



EFRA ANNUAL GENERAL MEETING
HOTEL Holiday Inn, Brussels
 Belgium
 31st of October and 1th of November 2009

Minutes 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: Russia- Ireland-Slovakia-Greece-Lithuania-Estonia
 Member Countries presents. Section subscription.

COUNTRY	PRESENT	SECTION SUBSCR
AUSTRIA	Kramer/ Kehm	
BELGIUM	Heremans/Bulvyck	
BULGARIA		
CROATIA		
CYPRUS		
CZECH REP.	Stupak	
DENMARK		
ESTONIA		
FINLAND	Korvenmaa	
FRANCE	Caillaud	
GEORGIA		
GERMANY	Dydzani	
GREAT BRITAIN	Cosgrove/Spencer	
GREECE	Dulkakis	
HOLLAND	Heinsbroek	
HUNGARY		
IRELAND	Collins	
ITALY		
LITHUANIA		
LUXEMBOURG	Hergel	
MONACO		
NORWAY	Olsen	
POLAND		
PORTUGAL		
ROMANIA		
RUSSIA		
SLOVAK REP.		
SLOVENIA		
SPAIN	Ilobregal	
SWEDEN	Neumann	
SWITZERLAND	Imboden	
TURKEY		
TOTAL		

Other persons present: Jansen/Orion - Kohler/LRP - De Zwijger/Mach

3. MINUTES OF 2008 SECTION MEETING

1st and 2nd 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: Frans Heinsbroek

4. CORRESPONDENCE RECEIVED

Clash races LRP – Nat. championship France was settled

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 (offroad)

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: Sweden Passed unanimously

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 permanently marked by the manufacturer 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: Finland amended by Holland, passed unanimously

for use from the following April 1st. Cells received after the above submission dates will not be included on the EFRRA 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: EFRRA section _____

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, EFRRA approved cells can be NiCd, NiMH or Lithium based (LiPo/LiFe). Each Electric Section will define which types of cell are allowed at EFRRA

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 sink. 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 grams 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 EFRRA cell approval list for cells approved from Jan. 2007 onwards. Existing approvals having a weight tolerance outside +/- 2 grams 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+2:

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 3.7V Lile 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 CCCV (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 CCCV, 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 EFRRA webpage (www.efra.wel). 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 EFRRA event. Therefore any new cells have to be submitted to the EFRRA 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 EFRRA 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 EFRRA approved list for the following year. Any changes to the technical specifications or visual appearance of the cell/heat sink 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 EFRRA event. Therefore any new cells have to be submitted to the EFRRA 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 EFRRA 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.

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

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.

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.

Batteries may not be changed or changed during a race

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

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

3.7 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

3.8 REMARK: The rule 3.3 and 3.4 becomes effective starting from 31st 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 _____

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

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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 1/12th cars after 2010.

Proposed by: AKK Motorsport

THE RULE SHOULD BE AMENDED TO READ
Proposed rule to read

Appendix 3A -- 3.4

Proposed:
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

THE RULE SHOULD BE AMENDED TO READ
Proposed rule to read

Appendix 3A -- 3.4

Proposal: EFRRA approved Lithium Polymer batteries may be used as an option for 1/10 touring cars like 1/10 off-road. Proposed by: AECAR

~~PROPOSALS TO BE DISCUSSED AT THE MEETING AND SHOULD BE APPROVED BY THE MEMBERS~~

Appendix 3A -- Rule 3 (All of). BATTERIES.

3. EFRRA approved cells can be NiCd, NiMH or Lithium based (LiPo/LiFe). Each Electric Section will define

3.1.1 which types of cell are allowed at EFRRA events and the number of cells and/or nominal rated voltage. 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 +/-1mm, Overall length 43.0 mm +/-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 grams 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 EFRRA 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 (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 sizes are as follows: -

2S Batteries:

Length: 139.0mm.
Width: 47.0mm. (The max. width includes any side exit wires).
Height: 23.5mm. (Chassis location features additional to this dimension 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 1st, 2010, maximum case height increased to 25.10 mm::

1S Batteries: Length: 93.0mm.

Width: 47.0mm. (Side exit wires are allowed outside this dimension).
Height: 18.5mm. (Chassis location features additional to this dimension are allowed)

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.

For 2S Packs, the maximum connection 'In Series' is two, to give a Final pack voltage of (LiPo 7.4V/LiFe 6.6v) nominal.

For 1S Packs, cells can only be connected in parallel to give a Final pack voltage of (LiPo 3.7v/LiFe 3.3v) 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.

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Alternatively, the case shall have internal connection points for these wires clearly marked positive and negative so the user can apply the lead wires. **Any type of metal connections that are incorporated in the battery pack must be substantially below the major surface of the plastic casing, to prevent any 'short circuit' if placed on a conductive surface.**

4. The case must have the original suppliers label intact, stating the rated voltage and the chemistry (LiPo/LiFe). 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 penalised at the event.

Any competitor found to have charged LiPo/LiFe cells to above 8.40V (LiPo) resp. 7.40V (LiFe) will be penalised at the event. The different guidelines for use and homologation of LiPo/LiFe-Batteries are published on the EFRA webpage (www.efra.ws). A copy of the guidelines for the end-user must be included in the driver's packages for EC's.

Approval Processes.

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.

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 of the year **submitted**. 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. 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 battery has to be submitted to the EFRA Section Chairman for approval.

For 2010 approval: -
2S Batteries -- A minimum of one individual battery has to be received by 31st. Dec. 2009. 1S Batteries -- A minimum of one individual battery has to be received by 31st. DEC. For subsequent years, the submission date for 2S and 1S battery samples will be 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.

Amendments from Great Britain, Austria and Germany for articles up to 3.3 are re-presented as one item and voted on and passed unanimously

3.3 1/12th Cars will be driven by a LiPo 1S at 3.7 Volt nominal or a maximum of four NiCd or NiMH cells at 4.8 Volt nominal, Receiver batteries are allowed.

Amended by GB: and passed unanimously

3.4 1/10 Touring scale cars will be driven by a maximum of five NiCd or NiMH cells, or a lithium based (LiPo/LiFe) battery. Maximum nominal voltage is 7.4 V/ 6.6 volts. Receiver batteries are not allowed.

3.5 1/10 Offroad scale cars will be driven by a maximum of six NiCd or NiMH cells, or a lithium EFRA AGM 2009 Brussels

based (LiPo/LiFE) battery. Maximum nominal voltage is 7.4 V/ 6.6 volts. Receiver batteries are not allowed.)

3.4 and 3.5 are Amended, by Germany, Sweden, Great Britain, Austria, Finland and passed unanimously

Batterie Rules will be in full force as from 15 Feb for 1/10 Off-Road
as from 15 Feb for 1/10 ON-Road
as from 15 Feb for 1/12 On Road

Proposed by section chairmen Passed unanimously

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** Secoded by: **Belgium** Passed unanimously

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 3A -- 6.1.1 3B Particular to 1/12 sports cars was moved to track meeting
THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read

Appendix 3B -- 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.**
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Remark: *Simple tidy-up. It has been known for changes in the time(s) of races which are not easily recognised*

Proposed by: **EFFRA** section chairman Seconded by: **Holland** Passed unanimously

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: **EFFRA** section chairman Seconded by: **Austria** passed unanimously

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: **EFFRA** section chairman Seconded by: **Holland** passed unanimously



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 (11.4 remains in force).

Seconded by: Belgium; Amended by Great Britain, seconded by Finland and passed with one vote against by Spain

THE RULE SHOULD BE AMENDED TO READ

Proposed rule to read 11.6.1 A second chassis, prepared

Appendix 3A – 11.6.1

Meeting closed

General part closed at 1632H

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