



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

**Minutes 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 17.45

**2. APOLOGIES FOR ABSENCE**

Apologies have been received from: Russia, Slovakia, Ireland, Lithuania, Estonia, Poland  
 Member Countries present like in the Electric General Meeting

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/12	EC 1/12 Spec	EC Touring	EC TC Indoor	WC TC	WC 12
AUSTRIA			1		3		1	1
BELGIUM			1	3	12		2	1
BULGARIA								
CROATIA					1			
CYPRUS								
CZECH REP.					4	4	4	3
DENMARK					4	2	2	2
ESTONIA						2		
FINLAND			7	5	8	29	7	7
FRANCE			4	2	20		4	3
GEORGIA								
GERMANY			6	8	16	14	10	15
GREAT BRITAIN			24	29	12	7	10	15
GREECE			1		12	3	3	1
HOLLAND				5	1	1	1	1
HUNGARY			1					
IRELAND								
ITALY					4	2	3	2
LITHUANIA			2	2				
LUXEMBOURG					8			
MONACO								
NORWAY								
POLAND			3		1			
PORTUGAL					3			
ROMANIA								
RUSSIA					2	5	2	
SLOVAK REP.			2		3	3	2	2
SLOVENIA								
SPAIN			2	2	10		2	2
SWEDEN			6	4	6	6	3	1
SWITZERLAND					7	2	6	
TURKEY								
<b>TOTAL</b>			<b>60</b>	<b>60</b>	<b>125</b>	<b>80</b>	<b>37</b>	<b>32</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: None  
The minutes were checked and accepted as written at the AGM 2008.  
The following person was elected to check the minutes of this year: Josef Dragani from Germany

### 4. CORRESPONDENCE RECEIVED

See Minutes of the general Electric Meeting

### 5. CHAIRMAN'S REPORT

This year I was only able to visit the European Championships Touring Cars Indoor in Turin and Touring Cars outdoor in Luxembourg due to business reasons. The official EFRA observing at the Warmup in Luxembourg was done by Josef Dragani.

Both European Championships was very well organised. In Italy we had to learn, that the advantages, a venue of a shopping center is offering also can cause some disadvantages like the loudspeaker.

In Luxembourg the organisation was perfect and the facilities were excellent.

Seeing all the proposals we have to vote on, I will held my report short and I will finish now.

Russ Giles reported on 1/1/12:

The 12<sup>th</sup> scale championships in Italy and Holland were arranged with very little notice, both the organisers should be congratulated for organising well run and enjoyable meetings with such short notice.

I am particularly thankful to Franz Heinsbroek for his hard work in organising the Stock EC in Heemstede.

### 6. PRESENTATIONS FOR APPLICATIONS - EC AND G.P.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:**

Candidates: Germany, Italy, Netherland, Great Britain only for 1:12. The countries presented their information to the meeting. First Round of voting:

Germany: 10 votes. After that the voting was not completed, cause only 14 votes present, 10 is the majority.

2011 EC 1/12 Montbrison Modified (Poland was not present). Date will be announced as soon as possible. Application accepted unanimously.

2011 EC TC Indoor: Prague Czech Republic. Accepted unanimously 24<sup>th</sup> to 27<sup>th</sup> of February 2011

2011 EC TC Outdoors: Austria and Spain.

Austria: 7 votes

Spain. 6 votes

Austria was elected.

**Final Race calendar 2010**

Year/Date	Alt. Date	Status	Country	Venue
4. to 7. 03.2010		EC 1/12	Great Britain	Birmingham
25. to 28.02. 2010		EC 1/10 TC Indoor	Finland	Mantsäita (near Helsinki)
5. to 8.08.2010		EC 1/10 Touring	France	Aniche

4. to 14 <sup>th</sup> 07.2010	WC	Germany	Burgdorf
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#### Future Race calendar Championships

Year/Date	Alt. Date	Status	Country	Venue
2011		EC 1/12	France	Montbrison
2011		EC TC Indoor	Czech Republic	Prague
2011		EC TC Outdoor	Austria	Wfen

Tyres for ECS:

Finland: Pre mount Xenon MAX Racing Racing touring rubber tire shore 28.

France: Dry: Schumacher 36 XG 36EU Wet Tyre: Pit Shinizu D20J

Both proposals were accepted unanimously by the meeting

## 7. ALLOCATIONS

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

## 8. RULE PROPOSALS

### 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: Holland**

**Amended by Great Britain :**

6.2

MEASUREMENTS AND WEIGHTS

Maximum overall width of the car: 172 mm (Excluding shell)

Minimum weight: 730 grams.

**Amendment seconded by Austria**

**Passed unanimously**

### 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)

Maximum overall width (without body)

Minimum height (to top of the roof)

Maximum wheelbase

200 mm

190 mm

115 mm (ready to run)

270 mm

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Minimum weight

1350 gram

Remark:

Proposed by: DMC Germany

Secoded by: Holland

Passed unanimously

#### 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.

Proposed by: DMC Germany

Secoded by: Spain

Passed unanimously

Proposed rule to read

#### Appendix 3B -- 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/GRUP C/World Sports Cars (MSC)/ 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 - 14mm
7. Minimum cockpit width - Open cockpit - 65mm (Measured at the point it intersects with the side pod)
8. Minimum front wheel arch height - 45mm (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 140mm 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.

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21. Open-cockpit cars to have twin roll bars as current LMS / ALMS
  22. Open-cockpit cars must have a representative driver, 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 stakes 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

Proposed by: AKK Motorsport FINLAND

Seconded by: Holland

Amended by Great Britain.

Bodies complying to the existing homologation will be allowed until Oct 1<sup>st</sup> 2010. All new homologation must meet the above criteria.

Amendment Seconded by: Germany

Passed unanimously.

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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.~~

Proposed by: AKK Motorsport FINLAND

Seconded by: Austria

Passed with 1 against

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## 9. ELECTION OF VICE SECTION CHAIRMAN.

ELECTRIC TRACK VICE CHAIRMAN Russ Giles is willing to restand

Russ Giles was elected unanimously.

## 10. ANY OTHER BUSINESS

None

## 11. ITEMS FOR GENERAL DISCUSSION.

The Section Chairman thanked all participants for a constructive meeting, and being no further business the meeting was closed at 19.30.