



EFRA ANNUAL SECTION MEETING

18th of November 2023

Quality Hotel View, Malmö, Sweden

Minutes ELECTRIC SECTIONS – GENERAL.

SATURDAY 18th of November 2023.

1. CHAIRMAN'S WELCOME

Mr's. Chris Hardisty & Paul Worsley

The Electric Chairmen opened the meeting at 13:39

2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from: Matus Mydla (Slovakia), Hans Motsharg, Maciej Orłowski Jeff Mersch

Member Countries present. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA	x	FULL
BELARUS		
BELGIUM	Krist Bultinck	FULL
BULGARIA	x	
CROATIA	x	TRACK
CZECH REP.	x	FULL
DENMARK	Ulrich Rasmusen	FULL
ESTONIA	x	OFF-ROAD
FINLAND	x	FULL
FRANCE	Claude Tranvouez	FULL
GERMANY	Thomas Kohmann	FULL
GREAT BRITAIN	Tony Evdoka	FULL
GREECE	x	FULL
HUNGARY	x	TRACK & OFFROAD
IRELAND	x	OFF-ROAD
ITALY	Claudio Cristofori	FULL
LUXEMBOURG	x	TRACK
MONACO	x	
NETHERLANDS	x	FULL
NORWAY	Anna Soegnesand	FULL
POLAND	x	TRACK & OFFROAD
PORTUGAL	x	FULL
ROMANIA	x	
RUSSIA		
SLOVAK REP.	x	FULL
SLOVENIA	x	
SPAIN	x	FULL
SWEDEN	Kai Koivuranta	FULL
SWITZERLAND	Andi Frataroli	FULL
TURKEY	x	
UKRAINE	x	TRACK & OFFROAD
TOTAL		

Maximum votes for Elec. Sections = 9. Number of Federations represented to vote =9

Other persons present:

3. MINUTES OF 2022 SECTION MEETING

AGM November 2022

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2022.

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

4. CORRESPONDENCE RECEIVED

Dealt with in the individual Section for O-Road and Track

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.

Current Rule

1.

RACETRACK SPECIFICATIONS for electric classes

1.3.1 Width: 3 metres minimum.

Proposal

1.3.1 Width: 3 metres minimum outdoor, 2.5 meters indoor

Remarks

Because 2,5 meters is used everywhere on indoor tracks.

Proposed by: SBF, Wahlstrom Niklas

Proposal Status:

Seconded by: BRCA

The proposal: Rejected with 3 for, 5 against and 1 abstentions.

Current Rule

1.1.11.

All finals will use a "F1" type grid start with a minimum of 2/3 meter alternating intervals (Sections to determine) with two rows of cars. Cars must be placed forward facing to their marker-line or startbox.

Proposal

All finals will use a "F1" type grid start with a minimum of 3 meters, recommended 4 meter alternating intervals (Sections to determine) with two rows of cars. Cars must be placed forward facing to their marker-line or startbox.

Remarks

Considering the efforts made during qualifying, getting only 2m of advantage from the better starting position seems not rewarding enough.

Clear definition of "two rows of cars" picture if necessary.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: AMSCI

The proposal: Rejected with 2 for, 6 against and 1 abstentions.

Current Rule

1.1.12.

Wherever possible the start line(s) must be accessible without crossing any other part of the track.

Proposal

Wherever possible the start/finish line(s) must be accessible without crossing any other part of the track. -> add explanation for this!

Remarks

Not sure what this rule is about? Purpose? To be rephrased or rationale added to make sure the rule is applied correctly whenever needed.

Proposed by: SRCCA, Frataroli Andres

Remark- Add explanation.

Current Rule

1.2.1

Indoor track surface must be needle carpet with smooth joints properly attached to the floor.

Proposal

Indoor track surface must be of proven, well established race type carpet with smooth joints properly attached to the floor.

Remarks

"needle carpet" is no longer the preferred track surface for indoor racing, CRC black carpet, "ETS" carpet or similar are more commonly used for international races.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: DASU

Remove the word needle replace with word race : proposed by BRCA seconded by Belgium: fail 1 for 2 abs

The proposal:

Rejected with 2 for, 5 against and 2 abstentions.

Current Rule

1.2.4.

The track surface for 1:10 Electric Saloon Cars can be both asphalt or needle carpet.

Proposal

The track surface for 1:10 Electric Saloon Cars can be both asphalt or race carpet.

Remarks

Change in line with proposal 1.2.1

Proposed by: SRCCA, Frattaroli Andres

Proposal Status: Withdrawn

Current Rule

1.2.5.

The track surface for 1/12th electric sports cars must be indoors on needle carpet..

Proposal

The track surface for 1/12th electric sports cars must be indoors on **race** carpet.

Remarks

Change in line with proposal 1.2.1

Proposed by: SRCCA, Frattaroli Andres

Proposal Status: Withdrawn

Current Rule

5.1.

Before your heat, and if hand out equipment is available and needed, collect the auto timing equipment from dispatch and fix it to the car.

Proposal

Before your heat, and if hand out equipment is **to be used**, collect the **handout items** from dispatch and **mount them** to the car.

Remarks

hand out auto timing equipment is long gone, nobody uses it anymore. Change the rule to reflect a possible hand out scenario for other equipment parts like hand out motors, tyre impounds etc.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: SBF

The proposal: Passed Unanimously

Current Rule

5.3.

As soon as race control allows, collect your transmitter, switch on and drive car to the start line.

Proposal

As soon as race control allows, switch on **transmitter and car** and drive car to the start line.

Remarks

no transmitter impounds anymore, so no need to "collect" transmitter before the race.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: SBF

The proposal: Passed with 5 for, 1 against and 3 abstentions.

Current Rule

5.4.

When your heat has finished. Return transmitter, retrieve your car, switch off and bring it to scrutinizing with the handout auto timing equipment if required.

Proposal

When your heat has finished. **Retrieve the** car, switch off car **and transmitter** and bring it to scrutinizing **along** with **any** handout equipment if required.

Remarks

Adjust wording to reflect actual today's procedure.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: SBF

The proposal: Passed with 7 for, 2 against and 0 abstentions.

Current Rule

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 **17.5T** 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.

Remarks

Motors and batteries get constantly more powerful. An actual 17.5T motor is as powerful as a 13.5T motor from 2 or 3 years ago...we need to adjust to the development in time...

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: BRCA

**The proposal:
Rejected with 3 for, 6 against and .0 abstentions.**

Current Rule

7.2.3.

If available all countries receive re-allocated places in order of the allocation list, unless stated otherwise in this list. Any Federation requiring to be considered for re-allocations should put their request in writing to the Section Chairman no later than 31st January.

Proposal

If available all countries receive re-allocated places in order of the allocation list, unless stated otherwise in this list. Any Federation requiring to be considered for re-allocations should put their request in writing to the Section Chairman **at any point up to the 8 week deadline and beyond but must note that after this point a ?50 late fee is incurred.**

Remarks

New allocation process - not sure it's needed if the new process is adopted. Possibly delete and default to General Rules.

Proposed by: RCMS, Hardisty Chris

Proposal Status: Withdrawn

Current Rule

8.1.2.

1/10th Touring, 1/10th Formula One & 1/10th FWD EUROPEAN CHAMPIONSHIP:
DAY 1:* 09:00 Registration, Open and a minimum 2 timed practice, 2 rounds of controlled Practice and 1 Qualifying Round
DAY 2:* 09:00 1 timed practice (minimum) and 4 Qualifying Rounds
DAY 3:* 09:00 1 Practice Final (minimum) and 3 finals for all
There will be a minimum of 10 min between start of round.
Based on the numbers of participants, this timetable can be changed by the organiser with agreement by the section chairman.
*To be agreed at AGM.

Proposal

1/10th Touring, 1/10th Formula One & 1/10th FWD EUROPEAN CHAMPIONSHIP:
DAY 1:* 09:00 Registration, Open and a minimum 2 timed practice **rounds, 2 seeding rounds** and 1 Qualifying **Round after the reseed**
DAY 2:* 09:00 1 timed practice (minimum) and 4 Qualifying Rounds
DAY 3:* 09:00 1 Practice Final (minimum) and 3 finals for all
There will be a minimum of 10 min between start of round.
Based on the numbers of participants, this timetable can be changed by the organiser with agreement by the section chairman.
*To be agreed at AGM.

Remarks

If the original rule is taken literally as written then this is what should happen, in the past the controlled practise was only used to determine the start order of the first round.

Proposed by: RCMS, Hardisty Chris

Proposal Status:

**Seconded by: SBF
The proposal: Passed Unanimously**

Current Rule

8.1.2.

1/10th Touring, 1/10th Formula One & 1/10th FWD EUROPEAN CHAMPIONSHIP:

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

DAY 2:* 09:00 1 timed practice (minimum) and 4 Qualifying Rounds

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

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

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

*To be agreed at AGM.

Proposal

1/10th Touring, 1/10th Formula One & 1/10th FWD EUROPEAN CHAMPIONSHIP:

DAY 1:* 09:00 Registration, **maximum rounds of timed practice possible**

DAY 2:* 09:00 **2** timed practice, **(minimum) 2 rounds of controlled Practice and 1 Qualifying Round**

DAY 3:* 09:00 1 timed practice **(minimum)** and 4 Qualifying Rounds

DAY 4:* 09:00 1 Practice Final and 3 finals for all .

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

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

*To be agreed at AGM.

Remarks

Now the race is planned for 3 days with the fact that already on the first day, according to rules, there must be 1 qualifying round and an opening ceremony. This means that from the early morning on the first day drivers are in rush to mark all the tires/batteries/chassis/motors while driving on track approximately every hour so drivers are in rush and stress. We are proposing that first day would be only for timed practice and opening ceremony. In this scenario, drivers would be able to drive and mark everything on the first day with no stress and get as much track time as they want.

Proposed by: ZVAZ, Hudy Mario

Proposal Status:

Seconded by: Not Seconded

Current Rule

8.1.3.

1/10 Elec. Off-Road EUROPEAN CHAMPIONSHIP:

MONDAY: Free practice 2WD, Registration and Technical Inspection

TUESDAY: 2 rounds of Controlled Practice and Qualifying Rounds 1-3

WEDNESDAY: Schedule permitting, one hour of unofficial practice in Heat Order of Round 4
Qualifying Rounds 4-5, Finals and Prize Ceremony

THURSDAY: Free practice 4WD, Registration and Technical Inspection

FRIDAY: Two rounds of Controlled Practice and Qualifying Rounds 1-3

SATURDAY: Schedule permitting, one hour of unofficial practice in Heat Order of Round 4.

Qualifying Rounds 4-5, Finals and Prize Ceremony

The Race Organiser can change the above timetable providing he does so well in advance. ALL changes to the Schedule or alterations to times of any Heats/Finals must be clearly identified to all Team managers and Officials in written form, at least one hour before such changes take place, if any procedures are being brought forward. No request for a delayed start in Qualifying will be granted. In 'A' Finals, a competitor may request a delayed start of up to a maximum of eight (8) minutes for the repair of breakages only, subject to the Race Director agreement. The competitor(s) involved will then start from the back of the grid. This delay will only be granted once for any 'A' Final.

Proposal

1/10 Elec. Off-Road EUROPEAN CHAMPIONSHIP:

MONDAY: **2WD Free practice in Heat order, Registration and Technical Inspection. Last two Rounds will be Seeding Rounds using best 2/3 consecutive laps from either Round. For seeding Rounds, control tyres must be used with cars passing Tech. except for chassis marking.**

TUESDAY: **Two** Rounds of Controlled Practice and Qualifying Rounds 1-3.

WEDNESDAY: Schedule permitting, one hour of unofficial practice in Heat Order of Round 4 .

Qualifying Rounds 4-5, Finals and Prize Ceremony.

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THURSDAY: 4WD Free practice in Heat order, Registration and Technical Inspection. Last two Rounds will be Seeding Rounds using best 2/3 consecutive laps from either Round. For seeding Rounds, control tyres must be used with cars passing Tech. except for chassis marking.

FRIDAY: Two Rounds of Controlled Practice and Qualifying Rounds 1-3

SATURDAY: Schedule permitting, one hour of unofficial practice in Heat Order of Round 4.

Qualifying Rounds 4-5, Finals and Prize Ceremony.

The Race Organiser can change the above timetable providing he does so well in advance. ALL changes to the Schedule or alterations to times of any Heats/ Finals must be clearly identified to all Team managers and Officials in written form, at least one hour before such changes take place, if any procedures are being brought forward.

No request for a delayed start in Qualifying will be granted. In "A" Finals, a competitor may request a delayed start of up to a maximum of eight (8) minutes for the repair of breakages only, subject to the Race Director agreement.

The competitor(s) involved will then start from the back of the grid. This delay will only be granted once for the three "A" Finals.

Remarks

Clarifies the use of two Practice Rounds for seeding and that Practice is run in Heat order.

Proposed by: RCMS, Worsley Paul

Proposal Status:

Seconded by: SBF

The proposal: Passed with 8 for, 1 against and 0 abstentions.

Current Rule

8.1.3.

1/10 Elec. Off-Road EUROPEAN CHAMPIONSHIP:

MONDAY: Free practice 2WD, Registration and Technical Inspection

TUESDAY: 2 rounds of Controlled Practice and Qualifying Rounds 1-3

WEDNESDAY: Schedule permitting, one hour of unofficial practice in Heat Order of Round 4

Qualifying Rounds 4-5, Finals and Prize Ceremony

THURSDAY: Free practice 4WD, Registration and Technical Inspection

FRIDAY: Two rounds of Controlled Practice and Qualifying Rounds 1-3

SATURDAY: Schedule permitting, one hour of unofficial practice in Heat Order of Round 4.

Qualifying Rounds 4-5, Finals and Prize Ceremony

The Race Organiser can change the above timetable providing he does so well in advance. ALL changes to the Schedule or alterations to times of any Heats/Finals must be clearly identified to all Team managers and Officials in written form, at least one hour before such changes take place, if any procedures are being brought forward.

No request for a delayed start in Qualifying will be granted. In 'A' Finals, a competitor may request a delayed start of up to a maximum of eight (8) minutes for the repair of breakages only, subject to the Race Director agreement.

The competitor(s) involved will then start from the back of the grid. This delay will only be granted once for any 'A' Final.

Proposal

8.1.3.

1/10 Elec. Off-Road EUROPEAN CHAMPIONSHIP:

MONDAY & TUESDAY: Registration and Technical Inspection, Free practice, Controlled Practice and Opening Ceremony 2&4 wd Buggy

WEDNESDAY & THURSDAY: Qualification

FRIDAY & SATURDAY: Finals and Prize Ceremony

The Race Organiser can change the above timetable providing he does so well in advance. ALL changes to the Schedule or alterations to times of any Heats/ Finals must be clearly identified to all Team managers and Officials in written form, at least one hour before such changes take place, if any procedures are being brought forward.

No request for a delayed start in Qualifying will be granted. In "A" Finals, a competitor may request a delayed start of up to a maximum of eight (8) minutes for the repair of breakages only, subject to the Race Director agreement.

The competitor(s) involved will then start from the back of the grid. This delay will only be granted once for any "A" Final.

Remarks

Organised practice must be seen as a last rehearsal and test for both the organisers and the drivers and therefore all EFRA rules have to be followed seriously.

To get a better harmony in the racing and better for outside "public" to know which day they should come to see the qualification and finals. More simple for the organization club. But also for those who only drive 4WD are missing the opening ceremony that is a part of European Championship.

Proposed by: SBF, Wahlström Niklas

Proposal Status:

Seconded by: SRCCA

The proposal: Rejected with 1 for, 8 against and 0 abstentions.

Current Rule

9.1.1.

Free practice for E.C. events must be allowed as stated in the concerned timetable. No practice or racing is allowed on the track for 7 days preceding this (see also General rule 8.1.).

Proposal

Free practice for E.C. events must be allowed as stated in the concerned timetable. No practice or racing is allowed on the track for **participants in the EC in any Class for 21 days preceding the EC** (see also General rule 8.1.).

Remarks

App.3A New rule 7.1.2 was adopted at AGM 2022. The above rule needs amending to comply with 7.1.2.

Proposed by: RCMS, Worsley Paul

Proposal Status:

Seconded by: Belgium

The proposal: Passed with 7 for, 2 against and 0 abstentions.

Current Rule

9.1.3.

During controlled practice the driver must be present and his transmitter switched on for checking radio interference .

Remarks

No longer required

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: SBF

The proposal: Passed with 8 for, 1 against and 0 abstentions.

Current Rule

9.4.3.

1/10 Touring Cars, Formula 1 and TC FWD :- 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.

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

At the start of the event at Team Managers Meeting (on Friday morning) it will be decided if the Qualification Rounds will be declared dry or wet based on the weather conditions.

Proposal

1/10 Touring Cars, Formula 1 and TC FWD :- 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.

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

~~At the start of the event at Team Managers Meeting (on Friday morning) it will be decided if the Qualification Rounds will be declared dry or wet based on the weather conditions~~

Remarks

Delete the last sentence - "At the start of the event at Team Managers Meeting (on Friday morning) it will be decided if the Qualification Rounds will be declared dry or wet based on the weather conditions." Not required if the changes to the points scoring rules passes.

Proposed by: RCMS, Hardisty Chris

Proposal Status:

Seconded by: SBF

The proposal: Passed with 7 for 2 against and 0 abstentions.

Current Rule

9.4.3.a

If Qualifying Rounds are declared to be dry, then the Round by Round point system will be used. The number of Rounds to count are as follows:

Number of Rounds completed 1 2 3 4 5

.....

Proposal

~~The Round by Round point system will be used.~~ The number of Rounds to count are as follows:

Number of Rounds completed 1 2 3 4 5

.....

Remarks

If the requirement to declare the race "wet" or "dry" is removed then this remaining wording will determine the points system.

Proposed by: RCMS, Hardisty Chris

Proposal Status:

Seconded by: DMC

The proposal: Passed Unanimously

Current Rule

9.4.3.b.

If Qualifying Rounds are declared to be wet, then each competitors 2 fastest times will be added together to decide the Final Qualifying order.

.....

Proposal

~~If weather conditions mean that the qualifying is run in wet and dry conditions~~ then each competitors 2 fastest times will be added together to decide the Final Qualifying order.

.....

Remarks

Without the "wet or dry" race conditions declared by the Team Managers before the start then there must be some mechanism to take into account the possibility of all or some the rounds being spoilt by weather. This rule can be applied when this actually happens rather than the Team Managers having to predict what will happen.

Proposed by: RCMS, Hardisty Chris

**Proposal Status: See next rule.
DMC**

The proposal: Passed with 8 for 0 against and 1 abstentions.

Current Rule

9.4.3.b.

If Qualifying Rounds are declared to be wet, then each competitor's 2 fastest times will be added together to decide the Final Qualifying order.

Any Qualifying Round has to be completed for the times of any Heats in that Round to be used.

If it is impossible to complete all qualifying heats under the same weather conditions, (wet, semi wet or total dry) the following rule will become effective: -

Before the start of every heat the race director has to announce if it will be a dry heat or a wet heat.

The Race Director is also allowed to declare during a Heat, that the Heat is "now running under wet conditions".

After a Heat has been completed, the Race Director can declare that the specific Heat was run under wet conditions if he/she decides the average lap times during the heat (or part of the Heat) were more than 20% slower.

If every Heat (Group) has at least one dry race in the Qualifying Rounds completed, then the 2 fastest times from all completed Rounds will be used. If any Heat (Group) does not have a dry race, then only the 2 fastest times from the wet Rounds will be used to decide the Final Qualifying order.

Remarks

Round by round qualifying method should be used always, especially during wet races. This rule gives advantage to drivers who are speculating on better conditions on the track rather than venture into wet racing. Drivers prepared for wet racing are then being penalized by drivers just sitting out heats to only race in the dry. Driving should always be rewarded more than speculation and sitting out heats.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status: NOTE DELETE PREVIOUS!

Seconded by: AMSCI

The proposal: Passed with 8 for, 0 against and 1 abstentions.

Current Rule

9.4.4.

If the Round by Round system is used:- Then any driver incurring a penalty which results in his time and therefore points in any Round being disallowed, then all drivers below the disallowed position will move up one place. (In the event the penalized driver is a tie on obtained points the one with the best time will be lost).

Proposal

Any driver incurring a penalty which results in his time and therefore points in any Round being disallowed, then all drivers below the disallowed position will move up one place. (In the event the penalized driver is a tie on obtained points the one with the best time will be lost).

Remarks

Adjust wording according to the proposal to delete rule 9.4.3b. If the proposal to delete 9.4.3b is not voted for, then this proposal is obsolete.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: AMSCI

The proposal: Passed Unanimously

Current Rule

9.4.7.

During the first round of qualifying, heat-starting order will be determined by the driver's performance in controlled practice based on his 2/3 best consecutive laps during the last two rounds of controlled practice. (Start order for CP2 is determined by the finishing time of CP1). During further rounds, heat-starting order will be by the fastest time of drivers in the heat from any previous rounds results used for qualifying positions. This will apply whether the Fastest Time Qualifying System or Round by Round System is used.

Proposal

During the first round of qualifying, heat-starting order will be determined by the driver's performance in seeding rounds based on **the drivers** 2-3 best consecutive laps. During further rounds, heat-starting order will be by the fastest time of drivers in the heat from any previous rounds results used for qualifying positions.

Amended by Andi then by DMC

Remarks

more fair if track conditions are changing during the qualifying

Proposed by: DASU, Andersen Anne

Proposal Status:

Seconded by: SBF

The proposal: Passed with 7 for 0 against and 2 abstentions.

Current Rule

9.4.7.

During the first round of qualifying, heat-starting order will be determined by the driver's performance in controlled practice based on his 2/3 best consecutive laps during the last two rounds of controlled practice. (Start order for CP2 is determined by the finishing time of CP1). During further rounds, heat-starting order will be by the fastest time of drivers in the heat from any previous rounds results used for qualifying positions. This will apply whether the Fastest Time Qualifying System or Round by Round System is used.

Proposal

For qualifying, **heats and** heat-starting order will be determined by the driver's performance in controlled practice based on his **3** best consecutive laps during the last two rounds of controlled practice. (Start order for CP2 is determined by the finishing time of CP1). During further rounds, heat-starting order will be by the fastest time of drivers in the heat from any previous rounds results used for qualifying positions.

Remarks

Reseeding should be done after CP based on the best 3 consecutive laps. Fastest time qualifying system to be discarded, round by round system only for qualifying.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status: Withdrawn

Seconded by: Not Seconded

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

Current Rule

9.4.8.

In order to give drivers an equal chance during qualification, organiser may re-seed these drivers that are obviously way above or under the average in their group into a more suitable heat whenever possible. If lap times are used to reseed, then all cars must have passed technical inspection. Drivers must use their own car.

Proposal

From the start of seeding round 1 all cars must pass technical inspection.

Remarks

Adjust to proposal 9.4.7

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: AMSCI

The proposal: Passed Unanimously

Current Rule

10.3.

Off Road: The 'A' final will be run in three legs. Off Road: All other Finals will be a minimum of one leg and up to three if the schedule allows. Each race of the main 'A' Finals (and others if more than one) 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.

Proposal

Off Road: The 'A' **Final** will be run in three legs. All other Finals will be one leg. Each race of the main 'A' Finals (and others if more than one) 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.

Remarks

Running multi legs for all Finals could add more than three hours to the last day of each event, resulting in an unacceptable finishing time. It would also increase the number of tyres needed at the event and would drivers want to purchase more tyres to move a few places in the overall classification? Team Managers were asked at the 2023 EC if drivers below the 'A' Final wanted multi legs. None reported any favour for the current rule that was adopted in 2022.

Proposed by: RCMS, Worsley Paul

Proposal Status:

Seconded by: SBF

The proposal: Passed with 4 for, 3 against and 2 abstentions.

Current Rule

10.3

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 the schedule allows. Each race of the main 'A' Finals (and others if more than one) 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.

Proposal

10.3

Off Road: The 'A' Final will be run in three legs. All finals run the same amount of rounds. If A-final has 3 A mains, the same is for B,C,D,E,F etc to the lowest final. Each race of the main 'A' Finals (and others) 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.

Remarks

Because every participant have paid the same amount of starting fee and its important to take care about the lower finals drivers because without this people we can not continue to have our European Championships. As long as appendix rules concerning specifications and race procedure do not clash with EFRA's spirit regarding fair racing they take precedence over the general rule governing the same item.

Proposed by: SBF, Wahlström Niklas

Proposal Status: Already amended

Seconded by: Not Seconded

Current Rule

10.3.

Off Road: The 'A' final will be run in three legs. Off Road: All other Finals will be a minimum of one leg and up to three if the schedule allows. Each race of the main 'A' Finals (and others if more than one) 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.

Proposal

Off Road: The 'A' final will be run in three legs. **With 12 heats or below will all other Finals be a minimum of two leg and up to three if the schedule allows. Each race of the main 'A' Finals (and others if more than one) will be considered a separate race. The Finals will be run from slow to fast. Lower finals will the overall results be counted by best place, if tie, the fastest time will fastest time be best placed. Instead of an hour break from the Practice A-finale, there is time in the schedule to run 1 leg of sub finales. If there is less than an hour from the last round of qualifying (there is running in reserve order) to the start of the finals, the order of the Sub finals will be running in a reverse order too, first B, then C etc. .**

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

Remarks

More track time for the participants and drivers prefers the action in the finals.

Proposed by: DASU, Andersen Anne

Proposal Status: Amended

Seconded by: Not Seconded

Current Rule

10.9.

There will be awards at least for all "A" finalists, and the winners of any other final. If no round of Final(s) are completed the results of the event are taken on qualifying positions.

Proposal

The minimum trophies/awards that will be supplied by the Organiser is:- All "A" finalist drivers, top three drivers in the 'B' final and the winners of all other finals. If no round of Final(s) are completed the results of the event are taken on qualifying positions.

Remarks

Small increase in the number of trophies to be awarded and clarifies that the Organiser has to supply them.

Proposed by: RCMS, Worsley Paul

Proposal Status:

Seconded by: SRCCA

The proposal: Passed with 8 for, 1 against and 0 abstentions.

Current Rule

12.19.

All weight minima are applicable to cars equipped with fixed personal transponder as well as for those using (hand-out) auto-powered transponders. The later are to match the minima including transponder.(whatever the type).

Proposal

All weight minima are applicable to cars equipped with fixed personal transponder .

Remarks

Tidy up to reflect relevant part only for today's use of personal transponders everywhere.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: SBF

The proposal: Passed with 8 for, 1 against and 0 abstentions.

Appendix 4

LITHIUM BATTERIES FOR ALL ELECTRIC CLASSES - TECHNICAL, RACE PROCEDURES & HOMOLOGATION.

BRUSHLESS MOTORS 05 SIZE FOR 1/12th AND 1/10th ELECTRIC CLASSES.

Current Rule

5.5.

New motors will NOT be added to the homologation lists within the four weeks preceding any EC event for any Class at which the motor (or rotor) can be used.

Sample motors must be received by the homologation officer a minimum of six weeks before any event, to allow time for all technical checks and records to be completed.

Proposal

New motors **or optional rotors** will NOT be added to the homologation lists within the four weeks preceding any EC event for any Class at which the motor (or rotor) can be used.

The 'cut-off' date will be at midnight 28 days before the first day that cars use the track detailed by any official schedule. Homologation fees have to be received by EFRA before any motor will be added to the homologation lists.

Sample motors must be received by the homologation officer a minimum of six weeks before any event, to allow time for all technical checks, **availability checks, invoices raised** and records to be completed.

Remarks

Amended to clarify how the cut-off date is applied for adding motors to homologation lists.

Proposed by: RCMS, Worsley Paul

Proposal Status:

Seconded by: SRCCA

The proposal: Passed Unanimously

Current Rule

5.6.

Motors (or rotors) must be commercially available throughout the EFRA countries before being added to the homologation lists. Therefore, availability must be confirmed when samples are submitted.

Proposal

Sample motors (or optional rotors) for homologation will only be accepted directly from the original manufacturer or an appointed distributor within the EFRA countries. Motors (or rotors) must be commercially available **from the EFRA AGM 2023**

appointed distributors or shops throughout the EFRA countries , before being added to the homologation lists. Therefore availability must be confirmed when samples are submitted.

Remarks

Combining the two rules 5.6 and 5.7 together, clarifies the complete procedure. If accepted, 5.7 can be deleted

Proposed by: RCMS, Worsley Paul

Proposal Status:

Seconded by: SRCCA

The proposal: Passed Unanimously

Current Rule

5.7.

Sample motors for homologation will only be accepted from the original manufacturer or an appointed distributor within the EFRA countries .

Remarks

If the proposal to amend the wording of App.4 rule 5.6 is accepted, then this rule (5.7) can be deleted as the wording is included in the amendment to 5.6 .

Proposed by: RCMS, Worsley Paul

Proposal Status: DELETED by previous proposal

6. ITEMS FOR GENERAL DISCUSSION.

Suggestion:

What happened with the rule that the organizer must rebuild the track XX% before the EC and close the track a certain number of weeks before the EC?.

Remarks

Nobody done it this year

Proposed by: SBF, Wahlstrom Niklas

Remark: Conflicting reports, ensure future events comply.

Suggestion:

Vote of No Confidence in 1/10th Off Road Section Chairman.

Remarks

At the 10th EC the event was observed to be not compliant with the rules, there followed a complete breakdown of the protest procedure, and the standard of the event was way below the minimum standard expected of EFRA. It is the feeling of the UK 10th off road community that a change in leadership is required. We have the deepest respect for the incumbent, and it is with regret that this step has to be made.

Remarks: Not supported by the Electric meeting no further action required.

Proposed by: BRCA

The Section Chairmen thanked all participants for a constructive meeting, and being no further business the meeting was closed at 17:25

MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.



EFRA ANNUAL SECTION MEETING

18th of November 2023

Quality Hotel View, Malmö, Sweden

Minutes ELECTRIC - OFF-ROAD.

1. CHAIRMAN'S WELCOME

Mr Paul Worsley

The Electric Off-Road Chairman opened the meeting at 17:42

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Matus Mydla (Slovakia), Hans Motsharg Maciej Orlowski

COUNTRY	PRESENT	ZOOM MEETING	SECTION SUBSCR	REQUESTED				Max33 %
				EC	EC			
				Buggy 2wd	Buggy 4wd			%
AUSTRIA	x		FULL	12	12			
BELARUS								
BELGIUM	Krist Bultinck		FULL	5	5			
BULGARIA	x							
CROATIA	x		TRACK					
CZECH REP.	x		FULL					
DENMARK	Ulrich Rasmusen		FULL	6	6			
ESTONIA	x		OFF/RD	5	5			
FINLAND	x		FULL	8	8			
FRANCE	Tranvouez Claude		FULL	15	15			
GERMANY	Thomas Kohmann		FULL	9	9			
GREAT BRITAIN	Tony Evdoka		FULL	?	?			
GREECE	x		FULL					
HUNGARY	x		TR & OR					
IRELAND	x		OFF/RD					
ITALY	Claudio Cristofori		FULL	1	1			
LUXEMBOURG	x		TRACK					
MONACO	x							
NETHERLANDS	x		FULL	5	5			
NORWAY	Anna Soegnesand		FULL	13	13			
POLAND	x		TR & OR	6	6			
PORTUGAL	x		FULL	2	2			
ROMANIA	x							
RUSSIA								

SLOVAK REP.	x		FULL					
SLOVENIA	x							
SPAIN	x		FULL					
SWEDEN	Kai Koivuranta		FULL	53	46			
SWITZERLAND	Andi Frataroli		FULL	3	3			
TURKEY	x							
UKRAINE	x		TR & OR					
			TOTALS	143	136			

Allocations can be changed till January 21st. 2024.

Maximum votes for Off-Road Section = 9 Number of Federations represented to vote = 9

Other persons present:

3. MINUTES OF 2022 SECTION MEETING

AGM November 2022

Matters arising from the minutes:

The minutes were accepted as written at the AGM 2022.

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

4. CORRESPONDENCE RECEIVED

Only the usual many hundreds of emails relating to entries and clarifications. All dealt with directly.

5. CHAIRMAN'S REPORT

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

As used in previous years, the on-line entry system worked well, with some reminders to ensure all Federations confirmed all their entries. We still get some 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 2023 EFRA calendar for the Section consisted of :-
 International Race at Kampenhout, Belgium.
 EC at RACO 2000, Utrecht, Netherlands.
 WC at Hobby Action, Arizona, USA.

Int. Race - Kampenhout (Belgium):

A well-established event that has taken place for many years and always attracts good entry numbers. The event has been an EFRA International Race 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 2023 event attracted entries from many different EFRA countries, with several 'top' international drivers. Entry numbers for this event were more than 2022 by 13% in 2WD & 22% in 4WD.

2WD had 68 competing. The winner was Wesley van HELMOND (NL).

4WD had 49 competing. The winner was Jorn NEUMANN (DE).

EC. – RACO 2000, Utrecht (NL):

This event was originally awarded to the RACO 2000 venue for the 2021 season. With Covid requiring two years of events cancelled, the postponed event was carried-over to 2023. So, the Section has now held an EC event every year for the last 33 years (not including the two recent cancelled years).

Entry numbers were expected to be reasonable.

The total numbers that were submitted by the Jan. closing date was :- 2WD – 121 and 4WD – 120.

In the weeks prior to the event we received many cancellations (17 in 2WD & 15 in 4WD) and at the event there were a further 4 No-Shows (2WD & 4WD) from 4 different countries. 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 – 105 and 4WD – 106. An increase of 22% & 29% compared to 2022.

Really good to see that we had two countries competing that have never attended 1/10 Off-Road events in past years. Well done to Estonia and Ukraine.

The organisers provided a well prepared track that of high visual standard. The track is mainly Astro with small areas of paving or tarmac and a high 'banked' hairpin. Unusually, there is no straight for all cars to line-up (in-line) for the Finals and the Finals start was spread each side of a left hairpin, but it worked.

The 2WD and 4WD had different track designs. The track was in superb condition and apart from some rain, remained in this condition throughout all six days of the event.

The track is basically designed for 1/8 cars resulting in some of the 'jumps' being a challenge for 1/10 cars and very few drivers achieved completely 'clear' runs.

Competitor pitting was split between two areas, all under cover.

The weather was closely monitored as rain showers were forecast for the latter days of the event.

The 2WD event ran to the normal schedule with no rain, but 4WD had rain on the Practice day and some showers during Qualifying. Rain was forecast for the final day of 4WD

In 2WD we encountered a lot of 'missed laps'. The venue has a single loop and single coax to two decoders through a splitter. Not strictly to EFRA rules, but the organiser stated no problems had been encountered at past events. I insisted that all loop connections were re-done to ensure good connections. The majority of the cars having 'missed laps' had the PT mounted on top of the steering servo which is mounted on (usually) an aluminium chassis (not good). A PT move solved a lot of the problems and using an 'older' version PT solved many of the others. In 4WD, missed laps were few.

In 4WD the Practice day had some rain and on day 2 in Qualifying, but with heavier rain forecast for the Final day. We attempted to run the 4th. Round of Qualifying on day 2, rather on a possibly rain affected last day.

We then found a problem with the start orders being incorrect generated by the timing software. The time keeper was sure that their software version complied with Section rules, but the correct setting could not be found in the software. It was recognised that the start orders were being generated based on 'best points' instead of 'fastest time'. This resulted in a long delay and eventually we had to call a halt and not run Q4 on day 2, as we were past the 18:30 time.

I established the correct start order manually (on Excel) and Q4 had correct start orders on the final day.

It is likely that 2WD had a similar problem, but I checked the first Heats for 2WD Q3 and they were correct. It was not until 4WD that the problem was found (best points are often similar to fastest time).

My thanks to the time keeper Mari for his diligence and time trying to correct this issue.

The venue at Utrecht has high fencing around much of the track perimeter, so spectator areas are limited. So for the Finals in both Classes, we allowed an unused area of the track (on far side from rostrum) to have a controlled area for spectators. And, we allowed more persons to spectate under the rostrum than is normally allowed. The persons under the rostrum (only) were instructed that it was a 'quiet area' as no possible coaching is allowed.

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.

The organisers had chosen a tyre and compound that would be best suitable for the changeable weather conditions.

The chosen tyres could generate too much grip on 4WD front wheels on a dry track, so a Team Manager vote was taken to decide if gluing sidewalls would be allowed (against current rules) as previous year. As this practice did not comply with current rules, it needed to be a unanimous vote. Two countries voted NO, so no gluing was allowed.

Race Director was Raymond HOUTMAN. Time-keeper Mari van den BROEK did an excellent job. The EFRA Referee was Bjarne HOELLUND and the National Referee was Sander SCHOLTE.

My thanks to all involved.

2WD had 105 entries. 4WD had 106 entries.

The 2WD 2023 European Champion is Markus KAERUP (DK). The U17 medal won by Marcus KAERUP (DK). The 4WD 2023 European Champion is Michal ORLOWSKI (PL). The U17 medal won by Marcus KAERUP (DK).

WC. – Hobby Action Arizona, USA:

I was unable to attend this event due to a prior appointment. Therefore, I cannot give any precise details of the event. With the agreement of the IFMAR President, Jurgen Lautenbach was elected to replace me as the EFRA Rep. for Team Managers meetings.

My thanks to Jurgen for performing this task.

The event was at an indoor, dirt track that was apparently very testing.

EFRA allocations for this WC event were originally quite low, but I managed to gain extra allocations that allowed all EFRA drivers that wanted to compete. The final allocation numbers were :- 2WD – 63 and 4WD – 64.

As always, there were many cancellations in the weeks prior to the event and some late add-ons. The final number of EFRA drivers at the event was 54 in both Classes.

EFRA drivers did very well with:-

2WD A Final -- 6th. Davide ONGARO. 10th. Marcus KAERUP.
 B Final -- Bruno COELHO, Jorn NEUMANN, Michal ORLOWSKI.

4WD A Final -- 1st. Davide ONGARO. 3rd. Michal ORLOWSKI. 5th. Bruno COELHO. 10th. Marcus KAERUP.

B Final -- Max Gotzl, Jorn Neumann.

The 2WD 2023 IFMAR World Champion is Tater SONTAG (USA).

The 4WD 2023 IFMAR World Champion is Davide ONGARO (IT).

EFRA has another World Champion in 1/10 Elec. Off-Road. Congratulations to Davide.

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

6. EC AND GP'S 2024

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

Year/Date	Alt. Date	Status	Country	Venue
2024	28 -30 June	IR	Belgium	Kamphenhout
2025		EC	Slovakia	Trencin

Final Race calendar 2024 1/10th Off Road

Year/Date	Alt. Date	Status	Country	Venue
2024	23 – 28 Sept.	EC	Sweden	Malmö

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2025		EC	Slovakia	Trencin

Nominated Tyres for the 1/10th. Off-Road EC 2024: JANUARY 21st DEADLINE

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 2024 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.

Current Rule

D

PARTICULARS for 1/10 OFF ROAD

The rule is new:

EFRA AGM 2023

Proposal

1.6 Up to a maximum of two chassis in each class (2WD, 4WD) 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

Allow drivers to use wet car. Analogical wording to already existing rule in on road - section "B" p. 1. 2

Proposed by: PAC, Orlowski Maciej

Proposal Status:

Seconded by: Not Seconded

Current Rule

3.2.

Valid from 2016:

European Championships: The organiser will propose 1 type of tyre and insert for each of the driven axles for 2WD and 4WD. The manufacturer, 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. The nominated tyres and inserts must be commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre and insert has been chosen as soon as the decision is finalised. Rule applies from 2016 onwards.

Proposal

~~Valid from 2016~~

European Championships: The organiser will propose 1 type of tyre and **compound and insert** for each of the driven axles for 2WD and 4WD. **For EC out-door events using a predominantly Asto or Carpet surface, an additional 'wet' tyre, compound and insert can be nominated by the Organiser, but each competitor is restricted to two sets. 'A' finalists only, are allowed a third set.** The manufacturer, 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. The nominated tyres and inserts must be commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre and insert has been chosen as soon as the decision is finalised.

~~Rule applies from 2016 onwards.~~

Remarks

Allows a 'wet' tyre to be used on Astro/carpet surfaces.

Proposed by: RCMS, Worsley Paul

Proposal Status:

Seconded by: AMSCI

The proposal: Passed Unanimously

Current Rule

3.2.

Valid from 2016:

European Championships: The organiser will propose 1 type of tyre and insert for each of the driven axles for

2WD and 4WD. The manufacturer, full description, compound and Part # of the tyres chosen must be given and the Part # of the inserts.

Proposal

Valid from 2016:

European Championships: The organiser will propose 2 types of tyre for each axle of 2WD and 4WD. 1 type for dry conditions and 1 type for wet conditions. Wet tyre may be used only when Race Director announce "Wet Conditions". The manufacturer, full description, compound and Part # of the tyres chosen must be given and the Part # of the inserts.

Remarks

That is our second proposal to section "D" p. 3.2. It is a waste of time sliding around on a dry tyre as EC 2023 in Utrecht shows.

Proposed by: PAC, Orlowski Maciej

Proposal Status:

Seconded by: Not Seconded

Current Rule

3.2.

Valid from 2016:

European Championships: The organiser will propose 1 type of tyre and insert for each of the driven axles for 2WD and 4WD.

Proposal

Valid from 2016:

European Championships: The organiser will propose 1 type of tyre and insert ~~for each of the driven axles~~ for 2WD and 4WD.

Remarks

Eliminate words "for each of the driven axles". If we want to stick with idea of controlled tyre in 1/10 off road then leaving open tyre for front axle in 2WD class makes no sense. Different tyre in front can dramatically change car handling and steering. That gives advantage to the drivers using tyres which happens to be better at this particular track surface and layout. If we want to give same conditions for everybody then controlled tyre should refer both to front and rear axle in 2WD class.

Proposed by: PAC, Orlowski Maciej

Proposal Status:

Seconded by: Not Seconded

Current Rule

3.2.

Valid from 2016:

European Championships: The organiser will propose 1 type of tyre and insert for each of the driven axles for 2WD and 4WD. The manufacturer, 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. The nominated tyres and inserts must be commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre and insert has been chosen as soon as the decision is finalised. Rule applies from 2016 onwards.

Proposal

Valid from 2016:

European Championships: The organiser will propose 1 type of tyre and insert for each of the driven axles for 2WD and 4WD. The manufacturer, 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. The nominated tyres and inserts must be commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre and insert has been chosen as soon as the decision is finalised.

Rule applies from 2016 onwards. For outdoor races, will the organizer have an option to provide two compound, one for dry and one for wet conditions. The organiser will propose 2 type of tyre and 1 type insert for each of the driven axles for 2WD and 4WD. The manufacturer, full description, compound and Part # of the tyres chosen must be given and the Part # of the inserts. Tyre type, compounds 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. The nominated tyres and inserts must be commercially available throughout the EFRA Nations. The manufacturer(s) of the chosen tyres will be notified which specific tyre and insert has been chosen as soon as the decision is finalised. It is up to the driver to choose which compound that suits to the track conditions.

Remarks

Only one compound do not work on outdoor astro and carpet tracks, 2WD is very hard to drive with harder compound in wet conditions, especially for the novice driver, the EC should be fun for everybody.

Proposed by: DASU, Andersen Anne

Proposal Status:

Seconded by: Not Seconded

Current Rule

3.6.

Only cleaning of the tyre bead where the tyre is glued to the wheel is allowed.

No tyre additives other than water are allowed on any of the other surfaces of the tyre, inside or outside of any tyre. No additives are allowed to be applied to any tyre insert. Excess of glue deemed to alter the performance of the tyre is not allowed. The use of any additives that is deemed by officials for the purpose of improving the tyre performance will result in disqualification from the event.

Proposal

The organiser will supply the nominated fluid/spray to be used for tyre cleaning, prior to gluing to wheel. This is the only cleaner that can be used. Only cleaning of the tyre bead where the tyre is glued to the wheel is allowed. No tyre additives other than water are allowed on any of the other surfaces of the tyre, inside or outside of any tyre. No additives are allowed to be applied to any tyre insert. Excess of glue deemed to alter the performance of the tyre is not allowed, but it is allowed to apply glue to the side-walls (only) of the Front tyres. No glue can be added to the original tread/block/pin area of the tyre. The use of any additives that is deemed by officials for the purpose of improving the tyre performance will result in disqualification from the event.

Remarks

Clarifies that the organiser must supply tyre cleaner. Allows competitors to adjust grip-level on high grip tracks by adding glue to the side-walls of front tyres.

Proposed by: RCMS, Worsley Paul

Proposal Status:

Amendment failed. BRCA proposed that drivers glue anywhere.

Seconded by: SBF

The proposal: Passed with 7 for, 0 against and 2 abstentions.

Current Rule

3.6.

Only cleaning of the tyre bead where the tyre is glued to the wheel is allowed.
No tyre additives other than water are allowed on any of the other surfaces of the tyre, inside or outside of any tyre. No additives are allowed to be applied to any tyre insert. Excess of glue deemed to alter the performance of the tyre is not allowed. The use of any additives that is deemed by officials for the purpose of improving the tyre performance will result in disqualification from the event.

Proposal

Only cleaning of the tyre bead where the tyre is glued to the wheel is allowed.
No tyre additives other than water are allowed on any of the other surfaces of the tyre, inside or outside of any tyre. No additives are allowed to be applied to any tyre insert. Excess of glue **on tyre sidewalls** is allowed. The use of any additives that is deemed by officials for the purpose of improving the tyre performance will result in disqualification from the event.

Remarks

On high grip surfaces like astroturf or carpet tyre glue on front tyres sidewalls in 1/10 4WD off road makes car easy and enjoyable to drive. We are going to have EC 2024 on carpet so introducing this rule change is very important.

Proposed by: PAC, Orlowski Maciej

Proposal Status:

Seconded by: Not Seconded

Current Rule

3.6.

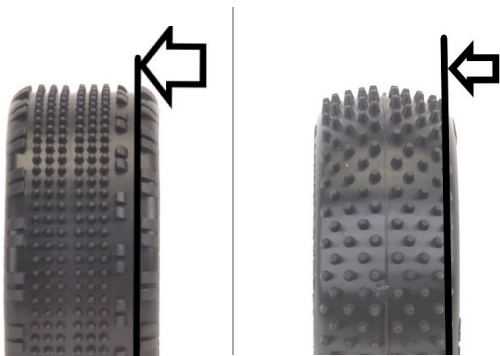
Only cleaning of the tyre bead where the tyre is glued to the wheel is allowed.
No tyre additives other than water are allowed on any of the other surfaces of the tyre, inside or outside of any tyre. No additives are allowed to be applied to any tyre insert. Excess of glue deemed to alter the performance of the tyre is not allowed. The use of any additives that is deemed by officials for the purpose of improving the tyre performance will result in disqualification from the event.

Proposal

Only cleaning of the tyre bead where the tyre is glued to the wheel is allowed.
No tyre additives other than water are allowed on any of the other surfaces of the tyre, inside or outside of any tyre. No additives are allowed to be applied to any tyre insert. Excess of glue **on the sidewall** deemed to alter the performance of the tyre is allowed, **but only the sidewall, see illustration**. The use of any additives that is deemed by officials for the purpose of improving the tyre performance will result in disqualification from the event. **Two of the most popular tire design for Astro Turf and carpet racing , shown which area of the tire it is allow to excess glue on side wall.**

Remarks

4WD car is easier to handle on high grip surfaces with glued side walls and an easy way to make the car more drivable for the novice drivers to the champion contenders, the EC should be fun for everybody.



Proposed by: DASU, Andersen Anne

Proposal Status:

Seconded Not Seconded

8. ELECTION OF SECTION CHAIRMAN.

Paul Worsley is up for re-election and willing to restand.

Note: Paul was re-elected with 1 vote against.

Candidate for Vice Section Chairman: Nuno Casal Ribeiro (FEFRA)

Seconded by AMSCI, voted into post unanimously.

9. ANY OTHER BUSINESS.

NONE

10. ITEMS FOR GENERAL DISCUSSION.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at – 18:38

MEETING TO CONTINUE WITH ELECTRIC TRACK SECTION MEETING.



EFRA ANNUAL SECTION MEETING

18th of November 2023

Quality Hotel View, Malmö, Sweden

Minutes ELECTRIC - TRACK.

1. CHAIRMAN'S WELCOME

Mr Chris Hardisty

The Electric Track Chairman opened the meeting at 18:40

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Poland, Luxembourg, Slovakia, Bulgaria

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SUB	EC 1/12 Mod	EC 1/12 Spec	EC 1/10 Mod	EC 1/10 Spec	EC F1	EC FWD	WC ISTC	WC FWD	WC F1
AUSTRIA	x		x	x	?	?	x		?		
BELARUS											
BELGIUM	Krist Bultynck		0	3	1	15	x		1		
BULGARIA	x		x	x	2	2	x		2		
CROATIA	x		x	x	?	?	x		?		
CZECH REP.	x		?	?	?	?	x		?		
DENMARK	Ultich Rasmussen		0	0	2	5	x		1		
ESTONIA	x		?	?	?	?	x				
FINLAND	x		1	4	?	?	x		?		
FRANCE	Claude Tranvouez		?	?	5	13	x	5	?		
GERMANY	Thomas Kohmann		9	4	6	9	x	3	10		2
GREAT BRITAIN	Peter Winton		?	?	?	?	x	1	?		
GREECE	x		?	?	?	?	x	?	?		
HUNGARY	x		?	?	?	?	x		?		

IRELAND	x		?	?	?	?					
ITALY	Claudio Christori		4	11	5	7	x	?	?		
LUXEMBOURG	x		?	?	?	?	x				
MONACO	x		?	?	?	?					
NETHERLANDS	x		?	2	3	3	x	3			
NORWAY	Anna Soegnesand		0	2	0	2	x	0	2		
POLAND	x		1	1	4	0	x	0	1		
PORTUGAL	Carlos Fonsacr		?	?	1	0		0	1		
ROMANIA	x		?	?	?						
RUSSIA											
SLOVAK REP.	x		1	0	0	3		0	0		
SLOVENIA	x		?	?							
SPAIN	x		?	?	?						
SWEDEN	Kai Koivuranta		1	0	2	3		0	3		
SWITZERLAND	Andi Frattaroli		2	2	1	5		2	0		
TURKEY	x		?	?	?	?		?	?		
UKRAINE	x		?	?	?	?		?	?		
TOTAL	10		19	23	32	69			21		2

Allocations can be changed till January 21st. 2024.

Maximum votes for Track Section = 10 Number of Federations represented to vote = 10

Other persons present:

3. MINUTES OF 2022 SECTION MEETING

AGM November 2022

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2022.

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

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2023 season – no mail, too many emails to list.

5. CHAIRMAN'S REPORT

2023 EC 1/12th. Elec. Track -- Eastbourne, Great Britain. Report from Krist Bultynck:

The BRCA (UK) hosted the 2023 EFRA 12th. Scale European Championship. The venue used was the Eastbourne Club at Robertsbridge Community College, UK during the week-end of April 14 – 16. Across the two Classes, 104 participants had registered.

In the Stock class, we had 85 participants and in the Modified class 19 participants.

It was a very well organised event, well-structured technical control and a collaboration with RC Vision, which is especially committed to youth within the RC scene in the UK.

In the Stock class, we saw 11 federations represented: OFMAV (Austria) – FBA (Belgium) – AMSCI (Italy) – NOMAC (Netherlands) – AKK (Finland) – NMF (Norway) – FFVRC (France) – PAC (Poland) – DMC (Germany) – ZVAZ (Slovakia) – BRCA (Great-Britain).

In the Modified class, we saw 7 federations represented: OFMAV (Austria) – AMSCI (Italy) – DMC (Germany) – PAC (Poland) – ZVAZ (Slovakia) – SBF (Sweden) – BRCA (Great-Britain).

Michal Orlowski (PAC) became the Stock class EFRA European Champion.
Alexander Hagberg (SBF) became the Modified class EFRA European Champion.

2023 EC 10th ISTD, FWD & F1

Turkheim was a great track for this event. A classic track with great facilities and crewed by an enthusiastic and expert community. For me, this type of track is what all tracks should be like. The weather was always going to

present problems as the forecast was always not quite right, the rain was never quite that much of the predicted downpour. It was dampish but never enough to really stop the show.

We did have tyre issues in the lead up to this event. Lack of availability in sufficient quantities of the original choice forced a change. No complaints from anyone about the substitute. A slight deviation from the rules for the F1 class, which was degraded to a "Cup" race, they ran on foams. Not popular with some but in the tricky conditions but they looked really good.

It was the first full EC for FWD and we were rewarded with some really close racing. Good lines were rewarded and any mistake really showed in the results.

No surprises in ISTC. Bruno Coelho continues to shine in Modified and Simon Lauter is now becoming well acquainted with the top step in Spec.

Very encouraging entries, not so much the numbers which were good, but the make-up. The Junior/Youth entry was the most encouraging bit, almost a fifth of Spec and a third of FWD fell into this category.

Winners.

ISTC Mod	Bruno Coelho
ISTC Mod	Maty Knopp (third in the B)
ISTC Stock	Simon Lauter
ISTC Stock Junior	Benjamin Elbisser (first in the B)
FWD	Daniel Poehlmann
FWD Junior	Soeren Sparbier (third in the A)
F1 Cup Race	Andreas Stiebler

There was one protest that required a jury decision that resolved the issue, and we have proposals for the section to correct this issue going forward.

Overall this event was very well received by the drivers. Thank you to the DMC, Turkheim MCC, Thomas Kohmann and the sponsors for putting together this event.

6. EC AND GP'S 2024/ 2025

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
2025	No longer available	EC 1/10	Portugal	Coimbra
2025	28-30/03	EC 1/12	Belgium	Zwevegem

Final Race calendar 2024 1/10 and 1/12 Electric

Year/Date	Alt. Date	Status	Country	Venue
2024	12-14/04	EC 1/12	Italy Sicily	Messina
2024	23-25/08	EC 1/10	Belgium	Roeselare
2024	2 nd WE NOV	WC	Roar bloc	Bakersfield

Future Race Calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2025		EC 1/12	Belgium	
2025	!!!!	EC 1/10	!!!!	

Tyres for the 1/10th Touring Car EC 2024: Wait for Stage 2

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 2024 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

B

REQUIREMENTS FOR ELECTRIC ON ROAD CLASSES

The rule is new:

Proposal

1.3 All racers are only permitted to use ONE car on the track during each practice run. This rule counts for all open practice rounds on the first day of the EC (free and controlled). The rule is the same for all classes, all racers, and all team, only ONE car per run .

Remarks

To avoid incidents when new cars coming on the track during a heat

Proposed by: RCMS, Bultynck Krist

Proposal Status:

Seconded by: AMSCI

The proposal: o Passed Unanimously

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.

.....

EFRA 1S Stick Lithium Battery Homologation List can be used.

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.

.....

EFRA 1S Stick Lithium Battery Homologation List can be used.

HyperCar Class : The HyperCar class is a representation of current FIA HyperCar Competition cars with a more scale look. Only 21.5T Spec Brushless motors according to App. 3A 2.2 are allowed. Battery Must be 2S; Speed controllers must be in blinky mode and must have a limitation at 17,500 rpm. Minimum Ratio: TBD

Remarks

The 1/12 historically has the constraint of 1S batteries and therefore 1S regulators. Currently many drivers who would like to try the category are blocked by having to purchase specific material. Every driver now has 2S ESC 21.5 motors and 2S Shorty LCG batteries in their kit.

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: Not Seconded

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.

.....

LMP class: The LMP class is a representation of Prototype Sports cars as e.g. LeMans 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

.....

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.

.....

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

GT 17.5 class: The **GT 17.5 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 **GT 17.5** any 17.5 brushless Motor of the EFRA Homologation List for Brushless Spec Motors (17.5) can be used with any Speed controllers (ESC) using "0-Boost/Blinky" Mode "Speed Controllers" according approved

.....

Remarks

Confusing wording of the original rule: ist LMP 17.5T or is it GT 17.5T?

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: Not Seconded

Current Rule

6.1.1.

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

The following is the specification for approval of 1/12 Prototype Sports car body shells. They should be used by the Homologation officer to enable clear and consistent application of standards for future approvals,

Lower body cut line is to be used as the reference plane for all height dimensions. Minimum cockpit height "Closed cockpit" 55mm (Excluding any air scoops / air boxes)

Minimum cockpit width "Closed cockpit" 70mm (Measured at the point it intersects with the side pod)

Minimum cockpit width - 55mm (measured at the lower window line)

Minimum Roll bar height "Open cockpit" 55mm

Maximum distance from Drivers helmet to top of roll bar - Open cockpit -11mm
 Minimum cockpit width "Open cockpit" 65mm (Measured at the point it intersects with the side pod)
 Minimum front wheel arch height - 46mm Including vents) (measured at a point 15mm from edge of body)
 Minimum rear wheel arch height - 50mm (measured at a point 10mm from edge of body)
 Maximum overall width -174mm
 Minimum overall width - 168mm
 Max. wing / spoiler height - 65mm
 Max. front overhang (From centre of front wheel)- 70mm
 Max. rear overhang (from centre of rear wheel) - 70mm
 Max. length overall - 340mm
 Minimum side pod height - 30mm
 The side dam must blend fully (disappear) into the main body shape within 110mm of the rear edge of the body/side dam.
 Max side dam height - 72mm
 The body side forward of the side dam must have a radiused edge, no lips or upward extensions are acceptable
 Bodies must be a reasonable representation of a full size LMES / ALMS / LMP / WSC prototype.
 Open cockpit cars to have twin roll bars as current LMES / ALMS
 Open cockpit cars must have a representative drivers helmet and cockpit opening
 The name of the prototype must be used for the homologation process.
 The name of the prototype does not have to be used for general sales and marketing.
 Only fins or strakes that are present on the full size prototype will be allowed.
 The body must not be cut above the lower cut line
 Cut-outs in the shell will be allowed only if clearly defined on the full size prototype
 Once Homologated there must be no changes to the design, trim lines, detail lines or any feature of the body. All changes will require resubmission for approval and an additional revision letter added to the part number-
 Example 15001A - Original - 15001B for a 2ndRev. Etc
 The manufacturer's par number must be clearly marked on the shell alongside the windscreen area
 All new homologation must meet the above criteria.

Proposal

We believe that this is an opportunity to keep model motor racing in line with full size, and maintain at least some of its appeal to new drivers. We also believe it is an opportunity to stop going down the path of aero bodies, a path which leads to bodies like slot cars and the current 8th Track cars. The current rule has a number of anomalies that are leading to bodies unlike any former LMP cars, which is not in line with Rule 6 (see below) about representing LMP cars. This has no appeal at all to the general public, or to attracting new drivers. "LMP Class: The LMP class is a representation of Prototype Sports cars as e.g. LeMans Cars and is intended for experienced or professional drivers. The LMP class is divided into "Modified" and "SPEC 13.5T" class." Measurements need to reconsidered if necessary. Can be done in a later stadium.

Furthest point forward must be above axle line. (Axle line set 20mm above reference plane)



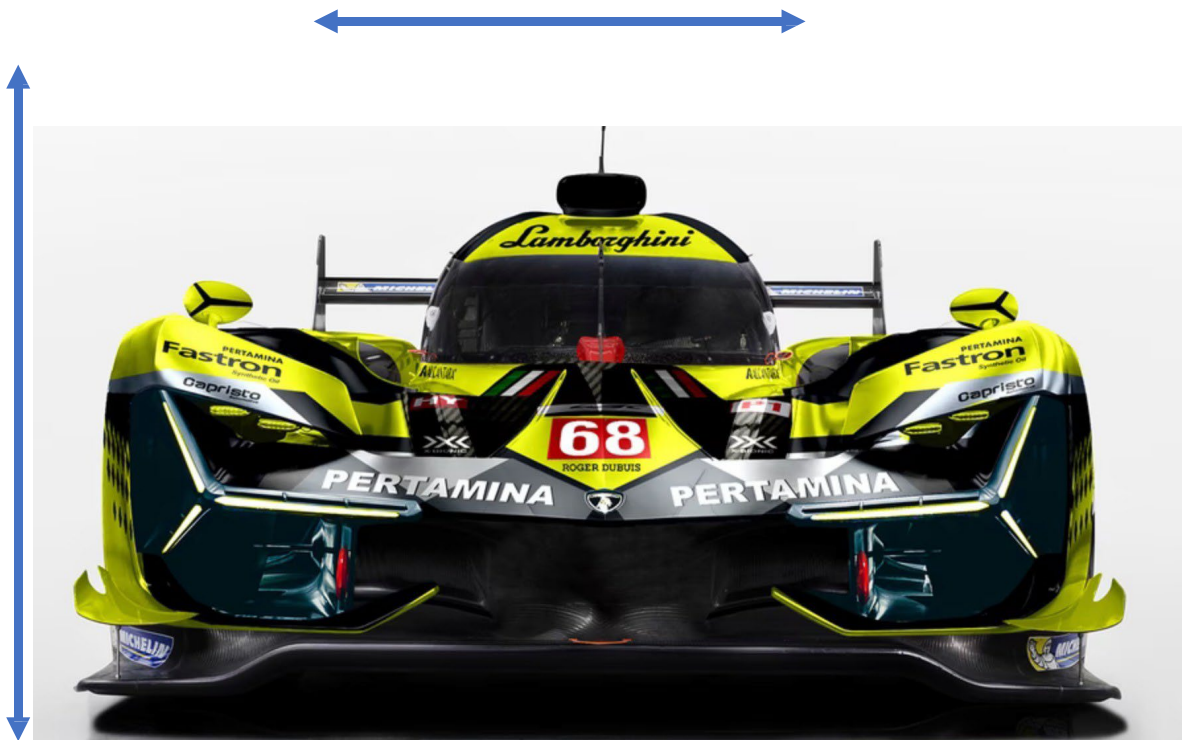
Rear of body to follow current LMP bodyshell rules for spoiler dimensions from dimension O (110mm) to rear of car

Cab length starts at front axle and extends in line with a full- size car's cabin silhouette Cabin line to mimic a full- size car.



Distance 'K' (70mm) to remain from existing rules
 Splitter may not extend beyond furthest point forward

Minimum cabin width to be increased to (say) 85mm. Cabin width profile to mimic a real car.



Minimum cabin height to be increased to (say) 70mm.

Remarks

New proposal to renew the bodyshell line of the 12th scale cars

Proposed by: BRCA (Peter Winton)

Proposal Status:

Seconded by: AMSCI

The proposal: Unanimous to move it forward.

Current Rule

7.

PARTICULAR TO 1:10th ELECTRIC SALOON CARS

Proposal

7.2.1

Remarks

Place here the designs of the 1/10th Touring Car bodyshell with the dimensions of the new 2024 GBS. Because now the designs are not placed at the right place.

Proposed by: RCMS, Bultynck Krist

Proposal Status:

Seconded by: AMSCI

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

Current Rule

7.1.1.

Only bodies that comply to the body guideline for 1:10 electric touring car bodies as per drawings in this handbook of real touring cars that have a minimum length of 420mm in the original car are allowed. No GT or Sports car bodies allowed. All Touring car bodyshells to be submitted to the EFRA Bodyshell Homologation officer for approval.

Proposal

Only bodies that comply to the body guideline for 1:10 electric touring car bodies as per drawings in this handbook of real touring cars that have a minimum length of 420mm in the original car are allowed. No GT or Sports car bodies allowed. All Touring car bodyshells to be submitted to the EFRA Bodyshell Homologation officer for approval **and must be a portrayal of the full-size car, as raced, in the preceding 10 years.**

Remarks

In order to keep up with modern development and trends it will be necessary to introduce a time period to the rule.

Proposed by: RCMS, Hardisty Chris

Proposal Status: Withdrawn

Current Rule

7.2.

MEASUREMENTS AND WEIGHTS

(NOTE: Heights measured with chassis on 15.0 mm block, based on 5 mm ground-clearance)

Maximum overall width (with body): 195 mm

Maximum overall width (without body): 190 mm

Minimum weight: 1320 gram

Wing: maximum wing size including endplates: 190w x 40d x 20h mm Wings to be mounted directly to the body (no spacer between shell and wing), on the moulded mounts provided at the back of the shell.

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

Maximum wheel rim diameter (excl. ribs): 50 mm.

The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed.

All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed).

Only a fixed single ratio transmission is allowed and it may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches).

Proposal

MEASUREMENTS AND WEIGHTS

(NOTE: Heights measured with chassis on 15.0 mm block, based on 5 mm ground-clearance)

Maximum overall width (with body): 195 mm
Maximum overall width (without body): 190 mm
Minimum weight: 1320 gram
Wing: maximum wing size including endplates: 190w x 40d x 20h mm Wings to be mounted directly to the body (no spacer between shell and wing), on the moulded mounts provided at the back of the shell.
All features (front splitter/bumpers) from the original moulding must remain on the shell.
Maximum wheel rim diameter (excl. ribs): 50 mm.
~~Cut lines from the original moulding are part of the homologation. Any homologated body used by a driver which can be proven to be cut along the original moulded cutting lines, is ok to be used in the race. The cutting lines must still be visible on the trimmed body shell.~~
~~The use of multiple speed transmissions (gearboxes) and slipper clutches is not allowed.~~
~~All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed).~~
~~Only a fixed single ratio transmission is allowed and it may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches).~~

Remarks

The moulded cutting lines should be part of the homologation. Drivers cutting along these lines should be safe from any measurement discussion at scrutineering if using homologated bodies cut on the lines. Furthermore, rules for transmissions and suspensions should be moved to a new rule

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: SBF

**Amendment to exclude wheel arch, BRCA, second SBF,
The proposal: Passed with 7 for,0 against and 1 abstention.**

Current Rule

7.2.

MEASUREMENTS AND WEIGHTS

(NOTE : Heights measured with chassis on 15 . 0 mm block , based on 5 mm ground-clearance)

Maximum overall width (with body) : 195 mm

Maximum overall width (without body) : 190 mm

Minimum weight : 1320 gram

Wing : maximum wing size including endplates : 190w x 40d x 20h mm Wings to be mounted directly to the body (no spacer between shell and wing) , on the moulded mounts provided at the back of the shell .

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

Maximum wheel rim diameter (excl . ribs) : 50 mm .

The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed .

All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed) .

Only a fixed single ratio transmission is allowed and it may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e . g . slipper clutches) .

Proposal

New rule 7.3. (move actual rule 7.3 to 7.4 etc.):

Transmission and Suspension The use of multiple-speed transmissions (gearboxes) and slipper clutches is not allowed.

All cars must have independent suspension operating on all four wheels (no PRO 10 cars allowed) .

Only a fixed single ratio transmission is allowed and it may not include a mechanical device/s between the drive motor output and the gearbox input for the purposes of controlling torque (e.g. slipper clutches) .

Remarks

Rule 7.2. is about measurements and weights, so the transmission and suspension rule should be moved into a new paragraph.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: SBF

The proposal: Passed Unanimously

Current Rule

7.3.1.

Only moulded tyres are allowed (no sponge tyres).
Maximum tyre width 28 mm
Minimum tyre width 24 mm

Proposal

ISTC and FWD - Only moulded tyres are allowed (no sponge tyres).

Maximum tyre width 28 mm
Minimum tyre width 24 mm

F1 - Moulded rubber or foam tyres allowed. The choice must be declared at the AGM.

Maximum tyre width XX mm Minimum tyre width XX mm

MINIMUM DIMENSIONS AND OFFSET TO BE CONSIDERED HERE. Input from DMC, SRCCA and BRCA to form the dimensional rules.

Remarks

The foam tyres worked exceptionally well at Turkheim.

Proposed by: RCMS, Hardisty Chris

Proposal Status:

Seconded by: SBF

The proposal: Passed with .6 for, 1 against and .0 abstentions.

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 and 1 additional set of 4 dry weather are 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) are allowed for qualifying and 1 additional set of rear dry weather tyres are allowed for the finals.

For TC FWD Class:- 1 set of 4 dry weather tyres (rubber) are allowed for qualifying and 1 additional set of 4 dry weather tyres are allowed for the Finals.

For A finals only - ISTC, Mod and Spec, drivers are allowed to use a new set per final.

Proposal

Tyre Allowances.

For Spec. Class:- **3** 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 are allowed for the Finals.

For Modified Class:- **4** 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:- **2** set of 4 dry weather tyres (rubber) are allowed for qualifying and 1 additional set of rear dry weather tyres are allowed for the finals.

For TC FWD Class:- **2** set of 4 dry weather tyres (rubber) are allowed for qualifying and 1 additional set of 4 dry weather tyres are allowed for the Finals.

For A finals only - ISTC, Mod and Spec, drivers are allowed to use a new set per final.

Remarks

If the proposal for changing the wording of rule and how we interpret its meaning, we will have made these two heats very important. Drivers would probably use new tyres in each seeding attempt leaving them new new sets for the qualifying heats. I expect the debate about the last line at this point. The genesis of the "new tyres for all A finalists" requires clarification. Introduced in 2017 but the wording was lost in the 2022 Handbook. I replaced it as it was a collation error but this now no longer reflected the intent of the 2022 AGM proposal.

Proposed by: RCMS, Hardisty Chris

Proposal Status: Withdrawn

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

7.3.3.

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 and 1 additional set of 4 dry weather are 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) are allowed for qualifying and 1 additional set of rear dry weather tyres are allowed for the finals.

For TC FWD Class:- 1 set of 4 dry weather tyres (rubber) are allowed for qualifying and 1 additional set of 4 dry weather tyres are allowed for the Finals.

For A finals only - ISTC, Mod and Spec, drivers are allowed to use a new set per final.

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 are 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) are allowed for qualifying and 1 additional set of rear dry weather tyres are allowed for the finals.

For TC FWD Class:- 1 set of 4 dry weather tyres (rubber) are allowed for qualifying and 1 additional set of 4 dry weather tyres are allowed for the Finals.

(-----For A finals only - ISTC, Mod and Spec, drivers are allowed to use a new set per final. -----)

Remarks

The last sentence was a typo in the book and gave us an unnecessary discussion at the last EC. This rule was proposed in 2022 and passed unanimously. This rule is to show the difference between Stock and Modified. Performantly and also in Stock we have more hobby drivers who don't want to spend a lot of money but still compete at an EC.

Proposed by: RCMS, Bultynck Krist

Proposal Status:

Amended by BRCA seconded by SRCCA word so drivers don't have to use their qualifying tyres but can.

Passed Unanimously

Seconded by: SBF

The 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 and 1 additional set of 4 dry weather are 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) are allowed for qualifying and 1 additional set of rear dry weather tyres are allowed for the finals.

For TC FWD Class:- 1 set of 4 dry weather tyres (rubber) are allowed for qualifying and 1 additional set of 4 dry weather tyres are allowed for the Finals.

For A finals only - ISTC, Mod and Spec, drivers are allowed to use a new set per final.

Proposal

Tyre Allowances.

For Spec. Class:- 3 sets of 4 dry weather tyres (rubber) are allowed for qualifying. For Modified Class:- 4 sets of 4 dry weather tyres are allowed for qualifying .

For Formula Class:- 1 set of 4 dry weather tyres (rubber) are allowed for qualifying .

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

All classes must use the tyres from their fastest qualifying run .

Remarks

Not expected to pass but worth discussing if seconded. Answers those they want to reduce costs. Removes current tyre strategy and introduces a different element to tyre management.

Proposed by: RCMS, Hardisty Chris

Proposal Status: Withdrawn

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

7.3.3.

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 and 1 additional set of 4 dry weather are 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) are allowed for qualifying and 1 additional set of rear dry weather tyres are allowed for the finals.

For TC FWD Class:- 1 set of 4 dry weather tyres (rubber) are allowed for qualifying and 1 additional set of 4 dry weather tyres are allowed for the Finals.

For A finals only - ISTC, Mod and Spec, drivers are allowed to use a new set per final.

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 are 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 or foam) are allowed for qualifying and 1 additional set of 4 dry weather tyres are allowed for the finals.

For TC FWD Class:- 1 set of 4 dry weather tyres (rubber) are allowed for qualifying and 1 additional set of 4 dry weather tyres are allowed for the Finals.

For A finals only - ISTC Mod drivers are allowed to use a new set per final.

Remarks

Tidy up and clarify the rule and intention for the new set of tyres per A final for Mod (NOT for the other classes)

Proposed by: SRCCA, Frattaroli Andres

Proposal Status: Withdrawn but tidy up the contradiction

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.

It is not permitted to subject the controlled tyres to any extreme high temperatures in order to shrink the insert and create more air-gap inside the tyre. Tyre temperatures cannot be more than ambient temperature at the event

(excepting whilst racing). If such practices are detected by the Technical Officers, it will be reported to the EFRA responsible who will impound the tyres in safe custody until after the event.

Proposal

Tyres/wheels may not be modified **other than the removal of the centre "sprue", if present, using a cutting action only**. 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 controlled tyres to any extreme high temperatures in order to shrink the insert and create more air-gap inside the tyre. **If tyre warmers are permitted then this is the only external heat source allowed**. If **any other method of heating** detected by the Technical Officers, it will be reported to the EFRA **Official** responsible who will impound the tyres in safe custody until after the event.

Remarks

We do allow the tyres to be modified using blade/cutters and have received a request to use sanders but a Team Managers meeting at Turkheim rejected this. We also usually allow tyre warmers but last years proposal, if read literally, would disallow this. The new wording will allow tyre warmers but if there is evidence of other heat sources it gives us the power to prevent the further use of them. Maybe an amendment is required? Impounding doesn't seem a stiff enough penalty for cheating!

Proposed by: RCMS, Hardisty Chris

Proposal Status:

Seconded by: DMC

The proposal: Passed Unanimously.

Current Rule

7.4.

1/10 Touring Cars 13.5T Spec. Brushless

Proposal

1/10 Touring Cars 17.5T Spec. Brushless

Remarks

Change Touring Spec to 17.5T

Proposed by: SRCCA, Frattaroli Andres

Proposal Status: Withdrawn

Current Rule

7.4.1.

Only 13.5T Spec Brushless motors according to App. 3A 2.2 are allowed.

Proposal

Only **17.5T** Spec Brushless motors according to App. 3A 2 **and App.4** are allowed.

Remarks

change touring spec to 17.5T, update of the reference (App. 3A 2.2 doesn't exist anymore)

Proposed by: SRCCA, Frattaroli Andres

Proposal Status: Withdrawn

Current Rule

8.1.

Cars specification

Maximum width: 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.

Proposal

Cars specification

Maximum width: 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 **when rubber tyres are being used. Minimum weight = 1010 grams including personal transponder when foam tyres are being used.**

Remarks

Adjust to reality and ease of use for the drivers (foam tyres weigh significantly less than rubber tyres)

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: DMC

The proposal: Passed with 6 for, 0 against and 1 abstentions.

Current Rule

8.2.

Tires:

Tyres to be chosen as per. Touring Car procedure for selection (Rubber type tyres, no foam)

Proposal

Tires:

Tyres to be chosen as per. Touring Car procedure for selection (Rubber type tyres **or foam tyres allowed**)

Remarks

Allow what has been practice in the past EC and is applied internationally.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: SBF

The proposal: Passed Unanimously

Current Rule

8.3.

Additive:

Only odourless additive is allowed (as per Appendix 3 B rule 5)

Proposal

Additive and Tires: A single additive will be provided by the organizer (published at least 60 days before the race). The tires must remain in parc ferme - no other items are permitted in the tires container (ie rags, papers) - tires must be kept into a plastic bag sealed (Ziploc style). Electric blankets are not permitted. Only two sets of rubber

tires are allowed (one available for controlled practice and qualifying, an additional one only for finals), provided by the organizer (published at least 60 days before the race).

Remarks

The category needs to be simplified, limiting the number of variables that the "amateur" driver must manage in the race. Unique Tires and unique additive: it's easy.

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: Not Seconded

Current Rule

8.5.

Wings:

Front and rear wings must be commercially available and made of a molded ABS Style plastic, and to a design to be decided at the AGM. Front and rear wings made of Lexan material will not be allowed (this includes bolt on Lexan front wings over a smaller ABS plastic wing).

Wings equipped with any type of remote adjustment or DRS are not allowed.

Maximum height of any part of the rear wing cannot exceed highest point of the body. Any bolt-on, glued-on or moulded-in elevation on the body is to be ignored for the rear wing maximum height measurement.

Proposal

Wings:

Front and rear wings must be commercially available and made of a molded ABS Style plastic, and to a design to be decided at the AGM. Front and rear wings made of Lexan material will not be allowed (this includes bolt on Lexan front wings over a smaller ABS plastic wing).

Wings equipped with any type of remote adjustment or DRS are not allowed.

~~Maximum height of any part of the rear wing cannot exceed highest point of the body. Any bolt-on, glued-on or moulded-in elevation on the body is to be ignored for the rear wing maximum height measurement.~~

Rear Wing Maximum height: 110mm Maximum Width: 120mm

Remarks

We need to simplify technical checks with a simple template/profile. Also because some manufacturers are producing special bodies to raise the maximum hump (the famous +8 or +12 bodies)

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: Not Seconded

Current Rule

8.6.

Only 21.5T Spec Brushless motors according to App. 3A 2.2 are allowed.

Speed controller rules to be the same as current Spec. Touring Car rules.

Proposal

Only 21.5T Spec Brushless motors according to App. 3A 2.2 are allowed.

Speed controllers must be in blinky mode and must have a limitation at 17,500 rpm. Minimum Ratio : 2,70

Remarks

The EFRA motor list (practically uncontrollable), combined with free controllers and free ratios are the death of the private driver. Dozens of engines to try, exaggerated ratios, selected batteries... let's at least limit the advantages of these exaggerations (ideal would be a single combo... but we understand that it's not easy for EFRA)

Proposed by: AMSCI, Geraci Vito

Proposal Status:

Seconded by: Not Seconded

9. ELECTION OF SECTION CHAIRMAN.

The 1/12 Electric Track Chairman Mr Krist Bultynck is willing to re-stand
Was re-elected unanimously.

10. ANY OTHER BUSINESS

None.

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 19:55