EFRA ANNUAL SECTION MEETING

7-8th of November 2026

Van De Valk, Brussels, Belgium

MINUTES ELECTRIC CLASSES - TECHNICAL, RACE PROCEDURES & HOMOLOGATION

SATURDAY 7th of November 2026.

1. CHAIRMAN`S WELCOME

The Electric Chairmen Mr's. Chris Hardisty & Paul Worsley opened the meeting at 13:28

2. APOLOGIES FOR ABSENCE

Apologies have been received from:
Member Countries present. Section subscription.

Attendance list

Country	Sub-scribed	Attendee / Delegate
Austria	☑	Gerhard Steinbock
Belgium	☑	Kevin Banal
Bulgaria	☐	
Croatia	☐	
Czech Republic	☐	
Denmark	☑	Ulrich Rasmussen
Estonia	☑	Rando Mere
Finland	☐	
France	☑	Lionel Souchet
Georgia	☐	
Germany	☑	Thomas Kohmann
Great Britain	☑	Peter Winton
Greece	☐	
Hungary	☐	
Ireland	☐	
Italy	☐	
Luxembourg	☑	Jeff Mersch
Monaco	☐	
Netherlands	☑	Peter Jongeling
Norway	☑	Anna Son
Poland	☐	
Portugal	☑	Javier Llobregat
Romania	☐	
Slovakia	☐	
Slovenia	☐	
Spain	☑	Joan Rosell
Sweden	☑	Markus Andreasson
Switzerland	☑	Andi Frattaroli
Turkey	☐	

Total subscribed	**14**
Total present	**14**
Present without subscription	**0**

Maximum votes for Elec. Sections =. 14
Number of Federations represented to vote = 14
Other persons present:

3. MINUTES OF 2025 SECTION MEETING

AGM November 2025
Matters arising from the minutes:
The minutes were checked and accepted as written at the AGM 2025
The following person was elected to check the minutes of this year:

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2026 season

5. REPORT FROM HOMOLOGATION OFFICER

The work for dealing with Batteries and Brushless Motors has been continuous all year. PW reported that all the usual emails concerning Homologation or technical queries had been answered promptly without any significant issues. This resulted in a total of 1200+ emails (in/out) during the year to complete the homologation process and clarify any technical queries for Batteries and Motors for EFRA, and also IFMAR.
This was 50% more emails than last year.

Batteries submitted for EFRA Homologation totalled :- 138 (21 x 1S. 117 x 2S, No 4S).
From this total, 7 were 'Failed' for either size limits or label details. So a total of 131 batteries were added to the Lists.
For the first time, a second homologation date was introduced for a date in April. This was not successful, with only one company using this date. And most of the items were 'hang-over's' from late arrivals for the usual Dec. date.
The major manufacturers tend to prefer one date for homologation, with everything compiled and published at the start of the year.

Brushless Motors added to the Lists for the five Motor Classes, totalled 30.
This does not reflect the number that were actually stripped for checking, as some of the original submissions were not accepted and needed a second corrected version submitted before acceptance was granted.

PW confirmed that he also does the Motor Homologation for IFMAR. IFMAR approval requires double the work, as two motors of each type have to be stripped and checked.
There were a total of 20 different Motors submitted for IFMAR Homologation. Not all were accepted.

So overall, the year was as busy as most years with 50+ Motors requiring a full appraisal.

6. RULE PROPOSALS

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each

Current Rule – 3.2

Submission dates:-
Starting 2026 - EFRA will have two submission dates:
1st being received by 1st. of December, 2nd being received by 1st. of April.
4S Batteries - A minimum of one individual battery has to be received.
2S Batteries - A minimum of one individual battery has to be received.
1S Batteries - A minimum of one individual battery has to be received.
Cells received after the above submission dates will not be included on the EFRA approved list for the following period. Batteries that are on the homologation list must be available to purchase in EFRA countries a minimum of 4 weeks before the start of a European Championship.

Proposal to amend or change this rule

Submission dates:- ~~Starting 2026 - EFRA will have two submission dates: 1st being received by 1st. of December, 2nd being received by 1st. of April.~~ 4S Batteries - A minimum of one individual battery sample has to be ~~received.~~ received by 1st. Dec. 2S Batteries - A minimum of one individual battery sample has to be ~~received.~~ received by 1st. Dec. 1S Batteries - A minimum of one individual battery sample has to be ~~received.~~ received by 1st. Dec. Cells received after the above submission dates (1st. Dec.) will not be included on the EFRA approved list for the following ~~period. Batteries that are on the homologation list must be available to purchase in EFRA countries a minimum of 4 weeks before the start of a European Championship.~~ year.

Remarks, purpose of the proposal

The prime reason for publishing battery homologation lists, is to inform competitors which versions comply with rules & required standards. Most Federations use the EFRA Lists for National events, so the 'user base' is several thousand drivers, most of which

are non-sponsored. From proposals (accepted) in past years, it was found that competitors preferred Lists not to be updated during the racing season, so batteries purchased at the start of the season were not superseded, requiring more purchases to remain competitive. This has been EFRA procedures for many years. The change adopted for 2026 was not beneficial. No battery OEM's submitted any batteries for the added 2nd. approval date. Only one 'late' submission from the Dec. date (plus extras) was was included for the 2nd. date. The amendment reverts back to the procedure accepted for many years.

Proposed by	EFRA, Worsley Paul EFRA
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: NOMAC ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 12 in favour, 0 against, 3 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

Current Rule – 3.4

New batteries have to be submitted to the EFRA Battery Homologation Officer for approval. Subject to the Homologation Officer being satisfied that the new battery conforms with technical specifications and commercial availability, the battery will be legal for use at EFRA sanctioned events from:
4S Batteries - the following April 1st.
2S Batteries - the following April 1st.
1S Batteries - the following March 1st.

Proposal to amend or change this rule

New batteries have to be submitted to the EFRA Battery Homologation Officer for approval. Subject to the Homologation Officer being satisfied that the new battery conforms with technical specifications and commercial availability, the battery will be legal for use at EFRA sanctioned events from: 4S Batteries - the following April 1st. 2S Batteries - the following April 1st. 1S Batteries - the following March 1st. The Battery Homologation Lists will not be updated, or have any new batteries added within the 4 weeks preceding any EC event. The cut-off point will be at midnight 28 days before the first day that cars use the track detailed by any official schedule.

Remarks, purpose of the proposal

Clarification relating to any updates follows existing rules for Brushless Motor Homologation Lists.

Proposed by	EFRA, Worsley Paul EFRA
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: SRCCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

☐ Passed unanimously

☑ Passed: 12 in favour, 1 against, 2 abstentions

☐ Rejected: _____ in favour, _____ against, _____ abstentions

☐ Withdrawn

Proposal result: Passed

Current Rule – 4.7

Can Assembly (not including rotor shaft):- Overall maximum/minimum diameter is 36.02mm./34.00mm. measured at whatever point yields the maximum /minimum dimension, excluding solder tabs or lead wires.
Overall maximum/minimum length is 53.0mm./50.00mm. measured from the mounting face of the motor to the furthest most point of the end bell/plate, not including solder tabs, lead wires or original manufacturer s logo or name. Motor mounting holes must be on nominal 25.0 to 25.4mm centres.

Proposal to amend or change this rule

Can Assembly (not including rotor shaft):- Overall maximum/minimum diameter is 36.02mm./34.00mm. measured at whatever point yields the maximum /minimum dimension, excluding solder tabs or lead wires.
Overall maximum/minimum length is ~~53.0mm./50.00mm.~~ 53.00mm./50.00mm. measured from the mounting face of the motor to the furthest most point of the end bell/plate, not including solder tabs, lead wires or original ~~manufacturer - s~~ manufacturers logo or name. If the Rotor bearing housing protrudes outside the Motor mounting face surface, the outside diameter of the bearing housing cannot exceed 11.6 mm diameter. Motor mounting holes must be on nominal 25.0 to 25.4mm centres.

Remarks, purpose of the proposal

The bearing housing diameter must be controlled, to ensure Motors will fit all designs of cars.

Proposed by	EFRA, Worsley Paul EFRA
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: SRCCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 8 in favour, 2 against, 5 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

Current Rule –

c) Starting 01.03.21, any new motor submitted for homologation must have a minimum of one full length slot in the motor casing, parallel to the centre- line of the stator, to allow all laminates to be viewed. This slot(s) must have length and width dimensions sufficient to allow stator length measurement using conventional measuring tools.
Older approved motors without all the above features retain their homologation status.

Proposal to amend or change this rule

c) Starting 01.03.21, any new motor submitted for homologation must have a minimum of one full length slot in the motor casing, parallel to the centre- line of the stator, to allow all laminates to be viewed. ~~This~~ From 01.01.27: For motors using a 'one-piece' casing containing the stator, the slot(s) has to be minimum 4.0mm wide with a length that extends further than the stator end faces by minimum 3.0mm at each end. For motors with an 'open' stator and using separate 'End-Caps', the cut-out slots in the two End-Caps have to be aligned and parallel to the motor centre-line, with a width of minimum 4.0mm and a length that extends further than the stator end faces by minimum 3.0mm. The cut-out slots in End-caps must ~~have length and width dimensions sufficient~~ be completely open to allow all laminates to be viewed. Minimum slot dimensions detailed to ensure easy stator length measurement using conventional measuring tools. Older approved motors without all the above features retain their homologation status.

Remarks, purpose of the proposal

Clarifies the required minimum dimensions of measurement slots for measuring stator lengths, as established to be necessary in recent years.

Proposed by	EFRA, Worsley Paul EFRA
Proposal Status:	proposed to be changed - released for AGM

Final vote – Original proposal

Seconded by: SRCCA ☐ Not seconded

☐ Amendment to be voted on first

Voting result

- ☐ Passed unanimously
- ☑ Passed: 12 in favour, 0 against, 3 abstentions
- ☐ Rejected: _____ in favour, _____ against, _____ abstentions
- ☐ Withdrawn

Proposal result: Passed

7. ANY OTHER BUSINESS

Any business from the floor

No suggestions have been released for AGM in this agenda.

The Section Chairman thanked all participants for a constructive meeting, and being no further business.
meeting was closed at
14:06