



EFRA ANNUAL SECTION MEETING

5th November 2022

Hotel Van Der Valk, Brussels, Belgium

Agenda ELECTRIC SECTIONS – GENERAL.

SATURDAY 5th of November 2022.

1. CHAIRMAN'S WELCOME

Mrs. Chris Hardisty & Paul Worsley

The Electric Chairmen opened the meeting at

2. APOLOGIES FOR ABSENCE – ELECTRIC GENERAL

Apologies have been received from:

Member Countries present. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA		
BELARUS		
BELGIUM		
BULGARIA		
CROATIA		
CZECH REP.		
DENMARK		
ESTONIA		
FINLAND		
FRANCE		
GERMANY		
GREAT BRITAIN		
GREECE		
HUNGARY		
IRELAND		
ITALY		
LUXEMBOURG		
MONACO		
NETHERLANDS		
NORWAY		
POLAND		
PORTUGAL		
ROMANIA		
RUSSIA		
SLOVAK REP.		
SLOVENIA		
SPAIN		
SWEDEN		
SWITZERLAND		
TURKEY		
TOTAL		

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

Other persons present:

3. MINUTES OF 2021 SECTION MEETING

November 2021 – Virtual AGM

Matters arising from the minutes:

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

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.

The Rule is new

7. EUROPEAN CHAMPIONSHIPS

Proposal

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

Proposed by: EFRA, Bultynck Krist

Proposal Status:

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

7.1.1.

European Championships are held in the following classes :

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

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

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

1/10 Touring Cars Modified & 1/10 Touring Cars using 13 . 5T Spec . Brushless

1/10 Formula One using 21 . 5T Spec . Brushless .

1 /1 0 Touring Car FWD using 21 . 5T Spec . Brushless and Blinky

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

Proposal

European Championships are held in the following classes:

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

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

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

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

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

1/10 Touring Car FWD using 21.5T Spec. Brushless and Blinky

1/10 Crawler

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

Remarks

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

Proposed by: AECAR, Pineda Beato Jose Alfonso

Proposal Status:

Seconded by: o Not Seconded

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

Current Rule

7.2.7.

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

Proposal

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

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

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

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

Remarks

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

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

Proposed by: SBF, Wahlstrom Niklas

Proposal Status:

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

9.4.2.

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

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

Proposal

1/10 Off-Road:- The Qualifying Heats ~~and Finals~~ will be 5 minutes and the last lap plus the time to complete this last lap up to a max of 40 seconds. ~~The starting procedure will be by flying start. The finals will be 7 minutes and the last lap plus the time to complete this lap up to a max of 40 seconds.~~ The Round by Round point system will

be used. This system awards points to all drivers based on their finish position against all others for each round individually.

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

Remarks

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

Proposed by: AECAR, Pineda Beato Jose Alfonso

Proposal Status:

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

10.1.1.

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

Proposal

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

Remarks

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

Proposed by: EFRA, Worsley Paul

Proposal Status:

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

10.3.

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

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

Proposal

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

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

Remarks

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

Proposed by: AECAR, Pineda Beato Jose Alfonso

Proposal Status:

Seconded by: Not Seconded

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

Current Rule

11.5.

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

Proposal

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

Remarks

Make it more clear.

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: Not Seconded

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

6. ITEMS FOR GENERAL DISCUSSION.

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

MEETING TO CONTINUE WITH ELECTRIC OFF-ROAD SECTION MEETING.



EFRA ANNUAL SECTION MEETING

5th of November 2022

Hotel Van Der Valk, Brussels, Belgium

Agenda ELECTRIC - OFF-ROAD.

1. CHAIRMAN'S WELCOME

Mr Paul Worsley

The Electric Off-Road Chairman opened the meeting at

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

COUNTRY	PRESENT	ZOOM MEETING	SECTION SUBSCR	REQUESTED				Max33 %
				EC	EC	WC	WC	
				Buggy 2wd	Buggy 4wd	Buggy 2wd	Buggy 4wd	%
AUSTRIA								
BELARUS								
BELGIUM								
BULGARIA								
CROATIA								
CZECH REP.								
DENMARK								
ESTONIA								
FINLAND								
FRANCE								
GERMANY								
GREAT BRITAIN								
GREECE								
HUNGARY								
IRELAND								
ITALY								
LUXEMBOURG								
MONACO								
NETHERLANDS								
NORWAY								
POLAND								
PORTUGAL								
ROMANIA								
RUSSIA								
SLOVAK REP.								
SLOVENIA								
SPAIN								
SWEDEN								
SWITZERLAND								
TURKEY								
			TOTALS					

Allocations can be changed till January 21st. 2023.

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

Other persons present:

3. MINUTES OF 2021 SECTION MEETING

November 2021 –Virtual AGM:

Matters arising from the minutes:

The minutes were accepted as written at the AGM 2021.

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

4. CORRESPONDENCE RECEIVED

5. CHAIRMAN'S REPORT

6. EC AND GP'S 2023

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

Year/Date	Alt. Date	Status	Country	Venue
2023		IR (maybe PR)	Belgium	Kamphenhout
2024				

Final Race calendar 2023 1/10th Off Road

Year/Date	Alt. Date	Status	Country	Venue
2023		EC	Netherlands	Utrecht
16-24 Sept 2023		WC	USA	Phoenix Arizona

Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2024		EC		

Recommendation for 2024: Malmo Sweden

Nominated Tyres for the 1/10th Off-Road EC 2023:

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

All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 21st. January 2023 LATEST.

7. RULE PROPOSALS.

Current Rule

3.2.

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

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

Proposal

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

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

Remarks

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

Proposed by: EFRA, Worsley Paul

Proposal Status:

Seconded by: 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

3.4.

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

Proposal

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

Remarks

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

Proposed by: EFRA, Worsley Paul

Proposal Status:

Seconded by: o Not Seconded

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

8. ELECTION OF SECTION CHAIRMAN.

No Election planned

9. ANY OTHER BUSINESS.

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 –

MEETING TO CONTINUE WITH ELECTRIC TRACK SECTION MEETING.



EFRA ANNUAL SECTION MEETING

5th of November 2022

Hotel Van Der Valk, Brussels, Belgium

Agenda ELECTRIC - TRACK.

1. CHAIRMAN'S WELCOME

Mr Chris Hardisty

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	ZOOM MEETING	SEC SUBSC	WC 1/12	EC 1/12 Mod	EC 1/12 Spec	EC 1/10 Mod	EC 1/10 Spec	EC F1
AUSTRIA									
BELARUS									
BELGIUM									
BULGARIA									
CROATIA									
CZECH REP.									
DENMARK									
ESTONIA									
FINLAND									
FRANCE									
GERMANY									
GREAT BRITAIN									
GREECE									
HUNGARY									
IRELAND									
ITALY									
LUXEMBOURG									
MONACO									
NETHERLANDS									

NORWAY									
POLAND									
PORTUGAL									
ROMANIA									
RUSSIA									
SLOVAK REP.									
SLOVENIA									
SPAIN									
SWEDEN									
SWITZERLAND									
TURKEY									
TOTAL									

Allocations can be changed till January 21st. 2023.

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

Other persons present:

3. MINUTES OF 2021 SECTION MEETING

November 2021 – Virtual AGM

Matters arising from the minutes:

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

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

4. CORRESPONDENCE RECEIVED

Any correspondences from the 2022 season.....

5. CHAIRMAN'S REPORT

A full report of the Season is presented by Section Chairmen

6. EC AND GP'S 2023/ 2024

The section has received the following applications to host coming EFRA events. These proposals have reached us in time, no other proposal will be accepted after distribution of the agenda.

Year/Date	Alt. Date	Status	Country	Venue
2024		EC 1/10	Belgium	Roeselare
2024		EC 1/12		

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

Year/Date	Alt. Date	Status	Country	Venue
14-16 April 2023		EC 1/12	Great Britain	Eastborne
2023		EC 1/10	Germany	Turkheim
23-26 November 2023		WC 1/12	USA	Florida Cocoa

Future Race Calendar Championships

Year/ Date	Alt. Date	Status	Country	Venue
2024		EC 1/12		
2024		EC 1/10		

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

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

7. ALLOCATIONS

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

All Federations MUST confirm their FINAL Allocation Numbers for each event to the relevant Section Chairman by 21st. January 2023 LATEST

8. RULE PROPOSALS

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

Current Rule

1.2

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

Proposal

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

Remarks

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

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: 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

2.2.

Body cannot be trimmed higher than lower body trim lines .

Suggestion

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

Proposed by: SRCCA, Frattaroli Andres

Current Rule

2.4.

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

Suggestion

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

Proposed by: SRCCA, Frattaroli Andres

Current Rule

6.

PARTICULAR TO 1/12th SPORTS CARS The ethos of this class is the preparation and piloting skills, while operating within tightly controlled rules, bring rewards rather than the technological advantage of any particular marque of car. The rules have been questioned relating to drive and suspension. We will assume that the following is true.

Rear suspension and drive. Single solid one-piece axle only. No independent suspension allowed. A differential may be used.

Anything other than this will be presented at the first meeting of the EC for the team Managers to consider if the deviation is within the spirit of the sport.

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

The rules outlined below may not necessarily cover every single aspect of car construction - drivers are required to follow the spirit and intention of these rules if any ambiguity is discovered.

LMP class: The LMP class is a representation of Prototype Sports cars as e.g. 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 Blinky ESC's list. Drivers who finished in an A-Main final in LMP "Modified" or "SPEC 13.5" in the previous season at a World Championship, a European Championship or a National Championship are not allowed to start in the GT 17.5 class in the actual season.

Proposal

PARTICULAR TO 1/12th SPORTS CARS The ethos of this class is the preparation and piloting skills, while operating within tightly controlled rules, bring rewards rather than the technological advantage of any particular marque of car. The rules have been questioned relating to drive and suspension. We will assume that the following is true.

Rear suspension and drive. Single solid one-piece axle only. No independent suspension allowed. A differential may be used.

Anything other than this will be presented at the first meeting of the EC for the team Managers to consider if the deviation is within the spirit of the sport.

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

The rules outlined below may not necessarily cover every single aspect of car construction - drivers are required to follow the spirit and intention of these rules if any ambiguity is discovered.

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

LMP 17.5 class: The LMP class is a representation of current FIA GT Competition cars with a more scale look.

With a lower motorization than the "SPEC 13.5" class, the "LMP 17.5" class is intended for beginners and senior drivers. Due to a lot of commonalities to the LMP class the "LMP 17.5" class can be used as a starting base for an upgrade to LMP or a downgrade from LMP to ensure keeping racing costs reasonable.

On LMP 17.5 any 17.5 brushless Motor of the EFRA Homologation List for Brushless Spec Motors (17.5) can be used with any Speed controllers (ESC) using "0-Boost/Blinky" Mode "Speed Controllers" according approved Blinky ESC's list. Drivers who finished in an A-Main final in LMP "Modified" or "SPEC 13.5" in the previous season at a World Championship, a European Championship or a National Championship are not allowed to start in the GT 17.5 class in the actual season. **Only GT 12 bodyshells are allowed in this class. The minimum weight of the car is 790 gram, with bodyshell and personal transponder. Only 17.5 Spec Brushless motors are allowed from the homologation list of EFRA. The speed controller must be a Zero-timing, no boost and blinky mode. Only batteries listed on the current EFRA 1S Stick Lithium Battery Homologation list can be used.**

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Secoded by: o Not Secoded

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

Current Rule

7.1.2.

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

Proposal

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

Remarks

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

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Secoded by: o Not Secoded

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

Current Rule

7.3.2.

At EC's it is only allowed to use the tyres that were agreed by the section meeting at the EFRA AGM together with the race organiser (race organiser will make their recommendation). For dry weather racing there will be a single control slick tyre with insert and will come pre-glued to the wheel (insert, tyre and wheel to be same for all drivers) and commercially available via model/hobby shops since minimum 3 months at the time the tyre choice will be presented at the AGM. For wet/damp conditions there will also be a pre-glued control set of tyres. For use at the EC, the tyres must be bought from the organiser. For each competitor there must be at least 1 set of dry and wet weather tyres available to be bought for practice at the EC.

Maximum price fixed for each EC event at the AGM. The supplier of the tyre must guarantee that the wheels tyres are of the same batch/production run. They must be the only source of supply for the event .

Note for 2022

The nominated tyre for the 2022 10th EC .

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

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

F1 Wet tyres - self supplied , from an agreed list at the AGM . No list as yet .

TC Tyres : 803062 - HUDY 1/10 TC Tires A1-36 - Asphalt .

Suggestion

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

Proposed by: SRCCA, Frattaroli Andres

Current Rule

7.3.3.

Tyre Allowances.

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

Tyres from qualifying may be used in the finals.

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

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

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

Proposal

Tyre Allowances.

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

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

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

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

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

Remarks

To make this rule clearer

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: 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

7.3.6.

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

Proposal

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

Remarks

Create another diameter of the tyre during the race

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: o Not Seconded

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

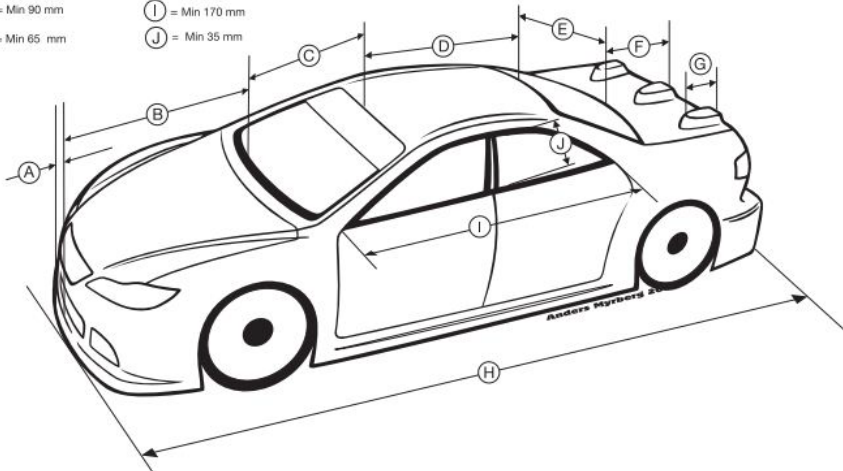
Current Rule

7.3.11.

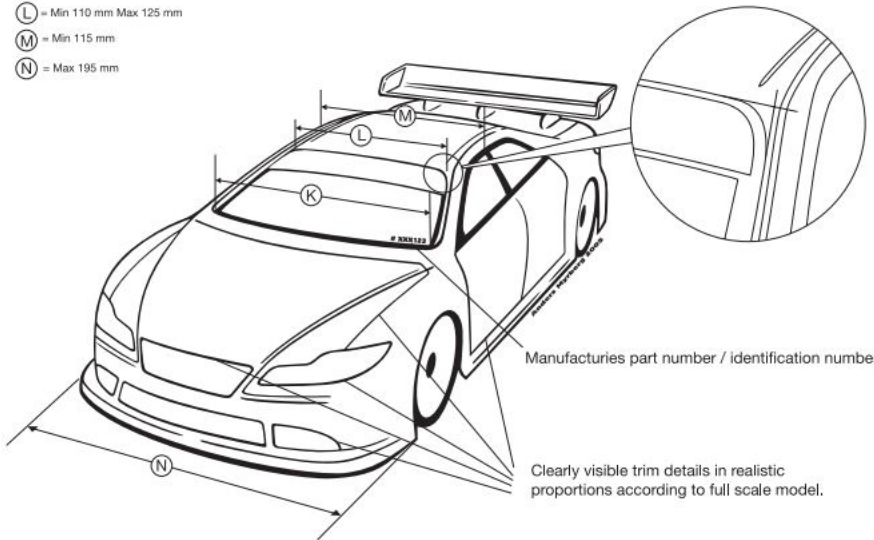
All set of tyres for qualification have to be returned by the driver by the end of each qualification day to the organizer (tyre impound). Not returning the tyres in the announced time by the organizer will be punished with the lost of the best heat. The not returned set of tyres have to be checked and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

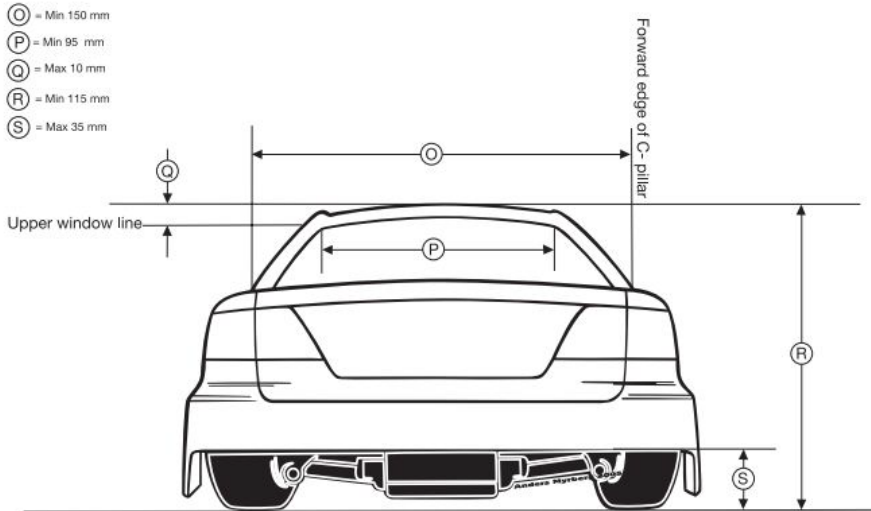
GLOBAL BODY SPEC (GBS for Electric Sedans)

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



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





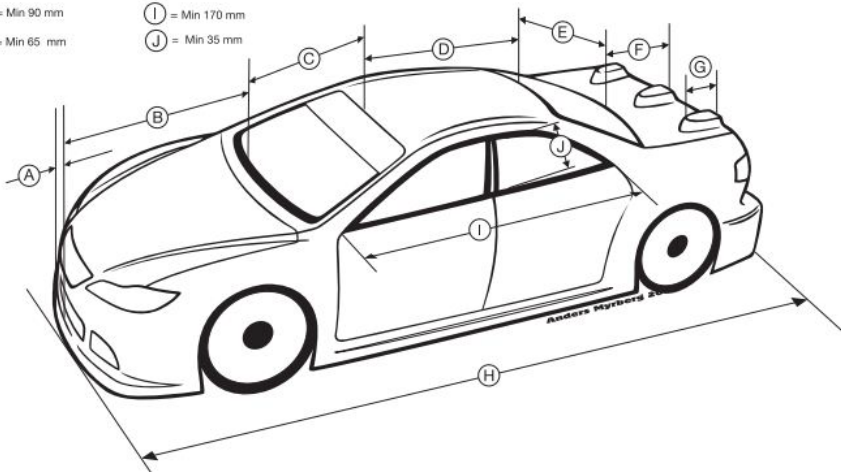
To assist competitors maintain consistent heights when using different wheels/tyres, dimensions R and S will be measured with the chassis on a 15.0 mm block. Dimensions will be based on a 5 mm ground-clearance and will therefore be :- R = 125 mm, S = 45 mm.

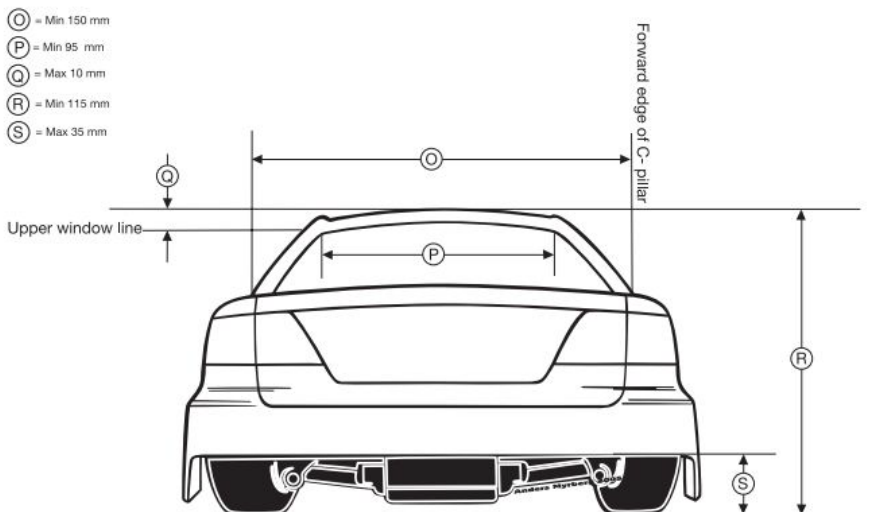
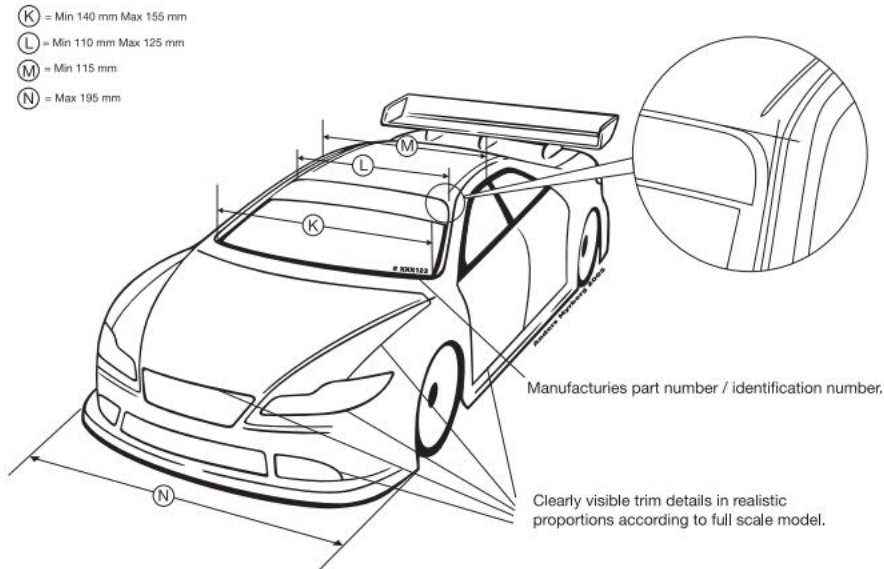
Proposal

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

GLOBAL BODY SPEC (GBS for Electric Sedans)

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





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

Remarks

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

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: 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

8.1.

Cars specification

Maximum width: 190 mm

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

Minimum weight = 1050 grams including personal transponder.

Proposal

Cars specification

Maximum width: ~~190~~ 200 mm

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

Minimum weight = 1050 grams including personal transponder.

Remarks

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

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: Not Seconded

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

Current Rule

9.1.1

Cars specification

Maximum overall width: 195 mm

Minimum weight = 1250 grams including personal transponder

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

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

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

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

Bodies:

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

Wings:

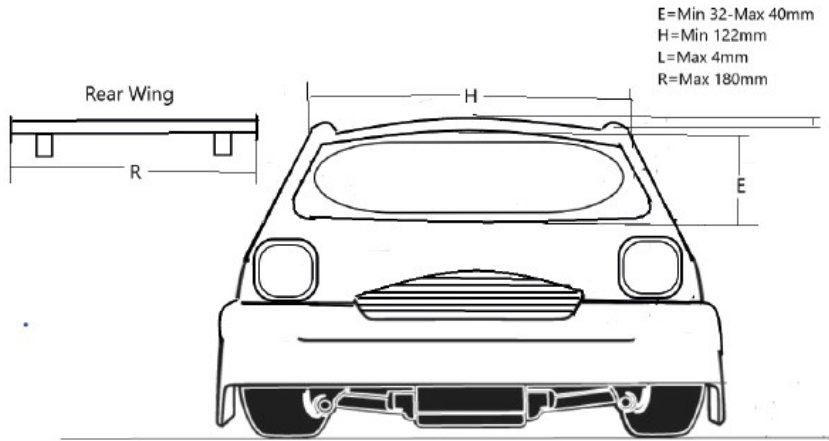
The rear wing must be commercially available and made of lexan only. The rear wing may have a maximum width of 180mm and must be cut on the lines indicated by the manufacturer.

No other kind of wings on the bodyshell are allowed.

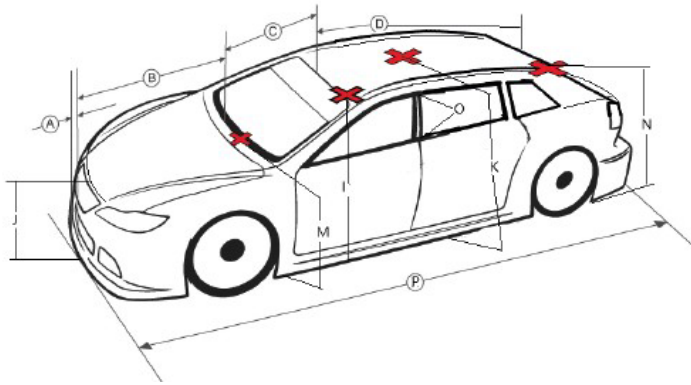
Motor:

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

GLOBAL BODY SPEC (GBS FWD Electric On-road)



GLOBAL BODY SPEC (GBS for Electric FWD)



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

Proposal

.....

- A - max 9mm front lip (measured in the centre)
- B - min 100 - max 110 length of the motorhood
- C - min 72 Height front window
- D - min 175 - max 200 Roof length
- E - min 32 - max 50 Height Rear window
- F - min 135 Front window width below
- G - min 115 Front window width above
- H - min 122 Rear roof width (measured at the end of the roof)
- I - min 105 Height from the cut line to the highest point of the roof at the level of the front windscreen
- J - min 45 Height from the cut line to the beginning of the hood (make a visible line)
- K - min 112 Height from the cut line to the highest point of the roof of the bodyshell
- L - max 4mm Difference between roof rail and highest point of roof

M - min 70 - max 78 Height from the cut line to the highest point at the level hood to front windshield
N - min 105mm Height from the cut line to highest point of the rear roof at the level of the end of the roof
O - ~~max~~ min 35mm Height side window (middle)
P - min ~~415~~ 410 - max 440 Length bodyshell
Q - max 195mm Overall width bodyshell
R - max 180mm Width rear wing
A body must be a realistic representation of an original hatchback car as judged by the Homologation Officer.

Remarks

To make equal with the TC

Proposed by: EFRA, Bultynck Krist

Proposal Status:

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

C

GT12 Technical rules

This class is based on the principals of close , fair and low cost racing . This will make it both an ideal entry level class for the driver who wishes to try his or her hand at RC racing for the first time , but the rules for the class will also cater for the more competent driver who wishes to take their racing further . In the interests of keeping racing costs reasonable , there is strict guidance as to the use of additional upgrade parts and components . This should also ensure that the performance of each car is more dependent on driver ability and good setup than on budget . The Rules outlined below may not necessarily cover every single aspect of car construction- drivers are required to follow the spirit and intention of these rules if any ambiguity is discovered .

Remarks

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

Proposed by: EFRA, Bultynck Krist

Proposal Status:

Seconded by: o Not Seconded

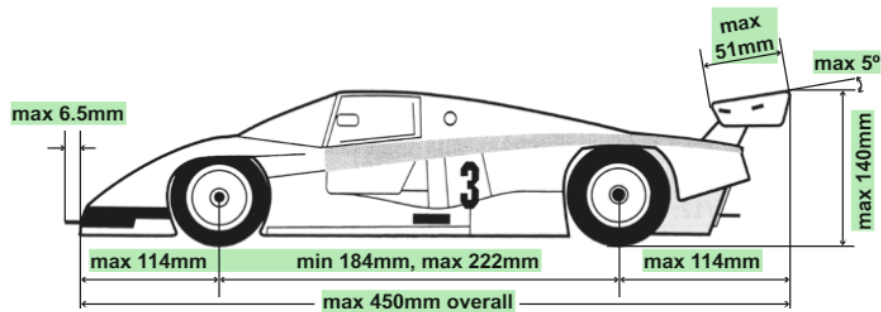
**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

Current Rule

GT Body Shells

Only GT body shells are allowed. At the time of submission for homologation, the full-sized car upon which the body shell is based must be currently FIA homologated (for GT Competition) and have been raced within previous 3 years. All shells must be a reasonable representation of the full-sized car. The following link contains info on the current FIA GT homologated lists. Only cars listed in the GT3 class are eligible. Use "list of Homologated Vehicles classified by number". <https://www.fia.com/homologations>

As part of the homologation process, the manufacturer's part number must be clearly marked in the lower corner of the windscreen area. Body shells when painted must have a minimum of headlights, front grill and rear lights picked out in a realistic colour, size and shape. The Body shells must not be cut above the lower cut lines marked on the body shell. If there is a diffuser cut line, the bodyshell may be cut to this line.



The following is the list of approved bodies for the GT12 class:

Kamtec

Kamtec Lotus GT1 (Kamtec part no. GT01)
 Kamtec Ascari GT3 (Kamtec part no. GT02)
 Kamtec Aston Martin (Kamtec part no. GT03)
 Kamtec Type F (Kamtec part no. GT04)
 Kamtec Porsche GT3 (Kamtec part no. GT05)

Mardave

Mardave Lotus GT1 (Mardave part no. V140)
 Mardave Ascari GT3 (Mardave part no. V151)
 Mardave Aston Martin (Mardave part no. V160)
 Mardave GT2 (Mardave part no. V131)
 Mardave Porsche (Mardave part no. V113)
 Mardave Ginetta (Mardave part no. V161)

Penguin Custom BodysHELLS

Lambo GT12 (part number PEN01)

Protoform

Protoform PF-M12 (Protoform part no. #1613-30)

Screwz4RC

Audi R8 (part number G903)

Zen-Racing

Zen-Racing GTM (part number PBGT02)
 Zen-Racing GTF (part number PBGT03)

Montech

Montech MLGT3 (part number MT018001)

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

Use "list of Homologated Vehicles classified by number."

Chassis

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

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

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

Schumacher

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

Zen-Racing

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

Mardave

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

ORE

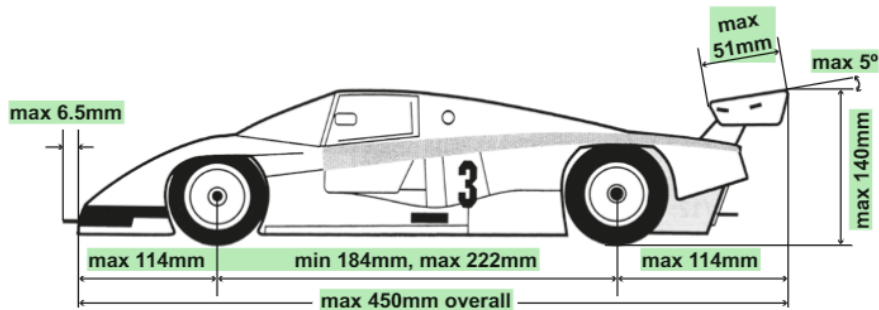
R318 ORE TwelveGT Carbon
 EFRA AGM 2022

Proposal

GT Body Shells

Only GT body shells are allowed. ~~At the time of submission for homologation, the full-sized car upon which the body shell is based must be currently FIA homologated (for GT Competition) and have been raced within previous 3 years.~~ All shells must be a reasonable representation of the full-sized car. ~~The following link contains info on the current FIA GT homologated lists. Only cars listed in the GT3 class are eligible. Use "list of Homologated Vehicles classified by number".~~ <https://www.fia.com/homologations>

As part of the homologation process, the ~~manufacturers~~ part number must be clearly marked in the lower corner of the windscreen area. Body shells when painted must have a minimum of headlights, front grill and rear lights picked out in a realistic colour, size and shape. The Body shells must not be cut above the lower cut lines marked on the body shell. If there is a diffuser cut line, the bodyshell may be cut to this line.



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

Chassis

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

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

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

Remarks

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

Proposed by: EFRA, Bultynck Krist

Proposal Status:

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**

The Rule is new:

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

1.- PREPARATION AND ASSEMBLY OF THE AREAS.

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

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

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

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

2.- CAREER DEVELOPMENT.

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

2.2 Race

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

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

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

3. GENERAL RULES.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.16 Smoking or drinking is strictly prohibited

3.17 Manipulations, repairs and adjustments.

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

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

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

By express permission of the Race Director.

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

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

3.18 Breakdown in the race

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

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

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

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

3.19 Verifications and closed park

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

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

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

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

4. TIME CONTROL.

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

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

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

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

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

5. RACE PENALTIES.

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

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

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

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

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

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

5.6 Any repair within the area will involve fiasco.

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

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

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

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

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

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

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

5.14 TECHNICAL INSPECTION

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

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

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

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

Motor, sea Brushless o Brushed.

Steering servo

Axes, whether portico or linear.

Tires as long as they are 1.9

Type of battery, cells or motor

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

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

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

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

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

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

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

5.15.10 The use of any differential locking system is prohibited.

5.15.11 Double Motor, its use is prohibited.

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

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

5.15.14 Only the use of 1 winch is allowed

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

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

6. Other penalties:

5.1 Uncivil or unsportsmanlike conduct: +1

5.2 Loss of route card: +5

5.3 Falsification of the route card: Disqualification

5.4 Modify track conditions without permission: +5

5.5 Loss of bib: +3

5.6 Handling the car without permission: +3

5.7 Take the car out of the enclosure: +5

5.8 Do not carry the corresponding bib: +5

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

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

6.RESULTS.

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

Proposed by: AECAR, Pineda Beato Jose Alfonso

Proposal Status:

Seconded by: o Not Seconded

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

9. ELECTION OF SECTION CHAIRMAN.

The 1/10 Electric Track Chairman Mr Chris Hardisty is willing to re-stand

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