



EFRA ANNUAL GENERAL MEETING
HOTEL SOFITEL AIRPORT
BRUSSELS
5th – 6th November 2005

MINUTES GENERAL MEETING

SATURDAY 5TH OF NOVEMBER 2005

The meeting opened at: 09.00 by a short speech of Honorary Life President Mr. Ted Longshaw

1. PRESIDENTS WELCOME

Mr Dallas Mathiesen

Good morning Everyone....

Hopefully you had a good night sleep, are in good mode and also well prepared for the 2005 EFRA AGM. It as usual very nice to meet all of you and I hope you will take the opportunity to make new friends and broaden your RC racing network because a can assure I will.

Some of you might remember that I previous year had said that running EFRA is almost a fulltime work, well, I don't know if everyone is aware of it.... but at the IFMAR AGM in September was I also elected as President for IFMAR and in order to meet that have I decided to have expand the twenty-four hours day with a few hours.

In my willingness to stand letter to IFMAR did I declared that my intention was to, at least during the first year, sit on two chairs unless there was any strong feelings against it. Okay, it might be that because of the fact that there was no cue for this position but as aid I was elected.

I hope that also the EFRA members countries will trust me when I say that I will keep a very strict border between IFMAR and EFRA business and try to see things as objective as ever possible.

On that subject can I not avoid to mention the fact that I sometimes got the feeling that there has been a war between IFMAR and EFRA. Well my friends – I have said it before and I will say it again, we have not - and will not be in war with IFMAR. People do have different opinions and in my world is that healthy.

If everyone have an agreement we could just lean back, rolling our thumps and think that we are living in a perfect world and by that don't make any progress....

...but luckily is that not the case, as I said people have different opinions witch means that if we would like to convince someone that our ideas is the best we have to sharpen our arguments in order to obtain our goal. Otherwise we just have to lick our wounds and go back and do our homework a second time, and the same goes off course for EFRA matters....

Talking about different opinions can I not avoid to say a few words about the EFRA officials. We are quite often approach by persons complaining, mainly of the "stupid" roles EFRA has invented. For me is I quite obvious that they don't have a clue how rules is put forward and voted in to the system of EFRA.

And that my gentlemen is a responsibility I put on your table, I do assume that you as representatives for the activities within your own country consult your drivers and clubs before you put a proposal forward to the EFRA AGM, further more do I expect you to after receiving package 2 spread it around in order to get some feedback and guidelines to know in which direction you should vote and finally after the AGM report back a to you drivers.

EFRA, as a federation does not invent rules, it's done in a democratic way during the AGM with all the member countries proposing and voting in order to get rules that is acceptable for a majority of drivers and organisers around Europe.

During this passed year was it also very obvious for me that some of you, or organisers of EFRA events, think that the EFRA officials are fully paid every time they are travel or doing any task under the name EFRA.

I can assure you that that's not the case. Yes they do get their main expenses, meaning transportation, lodging and food covered. But, and I say but the time they taking free from work, using holidays etc. is not covered at all.

All the work and travelling to races etc. is done on totally voluntary basis. I must say all the EFRA officials is doing a great job and I personally thanks all the members of the EFRA committee for the effort

they put to the sport and would like all of you in this meeting to join me and applaud these gentlemen up on the podium.

During this year have I attended two EC's and one WC as a referee. Gothenburg, Athens and Messina, all of them was very well organised. It was a bit sad to notice that there were a few registered drivers in both Gothenburg and Athens that decided to not come to the races.

Off course was this a result of the fact that we had two WC's in those classes and it seems like those drivers preferred to practise on the World tracks instead of participating on the EC's. I know that this subject will be discussed at the section meetings in order to find a solution for the future.

In August was I also visiting Georgia after being frequently invited via phonecalls, faxes, emails and registered mail. It was quite an exiting experience and I was very well received and taken care of by members of the Georgian federation.

A prospect of what to seem to be the first permanent track in Georgia with nice surrounding like hotel cottage, facilities for other RC activities was presented and from what I have been informed did they start to build this the week after I left.

Yesterday (read Friday) did we also had a special meeting with manufactory's that was very interesting and some very good thoughts were put on the table. Frederick will make a short presentation during his speech.

Finally before we start this year EFRA AGM would I just like to remind you to keep respect to the person that speak and bear in mind that not everyone easily can follow and master the English language.

I also have the sadly task to announce that somebody left us. Last Monday Mike Drescher passed away. He was the EFRA Electric Off Road Section Chairman for many years before he decided to step down and concentrate on his work.

Mike was a personal friend of mine and a very strong character very well know within the electric RC activities around the world and the Godfather of Frank when he enter the scene of EFRA

After being struggling with cancer for a period know did Mike's finally gave up he passed away peacefully at his home surrounded by his family.. We all do empathise with the tragedy hitting his family.

Before we continue this meeting would I like all of you to stand up and with a Minute of silence honour one to our Honorary Life Vice President Mr Mike Drescher

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Georgia, Greece and Ireland

Member Countries presents:

AUSTRIA	X	FRANCE	X	IRELAND		RUSSIA	
BELGIUM	X	GEORGIA		ITALY	X	SLOVAK REPUBLIC	X
CROATIA	X	GERMANY	X	LUXEMBOURG	X	SLOVENIA	X
CZECH REPUBLIC		GREAT BRITAIN	X	NORWAY	X	SPAIN	X
DENMARK	X	GREECE		POLAND		SWEDEN	X
ESTONIA		HOLLAND	X	PORTUGAL	X	SWITZERLAND	X
FINLAND	X	HUNGARY		ROMANIA			

Other Present: Jürgen Lauterbach Adv Member LRP

Gary Culver Honorary Life Vice President

Ted Longshaw Honorary Life Vice President

Heiner Martin Honorary Life President

Mario Hudy Adv Member Hudy

Ronald Baar Adv Member Serpent

3 MINUTES OF 2004 ANNUAL GENERAL MEETING

6th-7th of November 2004— HOTEL PISANA PALACE, ROME

The minutes have been adjusted by Norway and Denmark. Pending items are

1. Cleaning up the rules – the work continues in all sections including General Rules
2. WADA – a report will follow at the end of this minutes.

4 SECRETARY'S REPORT

Mr Frederick Scholander

Ladies and Gentlemen,

As far as correspondence is concerned we have received an application for membership from Bulgaria, which unfortunately was missing last year, and an application for membership from Cyprus.

I have of course also received several referee reports, and I want to thank the referees for a job well done.

As decided by the EFRA committee I have started the process of protecting our name legally within Europe, and this is a process that will take some 18 months!

The list of missing correspondence is however longer. I still miss a lot of information from some of you my friends. National reports, nominees for the referee list and, not least, the handbook information for next year's handbook!!

I also understand that very few of you want to use your right to vote for the proposals since I received only a handful Voting authorisations?

I cannot present to you any information about the progress in Europe as far as our sport is concerned without information from you. I believe that it is important for all of us to know what is happening, not only in our own countries. Don't you??

At the end of august this year I had very few proposals. And I mean VERY FEW!!! I know that the racing season is going on full throttle during august, but honestly, you had almost three month to prepare the proposals and applications before the deadline.

Please respect the deadlines given and you will make my life as Secretary at little easier.

Last year I sat here and said to you

"This year's handbook was distributed rather late. I will do whatever I can in order to improve this for next year. So please, do me, and EFRA, a favour and mail me your information as soon as you come back home"

As you know, I could not fulfil that promise this year due to several circumstances. But believe me, I will try much harder this year. But information for the handbook that I have not received on November the 18:th will not be used in the handbook for 2006. So, please.....

Yesterday we in the committee had a meeting with several manufacturers. It was our second "manufacturers meeting", and so far absolutely the best. We discussed Fuel, Engines, Spektrum and the Future. I will not go in to details, but I can mention that a lot of very constructive ideas where discussed, and it is my hope that you will see several results in the proposals for the next years AGM, and the strings between EFRA and the manufacturers will be tighter

As decided last year we will have two persons elected from the floor to adjust the minutes from this meeting, can I please have two names? **Great Britain and Norway where elected unanimously.**

I remind you that the same procedure will follow in the section meetings.

The very simple reason for this is to avoid that incorrect minutes distributed around the world

Finally, this second year as your Secretary has been even more exciting than the first . I hope that I have not disappointed anyone, and that you all feel that you at any time are welcome to contact me.

I wish you all a pleasant and constructive AGM here in Brussels.

5 TREASURER'S REPORT

Mr Jean-Luc Retornaz

Once more, good morning to everybody,

As this treasurer report will be my last one, as you may be aware, I will take a few minutes of your time with some words that are not strictly related to the position.

First, I have had the opportunity to attend several major races, including the Warm-up race in Messina, the French 1/8 Buggy GP in Reims followed by the same class EC in the same location and the World Championship in Messina.

The organisers of these events, the National Federations and EFRA can be very proud of the level achieved in these events. It is useless to develop any specific point. They have been almost perfect at their respective level.

A special thank to AMSCI that coop with and solved all problems during the pre World and the World, including as usual, a very friendly and heart-warming hospitality. The AMSCI team deserves our warm thanks.

The way these events are handled in Europe is by all means one of the best way to achieve the promotion of model cars racing as a hobby mixed with professional and a very demanding sport for concentration.

The EFRA team succeeded to solve unexpected problems that popped out from unexpected new rules. Many thanks to the known and unknown ones who helped in this matter.

Let us go through accounts now.

Accounts presentation. (The complete presentation is available at the General Secretary)

Many thanks to the auditors from Germany and Spain MM Uwe Klüver and José Alfonso Pineda, that gave their time to check the accounting papers. They made it very carefully and I can tell you that, when it is finish, it is the cherry on the cake!

As regards auditors for next year we will have to wait to morrow morning, after you have elected a new treasurer. Indeed an auditor cannot be from the same country as the treasurer.

I will come now to the second point of this speech:

It is under the very friendly but at the same time very firm pressure of whom you know that I have accepted to stand as a team-mate for the position of IFMAR Secretary/Treasurer.

The condition to that deal was that if elected as the IFMAR secretary/treasurer, I will step down immediately at this AGM from the position of IFMAR Treasurer.

On one hand it was obvious to me that, holding a treasurer position in both federations was against deontology. On the other hand I was quite sure that the quantity of works involved was out of my capacities. Though, some of you tried quite hard, to convince me that I was wrong, I confirm that I am right; but of course, I did appreciate their trials and thanks them for their friendly support.

I have spent another five wonderful years in EFRA as your treasurer. This position has been very rewarding and I must thank all of you for the work done together and for your friendly support.

I will not be far away, but this is another beginning story for me.

Thank you very much and see you soon somewhere on a racing track.

Since the meeting where about to vote for a new Treasurer on Sunday, the election of auditors where postponed until after the election of a new treasurer.

Budget 2006	Passed unanimously
The accounts	Passed unanimously

6 PR OFFICER REPORT

Mr Wolfgang Petermann

Dear Ladies, dear Gentlemen,

Welcome to this meeting.

The past year was, as usual, split by some success and failure. Some ideas I put forward to promote EFRA were not accepted.

I was quite surprised, when I got the phone call from the President, to be EFRA's Referee at the IFMAR WC in Collegno. So back to the my roots. With the help of my friend Carlos is was managed to get the EFRA logo on the pictures of the price giving ceremony in 2WD.

Shortly after I was present in different tasks at the IFMAR WC Large Scale in Lostalio. Also the organiser has prepared very good press work, it still is not normal for some international Officials to allow, especially TV Teams, access to all areas. As long as it does not disturb drivers, this must be possible, to promote the sport.

After I was addressed by my President in spring, that the "News Page " is dull, we started to improve the look of the "News Page".

A short presentation of the outcome was presented via beamer.

Unfortunately I failed, due to work load, to produce some documents regarding organisation of EFRA events. I personally have severe doubt, that this will be used. When I see, that even the EC Contracts are signed by the organisers, but not read. So only at a few European Championships the EFRA Logo was present at the podium. Anyhow, I will prepare these documents during Winter and they will be available at the EFRA Web lately in January.

7 IFMAR LIAISON OFFICER REPORT Mr Carlos Gomez Ambrosio

2005 has been an historic year in our relationship with IFMAR.

We finally have succeed over the changes in IFMAR, main way has been the "left hand work" made by our President Mr. Dallas Mathiessen, but the whole work carried together by all responsables has been a significant part in this great news.

I don't want to forget anyone:

Names to be included as main helpers for such success are:

- Dallas Mathiessen
- Jean Luc Retornaz
- My predecessor, Wolfgang Petermann
- Our former President, Gary Culver
- Others like Mr. Ted Longshaw & Sander De Graaf

Now we are in the appropriate conditions to bring IFMAR to the XXI century but it will require intensive work to be carried out in the following years.

As per racing season, we have had ALL the IFMAR Championships at Europe, inside the EFRA Block. First one has been Collegno, Electric Off Road with victories for Ryan Cavalieri from the ROAR Block and Mr. Neil Cragg from the B.R.C.A.

Second one was Lostalio, Large Scale Worlds at Switzerland, with a second victory from our British friends, now for the best rain racer of the world Mr. Ian Oddie.

Last one has been Messina, Sicily at Italy for the 1/8 IC track IFMAR Worlds, now victory has gone again (7 times by now) to Mr. Lamberto Collari from AMSCI.

At this race we, EFRA, carried out a big effort to cover the alternative offered to avoid the fuel rule. Here we have to express our grateful thanks to our Adv. Ass. Member Meccamo who furnished us with the fuel tester machine, even with that, the human effort made by EFRA has been huge and thanks to that the success achieved has been huge as well.

Now the ball is on the side of FEMCA and Australia, lets see how they play the ball.

2006 will be another capital year in IFMAR, some improvements in IFMAR may be proposed by the own IFMAR (now it is possible) but many of them may have to come from member blocks and EFRA will keep on over the work.

8 NEW MEMBER OF EFRA

Bulgaria and Cyprus had applied for Membership.

Bulgaria - the application passed with 17 for and 1 abstention

Cyprus – the application passed unanimously

9 PROPOSALS RE GENERAL RULES

CLEANING UP THE HANDBOOK

Appendix 1 § 6 A & B LICENCE and § 7 PENALTIES: Move it all to General Rules.

Proposed by Norway

Withdrawn

Seconded by: Not Seconded

2 CONSTITUTION OF THE EUROPEAN FEDERATION OF RADIO.....

THE PROPOSED RULE IS NEW

5 Voting

Each member country should have one (1) vote per section that they affiliate to EFRA at the main AGM

Remark *Larger member countries should have more votes than smaller ones which only affiliate to one or two sections*

Proposed by BRCA Great Britain

Seconded by: Italy

The proposal was amended by Italy and seconded by Denmark.

The proposed amendment: Change the wording to:

Each member country should have 1 vote affiliating 1-3 sections, and 2 votes 4 sections or more. In order to vote the person must be present at the meeting.

The proposed amendment failed with 7 against, 4 abstentions and 7 for (two thirds majority needed since it concerns the constitution)

The original proposal failed with 14 votes against, and 4 votes for.

3 EFRA SANCTIONS

THE PROPOSED RULE IS NEW

3.2.13 **Open Entry EC, entry procedure.**

At the AGM, the number of possible entries per county must be recorded.
(this is to give the organisers an idea of the likely attendance/ to confirm a viable race meeting)

The organisers are to provide an entry form and an event info sheet to the section chairman for distribution by him to the countries who are registered with that section, via the national contact

(Currently it is very hard for the country reps to find out where to get information from)

The completed entry forms are returned to the organisers directly and a summary of attendance from each county rep to the section chairman.
(so the section chairman can monitor attendance level)

The section chairman to liaise with the organisers and to help them in liaison with member countries.

Remark *The current system, or lack of one, makes it very difficult for country reps or drivers to find information out about the event, we need 1 point of contact. In addition organisers of these events need to know that there is sufficient interest in the event to actually run it.*

The 1/12th Track open EC was very hard to get information about until very near the event, and the information was eventually circulated by one of the drivers from a visiting country.

The 1/8 Track Over 40 and the 1/10 Track 235mm were very poorly attended, If the likely attendance had been discussed at the AGM the event could have been either cancelled or possibly moved to a different country / date to attract more interest.

Proposed by BRCA Great Britain
Seconded by: Germany

Passed with 4 abstentions and 15 for.

AMEND THE RULE TO READ

3.5.7 FEES (all amounts quoted in Euro)

Drivers Licence & Handbook to be 15 Euro. (replacement or additional handbook 15 Euro)

EC Entry fee to be 80 Euro's or 100 Euro's, decided by sectional AGM.

Open entry EC 60 Euro.

20% of the entry fee to be retained by EFRA (not including open EC)

Remark *First part is that the EFRA licence is too expensive it is the most complained about part of EFRA by the drivers, it puts off drivers doing just 1 event.*

The Entry fee is too cheap, the drivers don't complain about this but the organisers do, the cost of the meetings is much more than the entry fee, and sponsorship is now very hard to find. If the meetings are not financially viable then they won't happen.

The increase in percentage of the entry fee kept by EFRA will more than compensate for the reduction in the licence fee, as a large percentage of the drivers do more than 1 event.

Proposed by BRCA Great Britain
Seconded by: Finland

The proposal was postponed to Sunday so that the treasurer could prepare some calculations.

After the presentation of calculations made by the Treasurer, the proposal was withdrawn.

4 INTERNATIONAL DRIVERS LICENSE

AMEND THE RULE TO READ

4.1.5 Pseudonym

All registration information to events must also include surname. Pseudonym shall be used in official driver lists and results.

Remark *If a driver gets sick ore injured at any events, the organizer needs this information for medical help and insurance company. There could be problems if Mickey Mouse for Disneyland, France needs medical help.*

Proposed by Norway
Seconded by: BRCA

The proposal was amended by BRCA and the amendment was seconded by Norway.

THE PROPOSED AMENDMENT: Delete the whole rule

The amendment passed unanimously

8 GENERAL RACE PROCEDURE

THE PROPOSED RULE IS NEW

8.6 TRANSMITTER AND TRANSMITTER IMPOUND

There can be 2 different kind of transmitters;

a) Transmitters with a crystal that can be changed. See rules 8.6.1 / 8.6.2 / 8.6.3

- b) **Transmitters on an ultra high frequency using a software decoding system that seeks for a free channel . Anybody using these kind of transmitters cannot ask for a delay for radio interference.**

Proposed by EFRA Executive
Seconded by: Norway

The proposal passed with 1 abstention and 18 for

AMEND THE RULE TO READ

- 8.6.1 Transmitters must be constructed in such a manner, that the (delete: crystal) **frequencies** can be changed. All competitors....

Competitors using transmitters without crystal (i.e. Spectrum modules) can not protest against any radio interference.

Remark Several producers make transmitters and receivers without crystals i.e. Spectrum. EFRA's rules should be up to date with the technology. It's difficult to check if its problems with the transmitter/receiver that is not using crystals and therefore no protest against radio interference can be done. Use of i.e. Spectrum modules, must be on the drivers own risk.

Proposed by Norway
Seconded by:

Not Seconded

Withdrawn

THE PROPOSED RULE IS NEW

- 8.7.16 **Tyre additives can be allowed as long as it does not leave products behind on the carpet or racing surface.**

Checking can be done by means of a cotton ball.

The chemical components of the product must be harmless for people and environment. Liability at the use of tyre additives lies at the user and manufacturer

Proposed by EFRA Executive
Seconded by: Belgium

The proposal was amended by Denmark and seconded by Norway.

THE PROPOSED AMENDMENT: It is not allowed to bring tyres to the track with any signs of obvious residues of additives

The amendment failed with 8 against, 4 abstentions and 7 for

The proposal failed 10 against, 2 abstentions and 7 for

At this stage the general Meeting was closed for lunch.

SUNDAY 6th NOVEMBER 2005 The meeting reconvened at: 09.00

DELETE AND AMEND THE RULE TO READ

8.10.C Drugs

- 8.10.16 If drugs or alcoholic impacts a competitor, competitor mechanics or an Official, the penalties for a competitor will be immediate disqualification An official and competitors mechanics will immediately be taken out of service. **The incident should be reported to EFRA for further punishment.**

- 8.10.17 **DELETE and replace with:**

Organiser should be able to take breath test. The test equipment should immediately give an answer whether the breath includes alcohol or not.

Remark Reason for the amendment is that the rule should be further strengthened. Rule 8.10.17 is not a rule but a decision and authorisation to take action in a certain matter.

Proposed by SBF Sweden
Seconded by: Norway

Withdrawn

THE PROPOSED RULE IS NEW

8.15 MARSHALLING

8.15.7 *Marshalling must be from marked points about the track, if safety equipment is provided (e.g. tabards) it is the marshals responsibility to use it.*

Remark *Marshalling is hazardous we have to be seen to be taking safety seriously and it is important that we define what we expect from marshals.*

Proposed by BRCA Great Britain
Seconded by: Spain

The proposal was amended by BRCA and seconded by Germany

THE PROPOSED AMENDMENT: *...marshals responsibility to use I and it must be properly secured.*

The amendment passed unanimously

The proposal with the amendment passes unanimously

9 DELAYED START PROCEDURE

DELETE AND AMEND THE RULE TO READ

9 STARTING PROCEDURES

In all EFRA races, at every class, you can find the following starting procedures, always taking into account possible specialities of each class.

9.1 Starting procedure subfinals and Main final.

The start will be on a Le Mans of f1 grid, depending on the class or on the decision of the relevant organism. The time will start for all cars at the same moment when the Race director gives the Starting signal. The cars will have the settled time plus the last lap. This last lap must be given, as maximum on the time assigned by the Race Director. This time will not be less than the time of the fastest lap plus 15 seconds. When time is over no car is allowed to exit from the pit lane.

Missing the starting procedure means that the car has to start his race from the pits after the last car has started from the designated starting area and passed the pit lane.

9.2 Starting procedure for qualifying

It can be either:

A.- Staggered Start

All cars are released one by one by the starter at an interval of approx. 1 second (track lay-out depending). Missing the starting procedure means that the car has to start his race from the pits after the last car has started from the designated starting area.

B.- Flying Start

Cars will be driven at the track from the moment the track is declared "Open" for practice or warm-up, there will be no call for starting procedure. The Race Director will give a 2 minutes warning to the start, this will be announced through the sound system, you will also get the time "1 minute to the start", "30 seconds to the start" and "10 seconds to the start".

An audible signal and the mention "clock is running" will indicate that the heat has started. During this procedure timing cant be adjusted.

Common conditions: Each car will have its own timing. The total time will be the one designed in each class appendix and will start when the car pass for the first time over the starting line.

Each class will indicate the time, delay, that may goes among the first car passing the starting line and the starting moment of the timing of the cars which hasn't been able to pass that line. That delay will be marked on the monitors and on the result sheets.

The last lap will be given, as maximum, in the time fixed by the responsible, this time will not be under the fastest lap plus 15 seconds. After the final signal is given to the first car no other car will be entitled to exit the pit-lane.

The lap counting antenna of the principal system must be placed in the track before the entrance of the pits.

Remark *The existing 9 rule mainly covers the Staggered start system, this system is getting pretty close to old fashioned and the Flying start is taking precedence, by introducing this new ruling we cover both systems on the general part of the rules.*

By voting this rule we will also cover "late start" situations and lap counting, which is not covered now on the rules.

We are also closing the track for cars willing to exit the pits while race is over, also uncovered.

And by ruling it here we settle as well a common procedure for all finals and classes

Proposed by AECAR Spain

Seconded by: Germany

The proposal was amended Sweden and seconded by Norway

THE PROPOSED AMENDMENT: If the counting line is situated between the starting line and the pit, the driver could start from the pit at the starting signal or at the starters order

The amendment passed unanimously

The proposal with the amendment passed unanimously

At this stage Mr Carlos Gomez Ambrosio gave the meeting a report concerning Lap counting systems.

Report on Lapcounting

Our sport, like many others, is based on performance, our performance is measured in laps and time and in some modalities with points given according to the performance achieved on track.

Many national rules are based in the EFRA Handbook and plenty of those uses our Handbook as a complement for clarification on non regulated items.

One of the dark areas pointed out by a member country during this year has been the lap counting but at that moment we were already working over it.

As you all know to homogenise rules and to simplify the handbook is one of the feelings we have received from the floor.

While studying this subject we have found as well some minor "possible" problems to be faced by each section and a general problem that is suffered by the Race Management Programmers, we have different solutions for the same problem at several classes and this is at least problematic.

It is problematic not only for them, but as well for Race Directors, Timekeepers and Referees, even with experienced officials mistakes can happen and some of those are based over this problem of different solutions for the same issue..

Anyhow the main problem founded is the non existence of some rules:

A.- There is no rule to cover the late starters, **nothing** is ruled backing any criteria used by any programmer.

As per our actual handbook: A driver can be in one heat to be started at 10.00 and that driver making his first pass under the antenna at 10.04.50 will have his complete 5 minutes to finish causing severe delays to organizers.

B.- Maximum time on one heat or final is not ruled neither, **nothing** is ruled backing any criteria used by any programmer, except on the electric side (hats off), so a car with only 3 wheels can be trying to finish his additional lap for minutes and minutes.

On the EFRA Committee we have seen several national rules covering this issue and I have personally been digging in the EFRA history back to 1993 (that's the older handbook I still conserve), we have had a subcommittee working over it but some of the activities developed during this summer (3 worlds at Europe, the fuel issue at Messina and the dedication it has required) have caused a no conclusion of the work developed.

At the same time a member country has presented their National rule to be adopted by EFRA at this AGM as a normal proposal.

We can do now anything you may like, we can continue with the non rule situation, but then we have to know we are only backed by the precedence, we can discuss the proposed rule and adopt or amend it and/or keep on working over the subject.

In addition to this situation we have suffered in the last years at different classes inappropriate programs at several European Championship Races. Programs not updated or not following EFRA rules or more appropriate to a different class
Do we need the programmer at track side to solve problems? Or even more Do we need to homologate programs?

**The meeting decided unanimously to create a working group with the task to present one or several ideas who to handle this in the future.
The working group consists of representatives from Switzerland, BRCA, Spain and France.**

10 SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen

- a) 1:8 IC Track Election of Vice Chairman *(see section meeting minutes)*
- b) 1:8 IC Buggy Election of Chairman and Vice section Chairman *(see section meeting minutes)*
- c) Electric Track Election of Chairman and Vice section Chairman *(see section meeting minutes)*
- d) Electric Buggy
- e) Large Scale Election of Chairman and Vice section Chairman *(see section meeting minutes)*
- g) 1:10 IC Track Election of Chairman and Vice section Chairman *(see section meeting minutes)*

The German federation asked the EFRA board about some clarifications about the brushless motors before January.

11 ELECTION OF EXECUTIVE OFFICERS

Before the elections our Honorary Life President, Mr Ted Longshaw expressed his and the sports gratitude to Mick and Janet Hill for their tremendous work during the last 10 years. He also expressed his gratitude to Dallas who now also have the assignment of being IFMAR President as well. Ted sincerely hoped that Dallas will have the energy to rule both organisations and gave him his best recommendations hoping that the floor will elect him for President one more year.

a) President Mr E Dallas Mathiesen Sweden

In absence of Mr Dallas Mathiesen, who for the moment had left the room, Mr Jean-Luc Retornaz presented the proposed candidate.

There was no other candidate proposed, and the meeting, unanimously, voted to elect Mr Dallas Mathiesen as the new EFRA President for a period of one year.

b) Treasurer Mr Guy Thevenin France

The president, who now had returned to the meeting, pointed out that Mr Jean-Luc Retornaz already two years ago stated that he wanted to step down as EFRA's treasurer. Now, as he had been persuaded to accept the role as Treasurer/General Secretary of IFMAR, he just do not have the time to also obtain the position as Treasurer in EFRA as well.

There was no other candidate proposed, and the meeting, after a short presentation from Mr Thevenin, unanimously, voted to elect Mr Guy Thevenin as EFRA's treasurer for a period of 2 years.

c) General Secretary

Mr Frederick Scholander Sweden

There was no other candidate proposed, and the meeting, unanimously, voted to elect Mr Frederick Scholander as General Secretary for a period of 2 years.

d) PR Officer

Mr Wolfgang Petermann Germany

There was no other candidate proposed, and the meeting, unanimously, voted to elect Mr Wolfgang Petermann as PR Officer for a period of 2 years.

After the elections Mick and Janet Hill, and Jean-Luc Retornaz, were given a golden EFRA Licence and Mick Hill was appointed Honorary Life Vice President.

The meeting showed their big appreciation for the resigning officers with gifts and a very long applaud!

12 WADA Code

At the last year AGM it was agreed that the EFRA Committee was to investigate and subscribe the WADA code.

The WADA code is the World Anti Doping Agency code, W.A.D.A. Code, to subscribe it without knowing what is its content and the obligations derivatives from would have been a non responsible attitude.

The W.A.D.A. is a non profitable world organization located in Canada, the Code is part of a complete Program that has 3 levels, the Code itself, the International Standards and Models of best practice .

As the W.A.D.A. Program is defined, "adherence to the International Standards is mandatory for compliance with the Code.", So, directly to subscribe the Code means the obligation to follow and accept International Standards (those covers technical and operational areas within the anti- Doping Program, i.e.: Detailed requirements for collecting samples, laboratory analysis and laboratory accreditation.

Models of best practice are not mandatory but recommended ones. Those ones are prepared and tailored by the WADA for the necessities of each of the major groups of signatories i.e. International Federations for individual sports and similar. We already don't know if we are suitable to be considered as one of those groups, that's a step we will give later...

The definition of the **FUNDAMENTAL REASON for the World Anti – Doping Code** is inside the WADA code:

"Anti-Doping Programs seek to preserve what is intrinsically valuable about sport. This intrinsic value is often referred as the "spirit of the sport". The spirit of the sport is the celebration of the human spirit, body and mind and is characterized by the following values:

- . Ethics, fair play and honesty.***
- . Health.***
- . Excellence in performance.***
- . Character and education.***
- . Fun and joy.***
- . Teamwork.***
- . Dedication and commitment.***
- . Respect for rules and laws.***
- . Respect for self and other participants.***
- . Courage.***
- . Community and solidarity.***

Doping is fundamentally contrary to the spirit of the sport."

This is a declaration that the EFRA Committee feels we can subscribe completely, word by word.

The Code itself contains several different kind of rules and for instance there are rules that must be incorporated in our rules word by word while others are mandatory guiding principles that may allow flexibility in the formulation of those rules:

As per the WADA code several articles of the code must be incorporated without changes, those articles are:

1. Definition of Doping.
2. Anti-Doping rule violations.
3. Proof of Doping.
9. Automatic disqualification of individual results.
10. Sanctions on individuals.
11. Consequences to Teams.
13. Appeals
17. Statute of Limitations and Definitions.

The definition of doping is not problematic (doping is the violation of article 2).

The article 2 is more problematic, at least for a pure amateur sport like ours:

Anti-doping rule violations are:

- 2.1 The presence of a Prohibited substance or its Metabolites or Markers in an athlete's bodily specimen.
- 2.2 The use or attempted use of a prohibited substance or method.
- 2.3 Refusing to submit sample collection or evading it.
- 2.4 Violation of applicable requirements regarding Athlete availability for Out-of-Competition Testing.
- 2.5 Tampering or attempting to tamper, with any part of Doping Control.
- 2.6 Possession of Prohibited Substances and Methods: at any time or place not only by athlete but as well by support personal unless therapeutic use exemption granted
- 2.7 Trafficking
- 2.8 Administration of a prohibited Substance or Method or assisting encouraging, abetting covering up or complicity in any attempt of violation.

Out of this article we can easily reach the conclusion that collection of samples, not only at competition but as well out of competition are a main channel to reach the proof of doping, that will bring together the processing of this samples trough laboratories with its intrinsically cost, and referring this not only to the competitors but as well to families and companions.

The WADA Code contains on its article 20 the roles and responsibilities of International Federations, and of Major Event Organizations and as well on article 21 the roles and responsibilities of participants, either athletes or Support Personnel.

To subscribe the WADA code requires further analysis, mainly on cost and consequences, deeper investigation has to be carried out to reach a final conclusion of our capacity and needing to fulfil the requirements we may be obliged to, i.e.: if we sign the code we are obliged to allow WADA inspectors at our events and I don't know who is obliged to pay the possible analysis and cost out of that.

At this moment we recommend to continue with the study and analysis of the WADA code by a working team designated out of this AGM and accepting now the Fundamental Reason for the Code.

In order to finalise the study it was decided by the meeting that a working group containing Norway and BRCA should present a final statement at the committee meeting in January 2006.

13 GENERAL DISCUSSION ITEMS

Proposed by EFRA Executive

The future of EFRA

Introduction

EFRA is a non-profit association grouping National federations and other interested parties in Europe.

EFRA works to enhance and improve the Radio Controlled motorsports climate in Europe by promoting the sport to the general public, Standardising rules for racing, protecting the rights of

its members within the blocs, and assisting businesses to improve products and by doing so contribute to their sales and profits.

The Organization

EFRA was founded on may 19th 1973 during the constitutional meeting held at the Luxor hotel at Muttens Switzerland.

The founding nations were: Switzerland, Italy and Germany.

The first elected President was Mr. Udo Eyers from Germany.

The first A.G.M. was called on November 17th 1973 at the Luxor Hotel at Muttens Switzerland and already representatives of 6 affiliated nations were present: Switzerland ,Germany, Italy ,France, Great Britain and Holland.

The decisions passed at that meeting were:

-*The association was named: EUROPÄISCHE FEDERATION RADIOGESTEUERTER AUTOMODELLE.*

The abbreviation "EFRA" has been selected for giving meaning in as many languages as possible:

- EUROPAISCHE FEDERATION RADIONGESTEUERTER AUTOMODELLE.

- FEDERATION EUROPEENNE DE MODELES REDUITS AUTOMOBILES RADIOGUIDEES.

- EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES.

- FEDERAZIONE EUROPEA DI AUTOMODELLI RADIOGUIDATI.

- A RACE CALENDAR INCLUDING THE ORGANISATION OF THE FIRST EU-CHAMPIONSHIP AT MODENA ITALY ON AUGUST 25TH 1974.

As far as we know the first international race was organised at Vienna on Easter weekend 1973.

Today our benevolent management team consists of the executive board and its officers working closely together in the executive committee. Personal professional skills are part of the committee to keep it apprised of legislative activities and to help affect desired outcomes. Ultimately the work will have to be divided among working groups and the executive may need to add staff to the Association on a temporary or full time basis and in the long term even remunerated personnel must not be excluded

Services

EFRA provides a variety of contributions to RC motor sport including the scheduling and coordination of a number of activities and events. These include trimesterial committee meetings for information sharing, and planning. The winter conference and seminars, the annual Awards and PR at European Championships.

In addition EFRA provides officials to represent our members with, organisers, manufacturers, government agencies and the other continental blocs. EFRA provides information to the general public and communications to the interested in the form of a website and regular meetings at the races as well as publishing rankings and results

Among the new services planned for the future are:

- Standardising the lap counting
- Stabilising the technical rules
- Involving the trade
- EFRA appointed Race director and EFRA Referee with all expenses paid by EFRA
- A meeting early spring with all the appointed referees for the year in order to have the referees to work in a "uniform" EFRA way, i.e. not EFRA/Swedish, EFRA/Spanish etc it should be EFRA/EFRA
- Templates for press realises, posters etc.
- Race manuals and guidelines for organisers
- More active, informative and easier to navigate webpage

- Handbook on the net in downloadable PDF format

The Market

It may be assumed that the RC industry in general has been growing for the past seven years. Of course this includes all types of Radio controlled vehicles. Today's retail sales produce more than some 3 times the Euro's produced in 1983. There is no reason that this evolution would not be trough for RC recreational items. In addition, one can presume that roughly 87% of RC motorsports customers have no direct link with EFRA and or turn to non-official organisations for all of their routine service and racing needs.

This is a market with tremendous opportunities for EFRA, and it's national federations if they can get the right tools to take advantage of the possibilities. One needs to question if EFRA's system of international drivers licences is such a tool?

For most part, our potential members are very unknowing about our associations. This is partly due to our limited resources for communication, training and marketing and a protectionist attitude from the local trade. We need to improve and increase the value of EFRA versus the interest of enthusiasts and the local trade. A huge task for PR

There are also more than 100 businesses in Europe involved with RC motorsports. All must be considered as potential associate members, today we leave them on the outside of the "official racing scene", such manufacturers, race organisers, distributors, shops, do service and sell to our members or at least our target group. Yet EFRA has merely looked at this field of action: It surely never prospected it yet

Yes EFRA is an association of associations but since EFRA's goal is to bring together all interested parties in RC motorsport , It needs to have a broad target market with management partly focusing on, distributors/manufacturers, and other interested parties.

Financial Considerations

Our main strategy is the growth of membership. A large membership base provides revenue from dues and also positions EFRA as the true representative of European RC motorsports

We want to finance growth solely through cash flow. We recognize that this means we will have to grow more slowly than we many might like but that no assessment of members or borrowing is necessary but not excluding other ways of funding to be explored.

Using business like wording we expect our sales on membership and other services to increase from more than €90 000 €the first year to more than €110 000 by 2008. Net profit is estimated to rise from €7000 in year 2005 to €10 000 in year 2008. Cash flow is expected to remain healthy. Profits are planned to be applied to legislative activities, marketing activities, hiring personnel or held for contingencies.

1.1 Objectives

1. 27 members for 2004-2005 and 12 associated manufactory members:
To 30 members and 20 Associate's. So we really need to consider what we can offer them back what is the added value we can offer?
2. If we need to employ staff then we would need an annual income greater than €130,000 to support part full-time staff and expenses.

1.2 Mission

EFRA is an association of RC motor sport Federations and other interested parties on the European RC scene.

EFRA works to enhance and improve the RC motor sports climate in Europe as a recognized and respected representative and proponent of RC motor sports.

EFRA's mission is: ***To be the leading RC model car federation of the world***

1.3 Keys to Success

1. Long-standing association for European RC motor sports. More than 30 years old.
2. EFRA is "The" Continental RC motor sports organization having a respected reputation far beyond Europe.

3. Europe is growing and allows for convenient member visits and meetings with more and more borders opening.

The willingness to adapt to today's realities

Proposed by Austria

The matter is the reallocation fees.

In Electric TC it is common that there are far more people interested in participation than places available firsthand.

Then again some/many people stand back of their allocated places, and their places get reallocated.

But reallocation fee is 1.1/2 of standard allocation fee. Whilst the place is already paid for once by another country. (the 150% reallocation fee is in my opinion only sensible if there where enough places firsthand)

So all in all the reallocated place "costs" 250% of a normal starting place, shared by the driver/country who originally was allocated, and the poor guy who maybe wanted to go firsthand but didn't get a starting-lot because of over-allocation, and even had to wait until the "last" moment.

Two possible suggestions.

- 1) If a place already paid for is reallocated: only 50%-100% (matter of discussion) to be paid by the "new" driver. (maybe hard to execute for Jean-Luc / EFRA-Treasurer)

If there was an over allocation at the AGM: reallocation is in general only 100% fee.

The matter was discussed, and Austria was asked to make a proposal for the 2006 AGM

Proposed by Sweden

The status for the EFRA Grand Prix must be improved. As it is today no notice or respect is taken to the dates where the calendar states an GP. Other important and major races are put on the same date as an GP with the consequence that Team drivers are ordered to join the other meeting due to that commercial interest very often are involved in the GP competing event and drivers therefore are forced to join such a meeting.

Being aware of that EFRA does not have any possibilities or rights to forbid a race meeting in one member country other steps has to be taken in order to avoid collisions.

Proposal:

1. Ask the member countries to not approve and give permission to organise an event on an GP date. If this is not respected a sanction fee should be claimed that is so high so it hurts.
2. In addition to above it should be a must for drivers that intend to participate in EC or WC to attend the GP's. Otherwise they will not be nominated to participate in the Champion ships.

Another possibility is that the EC's are held as a series of GP's and a Final. See Rule proposal Large Scale

The matter was discussed. Should we have fixed dates for EC's and GP's two years ahead? All member counties where asked to think about ideas about this subject and make proposals for the AGM 2006.

Proposed by Norway

EFRA's Handbook has lists of all the federations with several contacts and a list of referees. Those lists in the 2005-handbook are using 37 pages. The handbook needs only the main-information for each National Federation and then can the handbook remove 20-25 pages maybe. Complete contact information for every federation should instead be listed at the www.efra.se > Members.

The list of referees should be removed from the handbook and only be listed on www.efra.se.

The main issue with this is easy to update contact information, addresses and changes made in the National Federations and have this updated information available.

Parts of the EFRA Handbook will be published on the web site 2006.

14 ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

BRCA raised the question that Open meetings are often bigger than the "Full EC". How do we handle this?

Any ideas to handle this are welcome.

15 DATE/VENUE OF THE 2006 ANNUAL GENERAL MEETING

It was decided (with 2 abstentions) that the venue of the 2006, 2007 and 2008 AGM will be Brussels.
The date for the 2006 AGM is November 4-5

The EFRA President, Mr Dallas Mathiesen, thanked all participants for a constructive meeting, and being no further business the meeting was closed at 12.45