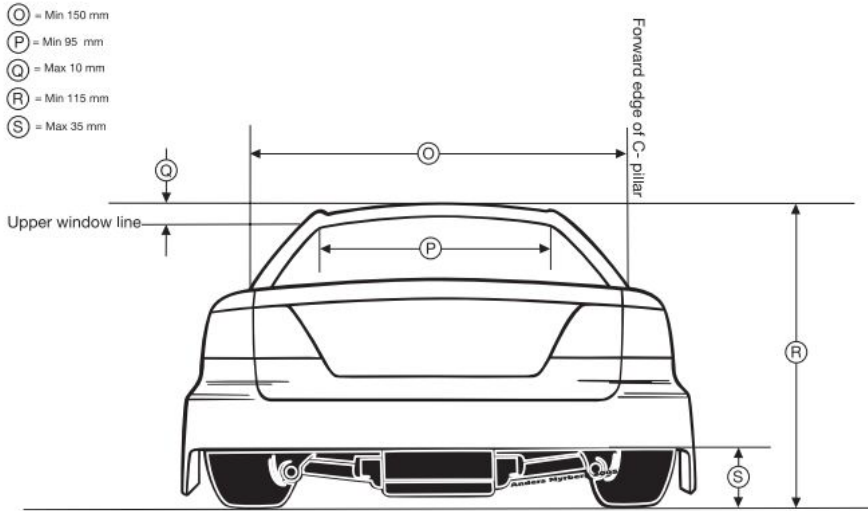


- (K) = Min 140 mm Max 155 mm
- (L) = Min 110 mm Max 125 mm
- (M) = Min 115 mm
- (N) = Max 195 mm



Manufactures part number / identification number.

Clearly visible trim details in realistic proportions according to full scale model.



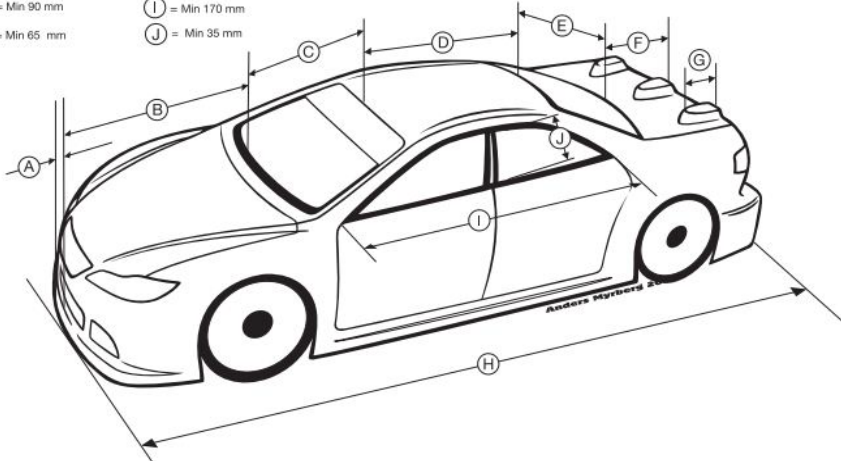
To assist competitors maintain consistent heights when using different wheels/tyres, dimensions R and S will be measured with the chassis on a 15.0 mm block. Dimensions will be based on a 5 mm ground-clearance and will therefore be :- R = 125 mm, S = 45 mm.

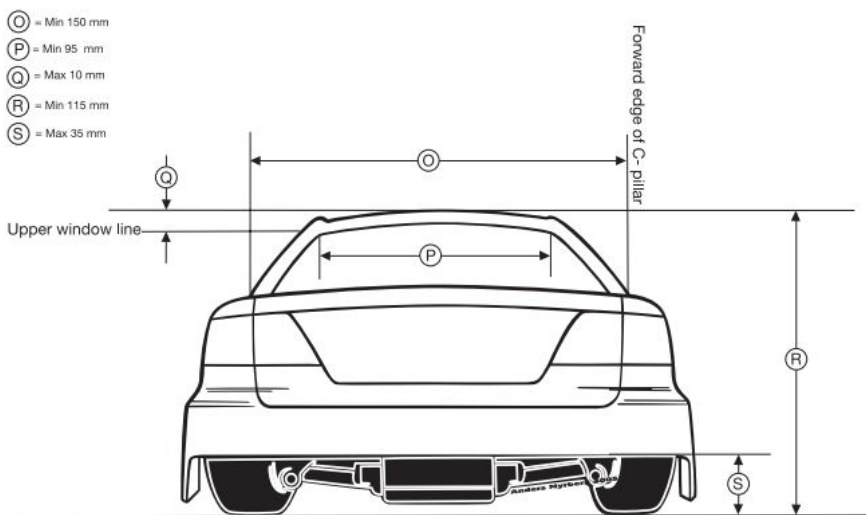
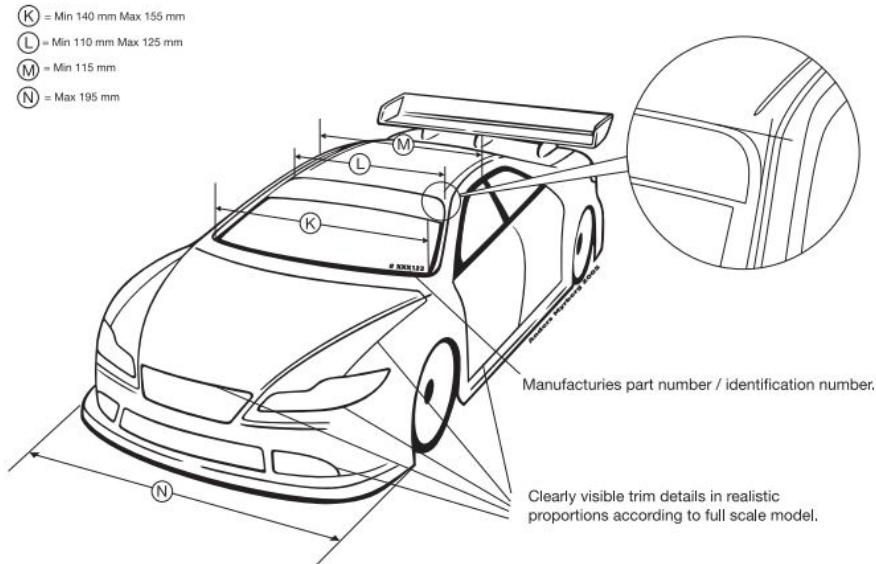
Proposal

All set of tyres for qualification have to be returned by the driver by the end of each qualification day to the organizer (tyre impound). Not returning the tyres in the announced time by the organizer will be punished with the **loss** of the best heat. The not returned set of tyres have to be checked and released for further use by the technical inspection.

GLOBAL BODY SPEC (GBS for Electric Sedans)

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 (C) = Max 85 mm
 (D) = Min 90 mm
 (E) = Min 65 mm
 (F) = Max 65 mm
 (G) = Max 25 mm (Max 3 posts)
 (H) = Min 410 mm
 (I) = Min 170 mm
 (J) = Min 35 mm





To assist competitors maintain consistent heights when using different wheels/tyres, dimensions R and S will be measured with the chassis on a 15.0 mm block. Dimensions will be based on a 5 mm ground-clearance and will therefore be :- R = 122 mm, S = 45 mm.

Remarks

Modern touring car bodies are build for more aerodynamic efficiency. To run them properly, the minimum height has to be adapted. That's has nothing to do in getting more aerodynamic optimized bodies, but to help using them in the proper way which is required for today's power and speed the cars are reaching. It has also to be discussed, if we want to proceed this way with the touring car bodies or if more strict dimension restrictions should be imposed on the manufacturers, similar to what has been done for the FWD bodies, to allow the category to gain back some "visual similarity" to real existing race cars. Such stricter rules for bodies could i.e. be imposed for the spec classes only. -> subject to discuss!

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: Sweden

The proposal: Passed with 9 for, 1 against and 0 abstentions.

Current Rule

8.1.

Cars specification

Maximum width: 190 mm

Front independent king pin, coil spring suspension is allowed. Suspension pick up points must be mounted inside the body. Independent front shocks are not allowed. The main chassis plate must not protrude from the body when viewed from above.

Minimum weight = 1050 grams including personal transponder.

Proposal

Cars specification

Maximum width: ~~190~~ 200 mm

Front independent king pin, coil spring suspension is allowed. Suspension pick up points must be mounted inside the body. Independent front shocks are not allowed. The main chassis plate must not protrude from the body when viewed from above.

Minimum weight = 1050 grams including personal transponder.

Remarks

Modern F1 Cars have a maximum width of 200mm, we should go back to that measurement as well, as it used to be in the 80s and 90s.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: Sweden

The proposal: Passed unanimously

Current Rule

9.1.1

Cars specification

Maximum overall width: 195 mm

Minimum weight = 1250 grams including personal transponder

Wing: maximum wing size including endplates: 180mm wide and must be cut on the lines provided by the manufacturer. Wings to be mounted directly to the body (no spacer between shell and wing), on the moulded mounts provided at the back of the shell.

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

TC FWD car has to be only front wheel drive, four independently sprung wheels. The use of multiple-speed transmissions (gearbox) and slipper clutches is not allowed. No drive system may be connected to the rear wheels.

The dimensions of the car are within the 1/10th Touring car FWD dimensions. All electronic components (including motor, ESC and battery) must be contained entirely within the bodyshell, but otherwise the position of these items within the car and the general chassis layout is free.

Bodies:

Only bodies that comply to the body guideline for 1/10th TC FWD as per drawings in this handbook of real TC FWD 5-doors that have a minimum length of 420mm in the original car are allowed. No GT or Sports car or 4-doors sedan bodies are allowed. All TC FWD bodyshells to be submitted to the EFRA Bodyshell Homologation Officer for approval.

Wings:

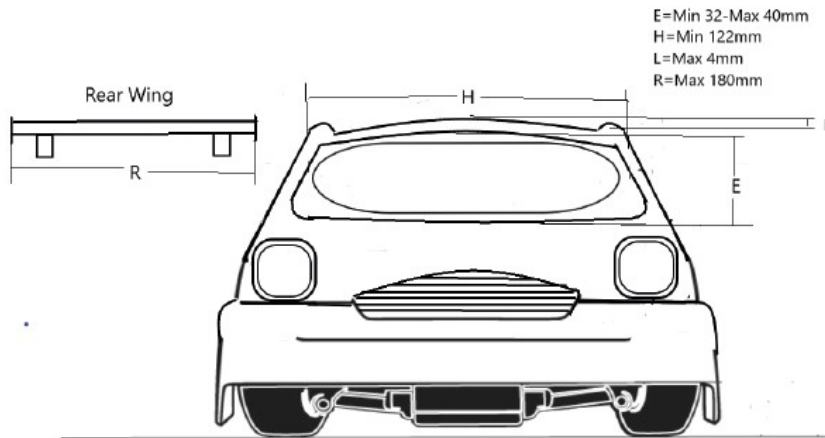
The rear wing must be commercially available and made of lexan only. The rear wing may have a maximum width of 180mm and must be cut on the lines indicated by the manufacturer.

No other kind of wings on the bodyshell are allowed.

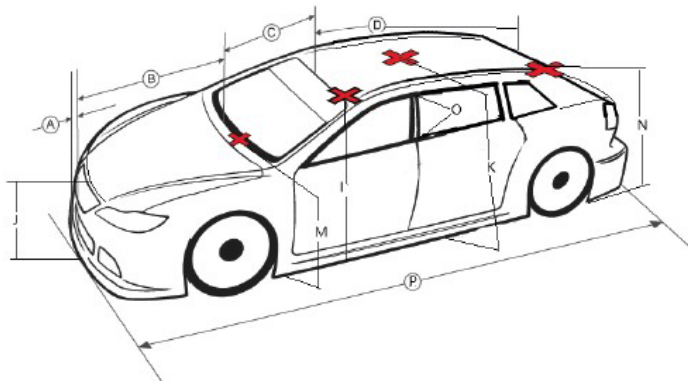
Motor:

Any 21.5T brushless motor of the EFRA Homologation motorlist for Brushless Spec Motors (21.5) can be used with any Speed controller (ESC) using -0-Boost/ Blinky- mode. The Maximum gear ratio is 4.5. But depending on the length/layout of the track it can be adjusted by the section chairman after consultation in the team managers meeting.

GLOBAL BODY SPEC (GBS FWD Electric On-road)



GLOBAL BODY SPEC (GBS for Electric FWD)



- A - max 9mm front lip (measured in the centre)
 - B - min 100 - max 110 length of the motorhood
 - C - min 72 Height front window
 - D - min 175 - max 200 Roof length
 - E - min 32 - max 50 Height Rear window
 - F - min 135 Front window width below
 - G - min 115 Front window width above
 - H - min 122 Rear roof width (measured at the end of the roof)
 - I - min 105 Height from the cut line to the highest point of the roof at the level of the front windscreen
 - J - min 45 Height from the cut line to the beginning of the hood (make a visible line)
 - K - min 112 Height from the cut line to the highest point of the roof of the bodyshell
 - L - max 4mm Difference between roof rail and highest point of roof
 - M - min 70 - max 78 Height from the cut line to the highest point at the level hood to front windshield
 - N - min 105mm Height from the cut line to highest point of the rear roof at the level of the end of the roof
 - O - max 35mm Height side window (middle)
 - P - min 415 - max 440 Length bodyshell
 - Q - max 195mm Overall width bodyshell
 - R - max 180mm Width rear wing
- A body must be a realistic representation of an original hatchback car as judged by the Homologation Officer.

Proposal

-
- A - max 9mm front lip (measured in the centre)
 - B - min 100 - max 110 length of the motorhood
 - C - min 72 Height front window
 - D - min 175 - max 200 Roof length
 - E - min 32 - max 50 Height Rear window
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M - min 70 - max 78 Height from the cut line to the highest point at the level hood to front windshield
N - min 105mm Height from the cut line to highest point of the rear roof at the level of the end of the roof
O - ~~max~~ min 35mm Height side window (middle)
P - min ~~415~~ 410 - max 440 Length bodyshell
Q - max 195mm Overall width bodyshell
R - max 180mm Width rear wing
A body must be a realistic representation of an original hatchback car as judged by the Homologation Officer.

Remarks

To make equal with the TC

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Secoded by Netherlands

The proposal: Passed Unanimously

Current Rule

C

GT12 Technical rules

This class is based on the principals of close , fair and low cost racing . This will make it both an ideal entry level class for the driver who wishes to try his or her hand at RC racing for the first time , but the rules for the class will also cater for the more competent driver who wishes to take their racing further . In the interests of keeping racing costs reasonable , there is strict guidance as to the use of additional upgrade parts and components . This should also ensure that the performance of each car is more dependent on driver ability and good setup than on budget . 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 .

Remarks

The complete rule (C GT12 Technical rules till 6.8 End of Construction rules) may be deleted as this is a BRCA class and it is only run in this form in the UK. In some rules (4.1) reference is made to the Approved Blinky ESC's while at Efra this does not exist. In 6.1.1 there is a reference to the chassis to be homologated. This is not done at Efra. Legal chassis listed in appendix 2. Appendix 2 is for EFRA 1/8th scale Off-Road Cars. And many other confusions and references that lead nowhere in our Efra handbook .

Proposed by: EFRA, Bultynck Krist

Proposal Status: Withdrawn and deferred to working group

Secoded by: o Not Secoded

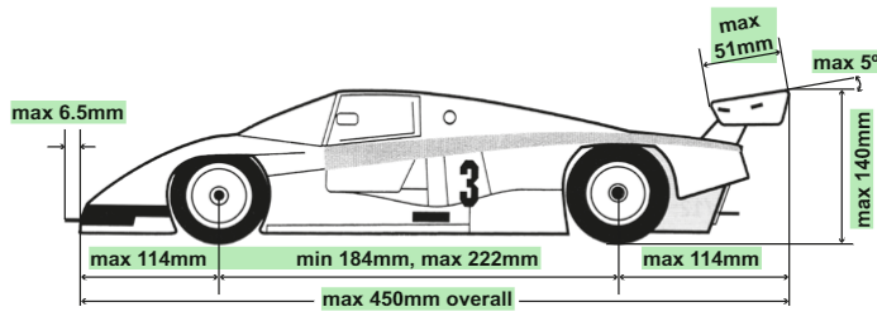
**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

Current Rule

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.



The following is the list of approved bodies for the GT12 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)

The following link contains info on the current FIA GT homologated lists. Only cars listed in the GT3 class are eligible. <https://www.fia.com/homologations>

Use "list of Homologated Vehicles classified by number."

Chassis

The following is the list of approved Chassis for the GT12 class.

Chassis shape and hole pattern to be homologated, Manufacturers may submit a maximum of 3 designs per 12 month period.

- No modifications to chassis
- Design may be offered in a 'alloy' or 'composite' version
- Edges may be smoothed / sanded / sealed
- Chassis must be commercially available

Schumacher

- U3981 SupaStox Chassis 6 Cell/2s Saddle
- U3957 SupaStox Chassis 4 Cell/1s/Shorty
- U4649 SS GT - S1 Chassis
- U4623 SS GT - C/F Chassis
- U4816 Atom - Alloy Chassis
- U7276 Atom CC - C/F Chassis

Zen-Racing

- ZENC101 RSGT12 Main Chassis
- ZENC106 RSGT12 Twill Carbon
- ZENA100 RXGT12 Aluminium Chassis
- ZENC150 RXGT12 Carbon Chassis

Mardave

- MARCE-01 Mardave CE
- MARCEC-01 Mardave CEC
- MARAC-12 Mardave AC12
- MARA-001 Assassin
- MARGT-001 Assassin GT
- MARVEN-001 Venom
- MARVGT-001 Venom GT - Carbon Chassis
- MARVCC-001 Venom CC - Alloy Chassis

ORE

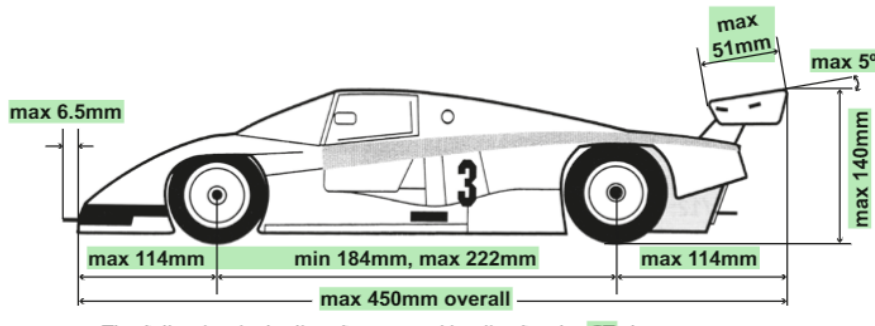
- R318 ORE TwelveGT Carbon
- EFRA AGM 2022

Proposal

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".~~ **Error! Hyperlink reference not valid.**

As part of the homologation process, the ~~manufacturers~~ 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.



~~Given the evolution of new GT bodyshells, there is no list .~~
The following link contains info on the current FIA GT homologated lists. Only cars listed in the GT3 class are eligible. <https://www.fia.com/homologations>
Use "list of Homologated Vehicles classified by number."

Chassis

~~The following is the list of approved Chassis for the GT12 class.
Chassis shape and hole pattern to be homologated, Manufacturers may submit a maximum of 3 designs per 12 month period.~~

- No modifications to chassis
- Design may be offered in a 'alloy' or 'composite' version
- Edges may be smoothed / sanded / sealed
- Chassis must be commercially available

Remarks

This rule was no longer up to date and because body list and chassis list were outdated. We should give this class a chance to develop fully and let the youth dare to step into this beginners class.

Proposed by: EFRA, Bultynck Krist

Proposal Status: Deferred to sub committee

Seconded by:

**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:

The Crawler modality consists of the passage of cars through areas marked by beacons and with an entrance door and an exit door, trying to do it without committing any of the infractions of this regulation.

1.- PREPARATION AND ASSEMBLY OF THE AREAS.

1.1 The zones are areas of a land where there is a path marked by beacons (doors) and limited by an entrance and an exit doors. They will be made mainly in natural terrain, trying to avoid artificial ones.

1.2 Doors shall be marked by beacons and shall be placed **at least 30cm** and not more than 55cm between them.

1.3 In a competition there will be between 2 and 10 zones

- 1.4 In the event that the doors were very close, they were distinguished by their colors.
- 1.5 The interior doors of an area are called "**Control Doors**", they will be specific doors marked with a number, there will be a minimum of 2 and a maximum of 10 per zone.
- 1.6 The use of paint or marking on the ground is prohibited, the use of CHALKs is recommended if necessary.
- 1.H The maximum time to do each zone will be marked by the Race Director.

2.- CAREER DEVELOPMENT.

2.1 – Numbers: The cars of the participants must wear the number correspondent. Each drivers will carry the same number as your car. Not wearing it will mean a penalization of +3 points.

2.2 Race

2.2.1 The order of participation of the race will be awarded by lottery and will be published prior to the start of the competition.

2.2.3 The drivers will take part in the 1-in-1 race.

2.2.4 There shall be at least 1 judge for each existing zone. These judges may attend in more than one area.

3. GENERAL RULES.

3.1 The use of scale accessories to assist in obstacles, such as: Sand plates, spare tires, drag rope, pulley, slings, plates, electric or kinetic winch (gummy), ropes, pickaxes, etc. , will be penalized with +5 points. Double Winch is not allowed.

3.2 The use of such accessories does not imply the stop of the chronometer that will continue to count.

3.3 Any accessory used must return to its place of origin, in no case can the vehicle reach the finish line without all the accessories with which it starts the area. Otherwise. the Penalty will be +3 Points.

3.4 It will be considered "**contact**" to touch the car to use the winch or any other accessory. Penalty +5

3.5 In the case of the use of the winch, these must have a maximum length of 100cm (From winch to hook)

3.6 During the use of the winch, it is strictly forbidden to move the car during the action, being grounds for penalty. (+5 Points)

3.7 To overcome obstacles we will rely only on natural elements that are "In Situ" or any of our accessories. It is completely forbidden to add any other natural element or material.

3.8 The area will not be terminated until they cross the last door or cause fiasco. The judges will note the last control door passed.

3.9 Door: A door is used to mark an obstacle in the area and/or to guide the vehicle through the area. A door is composed of two flags or beacons that must measure between them not less than 30cm and not more than 55 cm from the inner edge of one flag to the inner edge of the other.

3.10 Drivers may make changes in vehicle height and tyre type between the different Zones.

3.11 It is mandatory to run with Crawler 1/10 scale bodywork, the bodies must be original.

3.12 Vehicles must finish the test (Sector) with the same wheelbase and width as started.

3.13 Drivers must complete the race in a certain time pre-established by the race director; if a driver does not complete an area in a certain time, he will receive a Penalty of +1 point for every 10 seconds that exceeds the established time.

3.14 The Points, time, control door in case of fiasco, number, and license, which will be part of the classification of the Day, and the sum of all, to the General Classification, will be noted in the driver's Personal File.

3.15 The driver must maintain a Distance from the Vehicle not less than 40 cm, this being a reason for penalty (+1), if the Judge deems it appropriate, he will obtain a first Verbal notice, being the following effective in his final score.

3.16 Smoking or drinking is strictly prohibited

3.17 Manipulations, repairs and adjustments.

3.17.1 It is allowed to manipulate the car to change any element (provided that it is also approved) either to tune or repair it in case of accident, (except Body and chassis that is not allowed to change, only repair).

Such manipulations will be carried out with the consent of the person in charge of the area, in one of the following two periods:

At the end of the zone, during the time established for everyone. At the end of this period, the car must enter the closed park again in running order. If a driver at the end of the stage delivers the car in a closed park without making use of this adjustment period, he will not be able to take the car out of the park at all until the next allowed period.

By express permission of the Race Director.

If it required more time, the penalty for breakdown would be applied. +5

3.17.2 The car, prior to the start of the test, must pass the technical inspection.

3.18 Breakdown in the race

Within an area no repair can be made. Finished in the area, small repairs can be made that do not require tools. If required, it would entail a penalty of +5 points and require the authorization of race director or zone manager.

Between the route of the closed park to the area, the car can not be manipulated, nor can it be outside the track area or out of sight of the organization. Failure to comply with the rule will be penalized with the exclusion of the participant.

If during an area the vehicle breaks any aesthetic part of the body may finish the area but it will be mandatory to

repair it before starting the next area. The organization can force to reinforce the fixation of any piece that it deems appropriate. Mirrors and accessories are not subject to this standard.

3.19 Verifications and closed park

Each driver must present the car in a closed park at the time set by the organization. Failure to do so will result in a penalty of +5 points. The car will be in running order.

A closed verification park will be enabled where the organization will verify all registered cars. Likewise, the organization will be able to verify a car at any time of the race, always in the presence of the team manager involved.

At the end of each zone the car must enter the closed park again. The vehicle must enter the park with the tires with which it has disputed the area.

Once the vehicle has entered the closed park, it will not change the tires until the allowed period before starting the next area, and these must be verified.

4. TIME CONTROL.

4.1 While a driver is performing the zone, a second or third driver will be ready at the start of the zone. Race management will call by public address to the next driver who will have 3 minutes to appear in the closed park ready with transmitter and battery in case you need to change it. Failure to present the third notice will be grounds for penalty with fiasco in the area. This procedure will be repeated according to the number of zones.

4.2 The time will be set by zones by the Race Director. It may be modified if it deems it appropriate.

4.3 The score and time of an area begins at the moment the vehicle completely passes through the exit door of that zone.

4.D The score and time ends the moment the rear axle completely crosses the arrival door of that area.

4.E Each zone will have a maximum time to be traveled, in case of overcoming it, the driver will receive a Penalty of +1 point for every 10 seconds that exceeds the established time that will be noted on the scoring card.

5. RACE PENALTIES.

5.1 It is considered fiasco when the car, for whatever reasons, does not finish a zone (10 points).

5.2 Knocking on a door in reverse (+3 points), any other reverse maneuver does not penalize

5.3 Touching or moving a passing door (+2 points), whether with the vehicle, the pilot or any other object.

5.3.1 If a vehicle knocks on a door, it may not be penalized again at the same door, even if it touches the door several times.

5.4 Touching the Car with any part of the body "CONTACT" (+5 points) is understood by voluntary or accidental touching of the same with any part of the body or material. Touching it in a way that helps the car overcome the obstacle is considered fiasco.

5.5 The rollover is considered fiasco, unless the car falls on all 4 wheels and can, without being touched, resume the march

5.6 Any repair within the area will involve fiasco.

5.7 Passing a wheel, without touching, over a beacon will result in a penalty of +2 points.

5.8 The use of the winch will entail +5 points.

5.9 It will be considered fiasco if a maximum of 10 points is exceeded. Either by route and / or time.

5.10 Any modification of electronics (motor, varied or servo) must be authorized by the Race Director or his assistants. Not communicating a modification to the Organization during the test entails +5 points. The battery will be replaceable between zones without the need for communication.

5.11 Running out of battery, both in the vehicle and at the station. (**Fiasco in zone**).

5.12 Riding below the permitted distance (+1 point) See 3.L

5.13 The partial relocation of the body, battery or any other active part of the vehicle that does not require tools and does not interfere with the position or action of the car, will not be grounds for penalty. If, on the other hand, the body completely detaches from the vehicle, the battery will be disconnected or an active part of it is lost, it would lead to fiasco.

5.14 TECHNICAL INSPECTION

5.15.1 Width: 270 mm (Total width, counting weights, rubbers etc.)

5.15.2 Maximum wheelbase: 330 mm (shaft centre). Free height.

In tire type or size, 105, 110,120 or 125 (as long as it is 1.9).

In bodywork (Be Complete or Cabin "In this case you must cover the mechanics").

Motor, sea Brushless o Brushed.

Steering servo

Axes, whether portico or linear.

Tires as long as they are 1.9

Type of battery, cells or motor

5.15.3 Chassis: Only vehicles with double beam chassis will be admitted, without restrictions on material.

5.15.4 The Chassis must exceed the line of the axles, the differential cover will be taken as a reference, in addition it cannot protrude under any circumstances from the Bodywork.

5.15.5 Bodywork, the use of tubular bodies that do not correspond to the Crawler modality is prohibited.

5.15.6 The bodies must belong to the 1/10 scale and Crawler mode, being Original.

5.15.7 The body can be cut, but must retain the original width and height. It must cover at least the line of the Chassis and not leave in sight any electrical or mechanical element (e.g. suspension turrets or Electronics), with the exception of the suspension, Axles, Gimbals and Links in side view.

5.15.8 Electric winch and Bumpers are exempt as a visible component outside the body.

5.15.9 Steering: Only steering on the front axle is allowed, leaving double steering prohibited.

5.15.10 The use of any differential locking system is prohibited.

5.15.11 Double Motor, its use is prohibited.

5.15.12 The use of additives in tyres is strictly prohibited, their use will be grounds for disqualification. (In case of suspicion, the relevant checks will be carried out against the accused)

5.15.13 Winch Electric or Kinetic (elastic) Use is penalized.

5.15.14 Only the use of 1 winch is allowed

5.15.15 Only 4-wheel drive vehicles will be accepted. (6x6 vehicles are prohibited)

5.15.16 It is strictly forbidden to combine 2.2 wheels with Tyre 1.9 and vice versa.

6. Other penalties:

5.1 Uncivil or unsportsmanlike conduct: +1

5.2 Loss of route card: +5

5.3 Falsification of the route card: Disqualification

5.4 Modify track conditions without permission: +5

5.5 Loss of bib: +3

5.6 Handling the car without permission: +3

5.7 Take the car out of the enclosure: +5

5.8 Do not carry the corresponding bib: +5

5.9 Do not show up to the call: Fiasco in Zone

5.10 Failure to comply with any aspect of the Technical Regulation: +5

6.RESULTS.

6.1 The lowest scoring vehicle will win the test. In case of a tie, the time decides. If the tie persists, it will tiebreaker for the highest number of 0. To continue from 1, and so on.

Proposed by: AECAR, Pineda Beato Jose Alfonso

Proposal Status: Deferred to main Agm

Seconded by: o Not Seconded

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

9. ELECTION OF SECTION CHAIRMAN.

The 1/10 Electric Track Chairman is Mr Chris Hardisty

10. ANY OTHER BUSINESS

Meeting Format. Suggestion to split the electric classes into separate Agm meetings. Efra board will consider this.

Creation of working groups for various technical aspects.

Those interested in the working groups related to the modernisation of the GT12 rules and addressing the body issues within F1, ISTC and GT12 please email electric.track@efra.ws. The intention is to use the EFRA Zoom resources to host the group(s) mid-week at a time convenient for as many members.

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 20:55