



## EFRA ANNUAL GENERAL MEETING

HOTEL Holiday Inn, Brussels  
Belgium

31<sup>st</sup> of October and 1<sup>th</sup> of November 2009

### AGENDA ELECTRIC SECTIONS – GENERAL. Sat. 31.10.09.

#### 1. CHAIRMAN'S WELCOME

Mr. Heiner Martin & Mr. Frank Mostrey

The Electric Track Chairman opened the meeting at --

#### 2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from:

Member Countries presents. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA		
BELGIUM		
BULGARIA		
CROATIA		
CYPRUS		
CZECH REP.		
DENMARK		
ESTONIA		
FINLAND		
FRANCE		
GEORGIA		
GERMANY		
GREAT BRITAIN		
GREECE		
HOLLAND		
HUNGARY		
IRELAND		
ITALY		
LITHUANIA		
LUXEMBOURG		
MONACO		
NORWAY		
POLAND		
PORTUGAL		
ROMANIA		
RUSSIA		
SLOVAK REP.		
SLOVENIA		
SPAIN		
SWEDEN		
SWITZERLAND		
TURKEY		
<b>TOTAL</b>		

Other persons present:

### 3. MINUTES OF 2008 SECTION MEETING

1<sup>st</sup>. and 2<sup>nd</sup>. of November 2008 – Lyon, France

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2008.

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

### 4. CORRESPONDENCE RECEIVED

### 5. RULE PROPOSALS (Does / May affect all Electric Sections)

*Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.*

#### **APPENDIX 3A. ELECTRIC GENERAL.**

**THE RULE SHOULD BE AMENDED TO READ**

Proposed rule to read

Appendix .3A -- 1.3.1

**Existing Rule :**

1.3.1 Width: 3 metres minimum **but exceptionally may be 2,5meters on parts within 10 meters from the rostrum.**

**Amend to :-**

1.3.1 **Width: 3 metres minimum.**

**Remark:** Track width was always 3 metres minimum in past years, but was specifically changed to allow 2.5 metres within 10 metres of the rostrum, to accommodate one particular venue in maybe Nov. 2005. With the close racing and speeds that are found today, the entire track needs a minimum width of 3 metres.

**Proposed by: Efra Section chairman**

**Seconded by:**  **Not Seconded**

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**THE RULE SHOULD BE AMENDED TO READ**

Proposed rule to read

Appendix 3A -- 2.3 #5

**Existing Rule**

5 All motors must have the original manufacturer's logo or name moulded into the end bell.

**Amend to :-**

5 All motors must have the original manufacturer's logo or name moulded **or etched** into the end bell or **end-plate**.

**Remark:** *Simple rule 'tidy-up'.*

*The wording of the rules originates from Brushed motors. Many Brushless motors have metal end plates, which means the name/logo needs engraving or etching. This wording is already included in the Spec. Brushless Motor rules*

**Proposed by: EFRA section chairman**

**Seconded by:**  **Not Seconded**

**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read**

**Appendix 3A -- 2.4 # 6**

**Existing Rule**

6 The Winding: Only three slot (phase) "Y" (star) wound stators are allowed. No delta wound stators allowed. Only circular (round) pure copper magnet wire permitted. The three slotted stator must be wound with: -  
17.5T Class:- 17.5 turns of 2 x 20 awg. (or 0.80 mm)  
13.5T Class: - 13.5 turns of 2 x 21 awg. (or 0.71 mm), & 2 x 23 awg. (or 0.56 mm)  
10.5T Class: - 10.5 turns of 2 x 20 awg. (or 0.80 mm), & 2 x 22 awg. (or 0.65 mm)

**Amend to :**

6 The Winding: Only three slot (phase) "Y" (star) wound stators are allowed. No delta wound stators allowed. Only circular (round) pure copper magnet wire permitted. The three slotted stator must be wound with: -  
17.5T Class:- 17.5 turns of 2 x 20 awg. (or 0.**813** mm) **maximum wire dia.**  
13.5T Class: - 13.5 turns of 2 x 21 awg. (or 0.**724** mm), & 2 x 23 awg. (or 0.**574** mm) **maximum wire dia.**  
10.5T Class: - 10.5 turns of 2 x 20 awg. (or 0.**813** mm), & 2 x 22 awg. (or 0.**643** mm) **maximum wire dia.**  
**Dimensions are before lacquer coating**

**Remark:** 1. Metric diameters converted to be equivalent to awg. sizes.  
2. Wires sizes stated as maximums, as some stators may need to use smaller diameter wire. This is not considered to give any performance advantage.  
3. Dimensions clarified as being the diameter of copper as the size is for the wire not the coating which can vary. These changes are in line with ROAR rules (except ROAR have a decimal place incorrect)..

**Proposed by: EFRA section chairman**

**Seconded by:**  **Not Seconded**

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**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read**

**Appendix 3A -- 3.1.2 #1**

**Existing Rule**

1. Lithium Based (Li-Poly/LiPo) battery packs must have a hard, protective case that completely envelopes the cell(s). The case should be made from ABS or a similar material. The two halves of the case must be factory sealed in a way that any attempt to open the case will destroy the case. The only opening in the case that is allowed, is for the exit of wires.

The maximum case size is as follows: -

Length: 139.0mm.

Width: 47.0mm. (The max. width includes any side exit wires).

Height: 23.5mm. ( Additional chassis location protrusions are allowed)

Saddle-Pack cells are allowed, but must comply with the above dimensions. Saddle-Pack cells must have a combined dimension of 139.0mm max when placed end to end.

**Amend to :-**

1. Lithium Based (Li-Poly/LiPo) battery packs must have a hard, protective case that completely envelopes the cell(s). The case should be made from ABS or a similar material. The two halves of the case must be factory sealed in a way that any attempt to open the case will destroy the case. The only opening in the case that is allowed, is for the exit of wires.

The maximum case size is as follows: -

Length: 139.0mm.

Width: 47.0mm. (The max. width includes any side exit wires).

Height: 23.5mm. ( Additional chassis location protrusions are allowed)

Saddle-Pack cells are allowed, but must comply with the above dimensions. Saddle-Pack cells must have a combined dimension of 139.0mm max when placed end to end.

**From April 1<sup>st</sup>. 2011, maximum case height increased to 25.10 mm.**

**Remark:** IFMAR are currently proposing rules for Lithium based batteries.

It is likely that the IFMAR rules will be the same as EFRA except for height. It would be good if all major organisations had the same rules. Hopefully the final decision from IFMAR will be known by the EFRA meeting.

The original 23.5 mm height was included to ensure that the overall sizes were the same as NiMH sizes, therefore giving no advantage on basic volume dimensions. It would appear that when a Class allows Lithium based batteries, at least 95% of competitors change to Lithium, so it should not give rise to any unfairness

**Proposed by: EFRA Section chairman**

**Secinded by:**  **Not Secinded**

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**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read**

**Appendix 3A -- 3.2.2**

**Existing Rule:-**

3.2.2 Any new Lithium Based (LiPo) battery must be commercially available for a reasonable time before it can be used at an EFRA event. Therefore any new cells have to be submitted to the EFRA Section Chairman for approval.

Approval process:

For 2009 approval, a minimum of one individual battery has to be received by 31st. Jan. 2009. For subsequent years the submission date for samples will be 1st Dec. Subject to the Chairman being satisfied that the new cell conforms with technical specifications and commercial availability, the cell will be legal for use from the following April 1st. Cells received after the above submission dates will not be included on the EFRA approved list for the following year. Any changes to the technical specifications or visual appearance of the battery or casing after the original approval will require re-approval.

**Amend to:-**

3.2.2 Any new Lithium Based (LiPo) battery must be commercially available for a reasonable time before it can be used at an EFRA event. Therefore any new **battery** has to be submitted to the EFRA Section Chairman for approval.

Approval process: ~~For 2009 approval, a minimum of one individual battery has to be received by 31st. Jan. 2009. For subsequent years the submission date for samples will be 1st Dec.~~

**A minimum of one individual battery has to be received by 1st. Dec. Each individual battery must have safety test certification in accordance with UN Tests, detailed in Part 3, Sub-Section 38.3 of the UN Manual of Tests and Criteria.** Subject to the Chairman being satisfied that the new cell conforms with technical specifications and commercial availability, the cell will be legal for use from the following April 1st. Cells received after the above submission dates will not be included on the EFRA approved list for the following year. Any changes to the technical specifications or visual appearance of the battery or casing after the original approval will require re-approval.

**Remark:** *The reference to 2009 approval dates has been removed. Clarification of safety documentation required has been included*

**Proposed by: EFRA section chairman**

**Secinded by:**  **Not Secinded**

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**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read**

**Appendix 3A -- 3 (3.1.1-3.9)**

3

BATTERIES

**Starting 1st. April 2010, EFRA approved cells can be NiCd, NiMH or Lithium based (LiPo/LiFe). Each Electric Section will define which types of cell are allowed at EFRA events and the number of cells and/or nominal rated voltage.**

- 3.1.1 NiCd or NiMH cells rated at 1.2 volts nominal can be approved, but must conform to the following :-  
The size of the individual cells to be :- Diameter 23.0 mm +0/-1mm, Overall length 43.0 mm +0/-1.5mm. Measurements include original manufacturers heat shrink. Overall length is the maximum length of the complete cell including the positive button, before attaching/soldering any link wires, connectors or battery bars. Dimensions taken at ambient temperature and at 90 degrees to the centre-line of the cell. The original manufacturers of cells are allowed a maximum of +/- 2 grms. tolerance on the nominal weight of the cell stated on the technical specification/data sheet submitted at the time of approval and is valid for virgin cells. Weights to conform to EFRA cell approval list for cells approved from Jan. 2007 onwards. Existing approvals having a weight tolerance outside +/- 2 grms. will be adjusted accordingly. It is known that fast charging may result in cell distortion. However from 1st April 2008, cells may never

exceed 43.0 mm.

**3.1.2 Lithium Based (LiPo/LiFe) Batteries can be approved, but must conform to the following :-**

**1. Lithium Based (Li-Poly/LiPo/LiFe) battery packs must have a hard, protective case that completely envelopes the cell(s). The case should be made from ABS or a similar material. The two halves of the case must be factory sealed in a way that any attempt to open the case will destroy the case. The only opening in the case that is allowed, is for the exit of wires.**

**The maximum case size is as follows: -**

**Length: 139.0mm.**

**Width: 47.0mm. (The max. width includes any side exit wires).**

**Height: 23.5mm. ( Additional chassis location protrusions are allowed)**

**Only for 1:12:**

**Length: 93.0mm.**

**Width: 47.0mm. (Side exit wires are allowed outside this dimensions).**

**Height: 18.0mm. (Additional chassis location protrusions are allowed)**

**Saddle-Pack cells are allowed, but must comply with the above dimensions. Saddle-Pack cells must have a combined dimension of 139.0mm max when placed end to end.**

**2. Individual cells used in the construction of the battery pack shall be rated at (LiPo 3.7/ Life 3,3) volts nominal. Individual cells may be wired in parallel, but the maximum connection 'In Series' is two, to give a Final pack voltage of 7.4v (LiPo) / 6.6v (LiFe) nominal.**

**3. The battery pack shall have leads extending from the case for the positive and negative electrical connections using wire of adequate size to handle discharge rates acceptable to racing applications. Alternatively, the case shall have internal connection points for these wires clearly marked positive and negative so the user can apply the lead wires.**

**4. The case must have the original suppliers label intact, stating the rated voltage and the pack capacity.. The Brand name/logo shall be easily readable.**

**5. All LiPo/LiFe packs must be charged with a LiPo/LiFe-capable charger using the industry standard CC/CV (Constant Current/Constant Voltage) charge profile.**

**6. LiPo/LiFe batteries may be charged to a maximum of 8.40V (LiPo) resp. 7.40V (LiFe). Overcharging is a serious safety hazard and will not be tolerated.**

**7. Any competitor found to be charging cells using a charger that is not specifically designed for LiPo/Life cells, or using a charge profile other than the industry standard CC/CV, will be disqualified from the event.**

**Any competitor found to have charged LiPo/LiFe cells to above 8.40V (LiPo) resp. 7.40V (LiFe) will be disqualified from the event.**

**The different guidelines for use and homologation of LiPo/LiFe-Batteries are published on the EFRA webpage ([www.efra.ws](http://www.efra.ws)). A copy of the guidelines for the end-user must be included in the driver's packages for EC's.**

**3.2.1 Any new NiCd or NiMH must be commercially available for a reasonable time before it can be used at an EFRA event. Therefore any new cells have to be submitted to the EFRA Section Chairman for approval.**

**Approval process:**

For 2009, a minimum of six individual cells have to be received by 1st. December 2008, together with a written technical specification/data sheet from the original cell manufacturer, which must include: - dimensions and weights with associated tolerances. Samples submitted are required to closely represent the weight range stated. Additional documentation is required to show that a minimum of 20,000 individual cells have been received by distributors or commercial outlets associated to the hobby industry within the EFRA countries, by 31st. Dec 2008. Subject to the Chairman being satisfied that the new cell conforms with technical specifications and commercial availability, the cell will be legal for use from the following April 1st. Cells received after the above submission dates will not be included on the EFRA approved list for the following year. Any changes to the technical specifications or visual appearance of the cell/ heat shrink after the original approval will require re-approval.

**3.2.2 Any new Lithium Based (LiPo/LiFe) battery must be commercially available for a reasonable time before it can be used at an EFRA event. Therefore any new cells have to be submitted to the EFRA Section Chairman for approval.**

**Approval process:**

**For 2010 approval, a minimum of one individual battery has to be received by 31st. Jan. 2010. For subsequent years the submission date for samples will be 1st Dec. Subject to the Chairman being satisfied that the new cell conforms with technical specifications and commercial availability, the cell will be legal for use from the following April 1st. Cells received after the above submission dates will not be included on the EFRA approved list for the following year. Any changes to the technical specifications or visual appearance of the battery or casing after the original approval will require re-approval.**

**3.3 1/12th Cars will be driven by a LiPo 1S 3.7 Volt nominal. Receiver batteries are allowed.**

**3.4 1/10 Touring scale cars will be driven by LiFe (battery) with a Maximum nominal voltage of 6.6 Volts. Receiver batteries are not allowed..**

**3.5 1/10 Off-Road cars will be driven by a maximum of six NiCd or NiMH cells, or a Lithium Based (LiPo) battery. Maximum nominal voltage is 7.4 volts.**

**3.6 Batteries may not be charged nor changed during a race**

**3.7 Additional batteries to power the radio equipment in the car are allowed, except as in 3.4 above.**

**3.8 Only batteries appearing on the official EFRA website will be legal for use in EFRA sanctioned meetings.**

**3.9 All previously approved batteries may be used for their lifetime or until their specifications no longer**

comply with the original one that was approved. It is the driver's responsibility to prove the legality of his cells in case of doubt

**REMARK:** *The rule 3.3 and 3.4 becomes effective starting from 31<sup>st</sup> March 2010  
Reasons/Advantages for using LiFe in the touring car section:  
Will be discussed/presented at the AGM in the sectionmeeting*

**Proposed by: DMC Germany**

**Seconded by:**  **Not Seconded**

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**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read**

**Appendix 3A -- 3.3**

**3.3 1/12th Cars will be driven by a maximum of four NiCd or NiMH cells,** or a Lithium Based (LiPo) battery.  
Maximum nominal voltage is 4.8 volts

**REMARK:** *To start discussion if LiPo batteries should be allowed in 1/12<sup>th</sup> cars after 2010.*

**Proposed by: AKK Motorsport FINLAND**

**Seconded by:**  **Not Seconded**

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**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read**

**Appendix 3A -- 3.4**

**Proposal:**

**1/10 Touring scale cars will be driven by a maximum of five NiCd or NiMH cells,** or a Lithium Based (LiPo) battery. Maximum nominal voltage is 7.4 volts. **Receiver batteries are not allowed**

**Remark:** *It is already allowed for electric off road classes. Weight limit should stay the same for 2010 so there wouldn't be any major changes for chassis structure. Motor limit is not needed as the experience is that common sense will limit the motors.*

**Proposed by: AKK Motorsport FINLAND**

**Seconded by:**  **Not Seconded**

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**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read**

**Appendix 3A -- 3.4**

**Proposal:**

**EFRA approved Lithium Polymer batteries may be used as an option for 1/10 touring cars like 1/10 off-road.**

Proposed by: AECAR Spain

Seconded by:  Not Seconded

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**THE RULE SHOULD BE AMENDED TO READ**

Proposed rule to read

Appendix 3A -- 5.9

Existing Rule:-

5.9 It is not allowed to leave the rostrum before the race is declared over by race control.

Amend to :-

5.9 ***It is not allowed to enter/access the rostrum until the previous race is declared over by race control.***  
It is not allowed to leave the rostrum before the race is declared over by race control. ***Penalties can be applied to competitors that do not adhere to this procedure.***

**Remark:** Simple expansion to the existing rule. At a recent EC there were complaints of competitors entering the Rostrum while drivers in the previous race were still racing.

Proposed by: EFRA section chairman

Seconded by:  Not Seconded

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**THE RULE SHOULD BE AMENDED TO READ**

Proposed rule to read

Appendix 3A -- 6.1.1

Existing Rule : Particular to 1/12 sports cars

6.1.1 BODIES

***The body must be a 1/12th replica of an actual racing car in all areas: GTP/GROUP C/World Sports Cars (WSC)/ GT racing classes 1 A, 2 (GT1 & GT2)) and Le Mans Prototype (LMP) bodies only will be allowed.***

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;***~~

- ~~1. Lower body cut line is to be used as the reference plane for all height dimensions.~~
- ~~2. Minimum cockpit height – Closed cockpit – 55mm (Excluding any air scoops / air boxes)~~
- ~~3. Minimum cockpit width – Closed cockpit – 70mm (Measured at the point it intersects with the side pod)~~
- ~~4. Minimum cockpit width – 55mm (measured at the lower window line)~~
- ~~5. Minimum Roll bar height – Open cockpit – 55mm~~
- ~~6. Maximum distance from Drivers helmet to top of roll bar – Open cockpit – 11mm~~
- ~~7. Minimum cockpit width – Open cockpit – 65mm (Measured at the point it intersects with the side pod)~~
- ~~8. Minimum front wheel arch height – 46mm (Including vents) (measured at a point 15mm from edge of body)~~
- ~~9. Minimum rear wheel arch height – 50mm (measured at a point 10mm from edge of body)~~
- ~~10. Maximum overall width – 176mm~~
- ~~11. Minimum overall width – 168mm~~
- ~~12. Max wing / spoiler height – 65mm~~
- ~~13. Max front overhang (From centre of front wheel) – 70mm~~
- ~~14. Max rear overhang (from centre of rear wheel) – 70mm~~
- ~~15. Max length overall – 340mm~~
- ~~16. Minimum side pod height – 30mm~~
- ~~17. The side dam must blend fully (disappear) into the main body shape within 110mm of~~

~~the rear edge of the body/side dam.~~

~~18. Max side dam height—72mm~~

~~19. The body side forward of the side dam must have a radiused edge, no lips or upward extensions are acceptable~~

~~20. Bodies must be a reasonable representation of a full size LMES / ALMS / LMP / WSC prototype.~~

~~21. Open cockpit cars to have twin roll bars as current LMES / ALMS~~

~~22. Open cockpit cars must have a representative drivers helmet and cockpit opening~~

~~23. The name of the prototype must be used for the homologation process.~~

~~24. The name of the prototype does not have to be used for general sales and marketing.~~

~~25. Only fins or strakes that are present on the full size prototype will be allowed.~~

~~26. The body must not be cut above the lower cut line~~

~~27. Cut-outs in the shell will be allowed only if clearly defined on the full size prototype~~

~~28. 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 2nd Rev. Etc~~

~~The manufacturer's part number must be clearly marked on the shell alongside the windscreen area.~~

~~Bodies complying to the existing homologation list will be allowed until October 1st 2008, after this date only bodies meeting the above criteria will be allowed~~

**Remark:** Rules approved at last year's AGM have not resulted into suitable racing bodies by manufacturers.

None of the previous bodies at EFRA list will fit into these measurements and only few bodies that will fit into these measurements are available.

Proposed by: AKK Motorsport FINLAND

Seconded by:  Not Seconded

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#### THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 3A -- 8.1.3

**Existing Rule :**

8.1.3. 1/10 E off-road EUROPEAN CHAMPIONSHIP:

MONDAY: Free practice 2WD, Registration and Technical Inspection

TUESDAY: 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: 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.*

**Amend to :**

Last sentence only :-

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.**

**Remark:** Simple tidy-up. It has been known for changes in the time(s) of races which are not easily recognised

Proposed by: EFRA section chairman

Seconded by:  Not Seconded

**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read**

**Appendix .3A -- 9.4.7**

**Existing Rule :**

9.4.7 During the first round of qualifying, heat-starting order can be determined by lottery, or by the driver's performance in controlled practice based on his 2 best consecutive laps during the last round of controlled practice. During further rounds, heat-starting order will be by the overall fastest time of drivers in their heat. This will apply whether the Fastest Time Qualifying System or Round by Round System is used.

**Amend to :**

9.4.7 During the first round of qualifying, heat-starting order can be determined by lottery, or by the driver's performance in controlled practice based on his 2 best consecutive laps during the last round of controlled practice. During further rounds, heat-starting order will be by the **overall single** fastest time of drivers in their heat. This will apply whether the Fastest Time Qualifying System or Round by Round System is used.

**Remark:** *Simple tidy-up. Word change to make it clear to program writers what is required.*

**Proposed by:** *EFRA section chairman*

**Secoded by:**  **Not Secoded**

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**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read**

**Appendix 3A -- 10.1**

**Existing Rule:**

10.1 There will be 10 drivers in all finals where possible at. All drivers will take part in a final.

**Amend to :**

10.1 There will be 10 drivers in all finals where possible ~~at. All drivers will take part in a final.~~ **Finals will be organized for all competitors.**

**Remark:** *The existing rule suggests that it is mandatory for a competitor to take part in a Final. Surely, the rule is to ensure that the organiser accommodates all competitors in a Final.*

**Proposed by:** *EFRA section chairman*

**Secoded by:**  **Not Secoded**

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**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read**

**Appendix 3A -- 11.1**

**Existing Rule:**

11.1 All cars may be called for technical inspection at any time but must always be presented for scrutinizing immediately after completing their heat, qualification or final.

**Amend to :**

11.1 All cars may be called for technical inspection at any time but must always be presented for scrutinizing immediately after completing their heat, qualification or final.

**At 1/10 Off-Road events, technical inspection can take place before any controlled practice, qualifying heat or final. (11.4 remains in force)..**

**Remark:** With the Off-Road section now using Lithium batteries, there is need to perform voltage checks prior to each race. Therefore it is more sensible to do all checks prior to the race.  
*This will also allow competitors to ensure their car complies with technical requirements before racing, rather than find it fails after the race.*

*Proposed by: EFRA section chairman*

*Secoded by:*  *Not Secoded*

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**THE RULE SHOULD BE AMENDED TO READ**

**Proposed rule to read**

**Appendix 3A -- 11.6.1**

**Existing Rule:**

**11.6.1** A second chassis, prepared for wet weather racing may submitted for technical inspection. This chassis may only be used when the race director has called either the heat or final as being a "wet race". ~~**The 'wet' chassis must be of the same design, specifications and materials of the main race chassis.**~~

**Remark:** *It should be possible to use older versions of chassis. At the moment differences between models from same manufacturer can very small but you still can't use the chassis for wet weather racing.*

*Proposed by: AKK Motorsport FINLAND*

*Secoded by:*  *Not Secoded*

**MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.**



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL Holiday Inn, Brussels**  
**31<sup>st</sup> of October and 1<sup>th</sup> of November 2009**

**AGENDA ELECTRIC - OFF-ROAD.**

**Sat. 31.10.09**

**1. CHAIRMAN'S WELCOME**

**Mr. Frank Mostrey**

The Electric Off-road Chairman opened the meeting at

**2. APOLOGIES FOR ABSENCE**

Apologies have been received from:

COUNTRY	PRESENT	SECTION SUBSCR	REQUESTED:		Max33% %
			EC Buggy 2wd	EC Buggy 4wd	
AUSTRIA					
BELGIUM					
BULGARIA					
CROATIA					
CYPRUS					
CZECH REP.					
DENMARK					
ESTONIA					
FINLAND					
FRANCE					
GEORGIA					
GERMANY					
GREAT BRITAIN					
GREECE					
HOLLAND					
HUNGARY					
IRELAND					
ITALY					
LITHUANIA					
LUXEMBOURG					
MONACO					
NORWAY					
POLAND					
PORTUGAL					
ROMANIA					
RUSSIA					
SLOVAK REP.					
SLOVENIA					
SPAIN					
SWEDEN					
SWITZERLAND					
TURKEY					
<b>TOTALS</b>					
			2wd	4wd	

Other persons present:

### 3. MINUTES OF 2008 SECTION MEETING

1<sup>st</sup>. and 2<sup>nd</sup>. of November 2008 – Lyon, France : Matters arising from the minutes:

The minutes were accepted as written at the AGM 2008.

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

### 4. CORRESPONDENCE RECEIVED

### 5. CHAIRMAN'S REPORT

### 6. PRESENTATIONS FOR APPLICATIONS EC 2011 AND GP'S 2010

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

#### Proposals 2010-2011

Year/Date	Alt. Date	Status	Country	Venue
2010 May		GP	Austria	<b>RMC – Wien</b> Aspernstr. 5 1220 Vienna
2010 August	2010 July	EC	Austria	<b>RMC – Wien</b> Aspernstr. 5 1220 Vienna
First half of July 2011		EC	France	ZI des Trois Moulins 06600 ANTIBES
July 2011	August 2011	WC IFMAR	Finland	Pitkämäki Motorsport of Vaasa Rantamaantie 65350 Vaasa

#### Final Race calendar 2010

Year/Date	Alt. Date	Status	Country	Venue
<b>2011</b>	<b>JUL</b>	<b>WC</b>	<b>FINLAND</b>	<b>VAASA</b>

#### Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue

#### Nominated Tyres for the 1/10<sup>th</sup>. Off-Road EC 2010

EC 2011

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

## **7. RULE PROPOSALS**

## **8. ELECTION OF SECTION VICE-CHAIRMAN.**

**Candidate Paul Worsley Great Britain is willing to restand**

## **9. ANY OTHER BUSINESS**

## **10. ITEMS FOR GENERAL DISCUSSION.**

The Section Chairman thanks all participants for a constructive meeting, and being no further business the meeting was closed at

**MEETING TO CONTINUE WITH ELECTRIC TRACK SECTION MEETING.**



**EFRA ANNUAL GENERAL MEETING**  
**HOTEL Holiday Inn, Brussels**  
**Belgium**  
**31<sup>st</sup> of October and 1<sup>th</sup> of November 2009**

**AGENDA ELECTRIC - TRACK. Sat. 31.10.09**

**SATURDAY 31<sup>st</sup> of October 2009.**

**1. CHAIRMAN'S WELCOME Mr Heiner Martin**

The Electric Track Chairman opened the meeting at

**2. APOLOGIES FOR ABSENCE**

Apologies have been received from:

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/12	EC 1/12 Spec	EC Touring	EC TC Indoor	WC
AUSTRIA							
BELGIUM							
BULGARIA							
CROATIA							
CYPRUS							
CZECH REP.							
DENMARK							
ESTONIA							
FINLAND							
FRANCE							
GEORGIA							
GERMANY							
GREAT BRITAIN							
GREECE							
HOLLAND							
HUNGARY							
IRELAND							
ITALY							
LITHUANIA							
LUXEMBOURG							
MONACO							
NORWAY							
POLAND							
PORTUGAL							
ROMANIA							
RUSSIA							
SLOVAK REP.							
SLOVENIA							
SPAIN							
SWEDEN							
SWITZERLAND							
TURKEY							
<b>TOTAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Other persons present:

### 3. MINUTES OF 2008 SECTION MEETING

1<sup>st</sup>. and 2<sup>nd</sup>. of November 2008 – Lyon, France

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2008.

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

### 4. CORRESPONDENCE RECEIVED

### 5. CHAIRMAN'S REPORT

### 6. PRESENTATIONS FOR APPLICATIONS - EC AND GP'S 2010/2011

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, not other proposal will be accepted after distribution of the agenda.

Decision of the venue of the World Championship 2010

Tyres for the 1/10<sup>th</sup> Touring Car EC 2010:

Year/Date	Alt. Date	Status		Country	Venue
FEB 2010	MAR 2010	GP	GP – 1/12 SPEC 1/10 SPEC 1/10 GT 200 mm	Poland	Tennis Hall, Pabianice, Grota ROweckiego 3
25.-28.2.2010		EC	1/10 Electric track indoor	FINLAND	Mäntsälän MiniRacing ry Heikkilänpolku 4 04600 MÄNTSÄLÄ
June (any date is ok)	August (any date is ok)	GP	Electric Track 1/10	Holland	Winschoterweg 1K 9723 CG GRONINGEN Tel. 050-5423434
13 June		Warm up EC	Electric Track 1/10	France	Anice
4 <sup>th</sup> March to 7 <sup>th</sup> March 2009		GP EC	1:12	Great Britain	Hinckley Leisure Centre, Hinckley, Leicestershire
5-8 August		EC	Electric Track 1/10	France	Anice
2010	2011	EC	1:10 Electric Track	Germany	DJK 1909 Andernach e.V.
<b>2011</b>					
FEB 2011	MAR 2011	EC	GP – 1/12 SPEC 1/10 SPEC 1/10 GT 200 mm (if the class will be run under EFRA	Poland	Tennis Hall, Pabianice, Grota ROweckiego 3
03- 2011		EC	1/12 elect	France	Gymnase municipal 42600 Montbrison
2011 May		GP or Warm- Up	1:10 E TC	Austria	<b>RMC – Wien</b> Aspernstr. 5 1220 Vienna

2011 August	2011 July	EC	1:10 E TC	Austria	<b>RMC – Wien</b> Aspernstr. 5 1220 Vienna
2011 August		EC	1:10 E TC	Spain	ARCA, ALCOBENDAS (Madrid) SPAIN
2012 May		Warm- Up	1:10 E TC	Austria	<b>RMC – Wien</b> Aspernstr. 5 1220 Vienna
2012 August	2012 July	WC IFMAR	1:10 E TC 1/12	Austria	<b>RMC – Wien</b> Aspernstr. 5 1220 Vienna
Any date in 2012	Any date in 2012	WC IFMAR	Electric track 1:10	Holland	Cruquiusweg 43 Heemstede

#### Final Race calendar 2010

Year/Date	Alt. Date	Status	Country	Venue
2010		EC 1/12	Great Britain	Birmingham
2010		EC 1/10 TC Indoor	Finland	Mäntsälä (near Helsinki)
2010		EC 1/10 Touring	France	Aniche

#### Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue

## 7. ALLOCATIONS

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

## 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.*

### APPENDIX 3B. - ELECTRIC -- PARTICULAR TO 1/12<sup>th</sup> SPORTS CARS

**THE RULE SHOULD BE AMENDED TO READ**

Proposed rule to read

Appendix 3B -- 6.2

**Existing Rule:**

- 6.2 MEASUREMENTS AND WEIGHTS  
Maximum overall width of the car: 172 mm (Excluding shell)  
Minimum weight: **750 gram LiPo 1S.**

Remark:

Proposed by: DMC Germany

Seconded by:  Not Seconded

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## **APPENDIX 3B. - ELECTRIC -- PARTICULAR TO 1/10<sup>th</sup> SALOON CARS**

**THE RULE SHOULD BE AMENDED TO READ**

Proposed rule to read

Appendix 3B -- 7.2

Existing Rule:

7.2	MEASUREMENTS AND WEIGHTS	
	Maximum overall width (with body)	200 mm
	Maximum overall width (without body)	190 mm
	Minimum height (to top of the roof)	115 mm (ready to run)
	Maximum wheelbase	270 mm
	<b>Minimum weight</b>	<b>1350 gram</b>

Remark:

Proposed by: DMC Germany

Seconded by:  Not Seconded

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**THE RULE IS NEW**

Proposed rule to read

Appendix 3B -- 7.3.11

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

Remark:

Proposed by: DMC Germany

Seconded by:  Not Seconded

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The proposal:

Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.

Rejected with ..... for, ..... against and ..... abstentions.  Amended

The proposal was amended by ..... and seconded by .....

**THE PROPOSED AMENDMENT, CHANGE THE WORDING TO:**

The proposed amendment

Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.

Rejected with ..... for, ..... against and ..... abstentions.  Amended

**The original proposal, together with the amendment:**

Passed Unanimously  Passed with ..... for, ..... against and ..... abstentions.

Rejected with ..... for, ..... against and ..... abstentions.  Amended

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## **9. ELECTION OF VICE SECTION CHAIRMAN.**

ELECTRIC TRACK VICE CHAIRMAN Russ Giles is willing to restand

## **10. ANY OTHER BUSINESS**

## **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