



EFRA ANNUAL GENERAL MEETING
HOTEL Mercure/Lyon, France
 France
 1st to 2nd of November 2008

Minutes Electric Track

SATURDAY 1st OF NOVEMBER 2008.

1. CHAIRMAN'S WELCOME

Mr Heiner Martin

The Electric Track Chairman opened the meeting at 18.15

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Slovenia, Estonia, Russia

Member Countries presents, section subscription, allocations etc:

COUNTRY	PRESENT	SECTION SUBSCR	EC 1/12	EC Touring	EC 1/12 Spec	EC TC Indoor
BULGARIA	V. Kostadinov					
CROATIA				4		5
CYPRUS						

V. Strupek

ESTONIA				2		2
FINLAND	M. Korvenmaa		10	11	3	7
FRANCE	M Viala, JP Caillaud		5	9		3
GEORGIA				1		
GERMANY	J. Dragani		9	22	20	10
GREAT BRITAIN	Ch. Hardisty, J. Spencer, R. Cosgrove		12	19	20	10
GREECE	N. Nikolopoulos		1	1		1
HOLLAND	F. Heinsbroek			4	10	2
HUNGARY				3		4
IRELAND						
ITALY	A. Forato		5	3		12
LITHUANIA	E. Urbonas		2	2	2	2
LUXEMBOURG	J. Mersch, J Streff			8		
NORWAY	J.A. Olsen		2			
POLAND	L. Kowalzyk		5	5	3	6
PORTUGAL						
ROMANIA						
RUSSIA			2	3		5
SLOVAK REP.				2		2
SLOVENIA						
SPAIN	J. Llobregat		5	9	3	5
SWEDEN			3	4		4
SWITZERLAND	P. Imboden		3	11		2
TOTAL			71	150	67	95

Other persons present: Stefan Köhler (LRP electronic), Oscar Jansen (Team Orion)

3. MINUTES OF 2007 SECTION MEETING

3rd – 4th of November 2007 - Brussels, Belgium, Matters arising from the minutes: None
The minutes were checked and accepted as written at the AGM 2007. Unanimously
The following person was elected to check the minutes of this year: Germany

4. CORRESPONDENCE RECEIVED

No correspondence has been received. besides of several emails regarding the battery situation. There are proposals regarding that item and the matter should be discussed later.

5. CHAIRMAN'S REPORT

This year we had only 2 races for 1/10 Touring Cars (another one will take place at the last weekend in November in Prague/Czech Republic). The first in May in Vila Real was the warmup for the Euros Carlos Gomez was the EFRA representative there and according to his efforts the organiser changed and improved some issues untils the Euros.

Second race was the European Championship in Villareal(TSpain. This race was very welll organised, and the organiser was engaged to fit all needs of the drivers. The drivers area was big enough for all allocated drivers. The drivers area was located in a big sports hall really near by the track. All other facilities were excellent too. The track was quite large and not easy to drive, the prices for the refreshments were reasonable and the organisation was done by enough people who have known there job. Again I want to thank the organising team of Villareal for the work!

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

Russ Giles reported on t 1/12:

In the beginning of April we went to the town of Ingolstadt for the European Championships. Hans-Peter Bopp and his skilled team laid on a very well run event in a local sports hall, a very challenging circuit showed the good drivers from the average ones quite quickly!

The meeting was run very efficiently, and despite a problem with technical compliance of some wheels being forcibly objected to by one team, the event was enjoyable for most of the drivers. The banquet at the Audi forum and museum was the best event I have been to at an EC, a great night out for all. Congratulations to Marc Rheinard for his second 1-12 EC win.

6. PRESENTATIONS FOR APPLICATIONS EC 2010 AND GP'S 2009

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.

Tyres for the 1/10th Touringcar EC 2009 in Luxembourg: LRP V-Tec 30X (No. 65034), Rain: LRP Dunlop D20 Radial (No. 65055)

Tyres for the 1/10th Indoor Touringcar EC 2009: Will be announced shortly

Applications:

Year/Date	Alt. Date	Status	Country	Venue
26.-28.6.09		GP 1/10 Touring	Luxembourg	Luxembourg
2010		EC 1/10 Touring	France	Aniche
2010		EC 1/12	Great Britain	Birmingham
26.-29.11.09	19.-22.11.09	EC 1/10 TC Indoor	Czech Republic	Prague
22.-25.10.09	22.-25.02.10	EC 1/10 TC Indoor	Finland	Mantsala (near Helsinki)

Final Race calendar 2009

Year/Date	Alt. Date	Status	Country	Venue
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29.1.-1.2.09	EC 1/12	Italy	Colegno
29.1.-1.2.09	EC 1/10 TC Indoor	Italy	Colegno
27.2.-1.3.09	EC 1/12 Spec	Holland	Paradise Racing
26.-28.6.09	GP 1/10 Touring	Luxembourg	Luxembourg
30.7.- 2.8.09	EC 1/10 Touring	Luxembourg	Luxembourg

Future Race calendar Championships

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

7. ALLOCATIONS

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

8. RULE PROPOSALS

APPENDIX 3

THE RULE IS NEW (PARTICULAR 1/12)

7.1.1 12th scale European Championship 12th scale for spec motors 10.5 brushless or 19 Turn brushed. (Spec motors as in App 3 A 2.1)

Remark: The European Championship for 12th scale is normally run with modified motors. Nomac propose to run a full European Championship 12th scale for spec motors at a different date as the modified Euro's. 10.5. brushless or 19 Turn spec motors.

A lot of 12th scale drivers have problems with the ballistic speed these days with 4.0 brushless motors and have lots more fun racing 12th scale with spec motors.

Proposed by: Nomac Netherlands

Seconded by: Great Britain, Holland, Poland Not Seconded

The proposal:

- Passed with ...10.... for, against and4. abstentions.
 Amended by Great Britain and Germany (9.5 brushless) 9.5. not carried

THE RULE SHOULD BE AMENDED TO READ (PARTICULAR 1/10 TOURING CARS)

8.1.2

1/10th Touring EUROPEAN CHAMPIONSHIP:

WEDNESDAY: 09:00 Registration, Open and Timed Practice

THURSDAY: 09:00 Timed Practice

FRIDAY 09:00 2 rounds of controlled Practice and 2 Qualifying Rounds

SATURDAY 09:00 4 Qualifying Rounds

SUNDAY 09:00 first part practice In Final Format and Finals

Remark: The given amount of practice rounds is not enough for a racer who arrives to the track for the first time. The current format gives a distinctive advantage to local racers, professional drivers, and drivers with the available time and money to make a second trip to the track prior to the actual event. An extra day of practice will only increase costs by a fraction of what the cost would be for a second trip to the track a few weeks prior to the European Championship in order for a driver to familiarize himself with the track and be able to achieve a descent result, or at least a result that represents his actual abilities. It also not understood why in the electric section we are limited only to 4 practice rounds where as in the gas powered sections open practice starts from Monday. On the recent 1/8 track EC, it was calculated that drivers had actually the luxury of 26!!! practice rounds! It is well understood that an extra day of practice will not alter by much the performance of the top 30-40 drivers but we need to consider the remaining 100 drivers, who most of them are privateers covering on their own the costs of their participation, and who would like to have a chance for a bit more track time. Saturday a 4th (total 6) qualification can by run instead of 1st final practice and on Sunday to have the 1st final practice

Proposed by: EL.M.E Greece

Seconded by:

Not Seconded

THE RULE SHOULD BE AMENDED TO READ (PARTICULAR 1/10 TOURING CARS)

8.1.2

1/10th Touring EUROPEAN CHAMPIONSHIP:

THURSDAY: 09:00 Registration, Open and Timed Practice

The practice for drivers will only be run in the way of three rounds and only the 2nd and 3rd practice will count for reseeded, where the better time of the run may be used for reseeded purposes. The selection of the reseeded system is done by the race director and must be clearly advised before the start of practice. Results of the times practice will be published (laps and times). The best results scored within these two rounds will be used to sort drivers by performance and to reseed them before the real qualifying rounds.

FRIDAY 09:00 2 rounds of controlled Practice and 2 Qualifying Rounds
SATURDAY 09:00 3 Qualifying Rounds and Practice in Final Format
SUNDAY 09:00 second part practice in Final Format and Finals

Remark: Electric cars event is the most reseeded sensitive race, where place taken during qualification round can not be changed more than within the final group. Reseeding is commonly used in 1-8 offroad, where from the rule is taken almost directly. Sorting drivers - as it takes place now – according to their past achievements - does not show the current skill and form, only controlled practice gives answer to that, as there is no other qualifying and ranking list.

Proposed by: Poland

Seconded by:

Not Seconded

THE RULE IS NEW (PARTICULAR 1/10 TOURING CARS)

11.6.1

A second chassis, prepared for wet weather racing may be 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 trace'. The 'wet' chassis must be of the same design, specifications and materials of the main race chassis

Remark: This new rule will allow competitors to pre prepare a second chassis allowing them to compete in wet conditions without having to change their race chassis and damaging electronics
NOTE/Start paragraph with "For 1/10 Touring cars....."

Proposed by: B.R.C.A Great Britain

Seconded by: Finland

Not Seconded

The proposal:

Passed with ...8.... for, ...4... against and abstentions.

APPENDIX 3B

6. PARTICULAR TO 1/12th SPORTS CARS

THE RULE SHOULD BE AMENDED TO READ

6.1

BODIES:

The body must be a 1/12th replica of an actual racing car in all areas:- ~~GRP/GRP/CARBOND 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 EFFRA 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 EFFRA 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.

Lower body cut line is to be used as the reference plane for all height dimensions.

Minimum cockpit height – Closed cockpit – 55mm (Excluding any air scoops / air boxes)

Minimum cockpit width – Closed cockpit – 70mm (Measured at the point it intersects with the side pod)

Minimum cockpit width - 55mm (measured at the lower window line)

Minimum Roll bar height – Open cockpit – 55mm

Maximum distance from Drivers helmet to top of roll bar – Open cockpit -11mm

Minimum cockpit width – Open cockpit – 65mm (Measured at the point it intersects with the side pod)

Minimum front wheel arch height – 46mm (Including vents) (measured at a point 15mm from edge of body)
Minimum rear wheel arch height – 50mm (measured at a point 10mm from edge of body)
Maximum overall width – 174mm
Minimum overall width – 168mm
Max. wing / spoiler height – 65mm
Max. front overhang (From centre of front wheel)– 70mm
Max. rear overhang (from centre of rear wheel) – 70mm
Max. length overall – 340mm
Minimum side pod height – 30mm
The side dam must blend fully (disappear) into the main body shape within 110mm of the rear edge of the body/side dam.
Max side dam height – 72mm
The body side forward of the side dam must have a radiused edge, no lips or upward extensions are acceptable
Bodies must be a reasonable representation of a full size LMES / ALMS / LMP / WSC prototype.
Open cockpit cars to have twin roll bars as current LMES / ALMS
Open cockpit cars must have a representative drivers helmet and cockpit opening
The name of the prototype must be used for the homologation process.
The name of the prototype does not have to be used for general sales and marketing.
Only fins or strakes that are present on the full size prototype will be allowed.
The body must not be cut above the lower cut line
Cut-outs in the shell will be allowed only if clearly defined on the full size prototype
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 2ndRev.
Etc
 The manufacturer's par 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 2009, after this date only bodies meeting the above criteria will be allowed
 Wheel cut-outs may not be more than 15 mm larger than tyre radius (Exception - scale size and/or shape wheel cut-outs). Wheel wells must be cut out if those on the original car were cut out.
 Only one wing is allowed on the car unless the actual car had a second wing. The second wing must be scale within 10% in size and location. The wing may be not closer than 6.5 mm to any part of the body other than the tail fins or side dams.
MEASUREMENTS AND WEIGHTS
 Maximum overall width of the car: 172 mm (*Excluding shell*)
 Minimum weight: 800 gram for 4 cell and 890gram for 6 cells.
 Wing: Maximum width: 172 mm, the wing profile has to fit in a rectangle of 52mm (height) x 26mm
Dams: Maximum dam length: 102 mm, max-height 25 mm. These dimensions include moulded-in portions of body.
 Spoilers: Max. Spoiler height: 25 mm, max length 35 mm. These dimensions include the moulded in portions of the body, the use of a gurney flap to extend the wing length is acceptable.
 Bumper: May extend 6.5 mm beyond side of body or to 172 mm whichever is less. May extend 13 mm forward of body, but in same shape as body.
 Wheel rim diameter: Minimum 29 mm and Maximum 38 mm. (Including all non-rubber parts of the wheel and tyre).

Notel the diagram labelled Group C should be deleted

Remark: *The current generation of popular 1/12 shells in America (Protoform Speed 12, Parma Speed 8 Etc) have been designed and developed for performance only and have little resemblance to the full size prototype. This situation has been allowed to develop over a period of time, it is our view that this should be corrected and the body shells brought back in to the spirit of rule 6.1.1.*
That is, they should resemble real prototypes.
This set of specifications has been developed in conjunction with 3 of the major 1/12 body manufacturers, Protoform, Parma and CEFX.

Proposed by: *B.R.C.A Great Britain*

Seconded by: *Spain*

Not Seconded

The proposal:

Passed with ...5... for, ...1... against and ...10... abstentions.

**7 PARTICULAR TO 1:10 ELECTRIC SALOON CARS
THE RULE SHOULD BE AMENDED TO READ**

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. 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. Price fixed for each EC event at 100€ for 5 dry weather sets, this price only for tyres used at event.
~~Supplier changes each year, with min 5 year re-use.~~

Remark: We should choose the best tyre for the event irrespective of external commercial interest from suppliers

Proposed by: B.R.C.A Great Britain

Seconded by: Finland

Not Seconded

The proposal:

Passed Unanimously

THE MEETING SHOULD MAKE THE FOLLOWING DECISION

If the Main Meeting accepts the changing of rule 3.2.3 General rules, the Electric Track Section waives all of the requirements mentioned in that rule for the European Championships 1/12 and The European Championship 1/10 Touring Car.

Remark: Not possible for Indoor Races.

Proposed by: EFRA Section Chairman.

Seconded by:

Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

9. ELECTION OF SECTION CHAIRMAN.

Candidate Mr Heiner Martin/ Germany

Heiner Martin was re-elected Unanimously

10. ANY OTHER BUSINESS.

Oscar Jansan said, it should be not compulsory, that a driver has to buy the rain tyres on a EC if it is not raining.

Poland want to have a ranking list in Electric Track too. Great Britain mentioned that a provisional heat list before the event will be helpful.

Great Britain asked the meeting is anybody else is racing GTT10 cars.

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 19.50