



EFRA ANNUAL GENERAL MEETING
HOTEL Sofitel, Brussels.
Belgium
3rd – 4th of November 2007

MINUTES GENERAL MEETING

SATURDAY 3rd OF NOVEMBER 2007.

The meeting started at: 9.10

1. PRESIDENT'S WELCOME

Mr Dallas Mathiesen

Mr Dallas Mathiesen opened the meeting welcoming all delegates, associated members and special guests.

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Bulgaria and Estonia

Member Countries presents:

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

Other Present: Ted Longshaw Honorary Life President
 Gary Culver Honorary Life Vice President
 Jean-Luc Retornaz Honorary Life Vice President
 Mick Hill Honorary Life Vice President
 Jürgen Lauterbach and Stefan Köhler Adv Member LRP
 Oscar Jansen Adv Member Orion
 Katrien de Nijs, AMB
 Emelie van der Veer AMB
 Hans Huijsing, AMB

3. MINUTES OF 2006 ANNUAL GENERAL MEETING

4th – 5th of November 2006— Brussels, Belgium

Matters arising from the minutes: Future of EFRA see attached report.

The following person was elected to check the minutes of this year: Bent Magnussen Norway and Wolfgang Lindner Sweden.

4. SECRETARY'S REPORT

Mr Frederick Scholander

Dear Ladies and Gentleman's,

It is again very nice to be here and meet you all. Even if there has been a lot of activities around the RC-world this year, it has been very calm for your secretary. Calm in the sense that I have no correspondence except the day to day business, including referee reports.

Talking about referees, I do hope that you do not forget to send to me your proposals for next years EFRA referees, as well as the necessary information for next years handbook.

We have now finalised the protection of our name and logo successfully.

In my report last year I mentioned some thoughts about all the voluntary work that is done within our sport.

It is, unfortunately, a fact that it is getting harder and harder to find volunteers to help out. This goes for the clubs, the federations, and last, but not least, even for EFRA.

Last year we had severe problems to find someone willing to act as the EFRA treasurer.

This year we have not received any proposals for a new Secretary?

I believe we all must ask us the question, why is it like this? Lack of time? Lack of interest? Are the tasks too difficult? What's in it for me?

When I was elected four years ago I was very proud, and I really wanted to take part in the work to obtain and promote the sport throughout Europe.

Looking back I can see that we have changed the rules a lot, we have had several meetings discussing all possible questions concerning our sport. But I had hoped that we would have been able to progress more. There are for sure several very important questions we must deal with a.s.a.p., and I truly hope that EFRA after the presentation of the Future project later this weekend will find better and more efficient way to handle all the important issues

For me personally those four years as secretary has been very rewarding in the sense that I have met so many exciting, kind and generous people.

I for sure hope that we will meet again, sometime, somewhere!

With this said I want to wish you all a nice and constructive stay here in Brussels during our AGM for 2007.

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

Personal treasurer report

During the first year as EFRA treasurer I have noticed that a lot went well and there are also some points to address, mostly to myself.

Thank you:

It was the pleasure to work with you. Federation payments have been arrived in time and I really to say that the payment moral is very good. I assume that this is also the effect that the invoice positions are clearly published. You have also acted immediately when the invoice positions were wrong and we could solve together the issue.

Booking is done with a professional multicurrency capable software "Banana".

On the other hand I need to be better in the next year:

I have sent out the World Championship allocations to late. I could complete the allocation / reallocation final overview and the 5 Euro GP costs by mid of September. The result is that some of you get money back and others have to pay us. Then I have decided to calculate all in the first invoice of the new financial year including the refundings. This invoice will be sent out on 1st December 2007 with the agreed information of this AGM meeting.

Targets for the next year:

I would like to give you insight into the the current work. Each federation will receive a login on my EFRA's treasury page. There you have a trusted insight in all affairs so that you will be informed about our personal EFRA business.

You will see the paid invoices the open or scheduled invoices, during the issuing phase you will be able to accept the invoice or to start the discussion with me. You have also the overview about your numbers

agreed at the AGM. A next step would be an automatic generation of the invoice and sent to your federation. This solution will help me and you to have a better overview and to save a lot of time.

The committee itself will also have access to different treasury information.

I have the pleasure to make the next round and we will stay in contact.

Thank you for your trust

“Jackie”

Jacqueline Aebi

Election of auditors for 2008: Germany and Great Britain

Approval

The precedent figures related to cash positions balance and budget are submitted for approval to the EFRA General Annual Meeting.

The accounts were approved **unanimously**

6. PR OFFICER'S REPORT

Mr Wolfgang Petermann

Good morning Ladies and Gentlemen,
It's nice to see you all here.
It was requested to keep the reports short, so I will try it.

2007 was a busy year, with a lot of work to do in my normal business. So quite limited time for EFRA, unfortunately especially for traveling to race meetings.
After many years, the member countries now start to use the EFRA News page. So it is becoming more and more attractive.

I helped several organisers to create their EC or GP invitation. But still some organisers send invitations for publication two weeks before the event starts, so quite late.

So let's together improve PR.

Thank you.

7. IFMAR LIASON OFFICER'S REPORT

Mr Carlos Gomez

A short report ... less than 3 minutes, we have done a big effort in regards of proposals, nearly 90 proposals prepared to be sent in time towards Ifmar coming from ALL Sections and nearly all in time, we forwarded those to Ifmar and were ready for discussion.

The electric items unfortunately had not been discussed mainly due to resignation of the Electro Section Chairman Mr. Kenny Bergschultz, a new man is in place and all the proposals will be handled by that new man, the new Ifmar Electric Section Chairman is Mr Ernie Provetti from ROAR.

The IC items and the general ones were discussed deeply in long meetings at Argentina, over 40 hours, we obtained a successful result out of many of our proposals but some of the key items are still pending either for postal vote either due to non successful result so we will be over those again.

Dates for next year Ifmar races are the following ones:

- a) 1/10th IC Track IFMAR WC Lisbon (Portugal)..... 7-17 august 2008
- b) 1/8th IC Off Road IFMAR WC Charlotte (USA).....15-21 September 2008
- c) Electric Track Bangkok (Thailand).....8-16 November 2008

8. PROPOSALS REGARDING GENERAL RULES

2 CONSTITUTION OF EUROPEAN FEDERATION OF....

RULE 2.4

AMEND THE RULE

Election Committee

At the EFRA AGM, there shall be elected an Election Committee. This committee shall forward a list of the candidates for election in the EFRA boarder and other committees/positions, at last one month before the AGM each year.

There committee shall consist of one leader and two members. The leader cannot be members of the same federation as EFRA's President, Secretary ore Treasurer.

The committee's leader/members are not members of the EFRA board.

The leader of the committee shall be present at the EFRA AGM.

Remark:

It is usually a committee working to make a list for the elections in democratic organizations. Such a committee shall of course be present at the AGM to present their proposed candidates for the elections.

Necessary updates in the constitution must of course be done in 2.4a then the proposals for the election must be sent to the leader of the election committee instead of the General Secretary.

This proposal is **not supported by the EFRA committee.**

Proposed by NORWAY

The proposal was withdrawn since the subject is a proposal in the "Future project"

3 EFRA SANCTIONS

THE PROPOSED RULE IS NEW

EFRA must produce a set of rules in hard copy - paper - format and distribute to all licence holders.

Remark:

The basic argument is that we believe it to be a fundamental requirement that every competitor / EFRA licence holder must be aware of the rules. Certainly in the UK unless we generate a set of rules in paper format then

in the event of their being any litigation (accident or otherwise) the driver could have grounds for a case as we couldn't state that they had received the rules.

(Under UK Law putting a set of rules in the post is deemed to be delivered to the person.)

The BRCA recommend that unless the EFRA committee is 100% certain that this argument can be defeated in a court of law and its stance of using electronic media for the delivering of rules be given the OK it should

stick to hard copy format for the protection of its officials.

In addition while the cost of the handbook isn't insignificant it does give EFRA some presence in the perception of the competitor, just the licence doesn't.

We would suggest that supplementing the Handbook with electronic media in the form of a newsletter would be a good idea - if the obstacle of legality can be removed or overcome and regular email is circulated to the

drivers then the future move (in a few years) to an on-line handbook may be a practical one.

To save costs on distribution all copies to be sent to contry contacts for forwarding to their licence holders

This proposal is **NOT supported by the EFRA Committee**

Proposed by BRCA

After a discussion it was decided that handbooks will be available for countries who wants to buy them at “self cost”.

RULE 3.1.1

DELETE AND AMEND

The object of EFRA Sanctions is to obtain uniform racing and organisational standards for major European events in all classes of radio-controlled model car racing.

Major European events are:

- European Championships
- EFRA Grand Prix
- International races with EFRA sanction

National Organisations are advised to adopt these standards and rules for use on national level **Championships**

This proposal is supported by the EFRA committee

Proposed by EFRA Executive

Seconded by: Norway

The proposal:

Passed Unanimously

RULE 3.2.5

DELETE

For a European Championship a contract, ~~approved by the EFRA AGM~~ will be signed by EFRA, the National Federation and the Organiser. It must be received by EFRA by 1st January (~~EFRA REF: CONTRACT 02-1/3~~).

This proposal is supported by the EFRA committee

Proposed by EFRA Executive

Seconded by: Austria

The proposal:

Passed Unanimously

RULE 3.2.10

AMEND THE RULE

A member Association cannot organise a National Championship, or allow any of their members to organize races on the same days of a European Championship/**EFRA-sanctioned race (i.e. EFRA GP)** in the same class/section. **In cases this is done, and it can be documented that this race is in conflict with the EFRA-sanctioned race, can the EFRA board punish the association, by giving them quarantine from participation in WCs and ECs until a period of 2 - two – years, withdraw/deny applications to host WC/EC and EFRA GP until a period of 4 – four – years, give the nation a penalty until 5.000 Euros. The penalties can be used separately, ore combined.**

EFRA's Chairman for the class, can allow conflicts in the race calendars in special matters, but a written applying must then first be accepted, and only in cases where it not will be expected any participation from that country.

Remark:

Norway was given EFRA GP Electric Touring, indoor 2007. This event was cancelled, after several drivers from other countries withdrawing their sign up just before the event. After investigations, this was because of Danish Championship in the same class at same time and a popular cup in Sweden in the same class at same time. There is unacceptable to find that this is done by neighbours especially. There is a lot of costs including hosting these types of events, and only penalty costing money, can seem to be the option to solve problems like this. All cases must be handled individually, there will of course be several different matters, but something must be done! If numbers of i.e. GPs makes problems to set dates without accepting races at same dates as EFRA-sanctioned races, there must be discussed at the section meeting numbers of GPs.

This proposal is **NOT supported by the EFRA Committee**

Proposed by NORWAY

Seconded by: BRCA

The proposal:

The proposal was withdrawn. The committee will make a template with fixed weekends if possible.

RULE 3.2.12**THE RULE IS NEW****OPEN ENTRY EUROPEAN CHAMPIONSHIPS**

Open entry EC's are:

- **40+ 1:8 IC Track**
- **1:10 235 mm IC Track**

Remark:

EC40+(1:8th) and 235mm in 1/10th remain open EC classes.

Last year at the General meeting it was more or less changed due to 1:12th to make it a normal EC, but that does not work in this class(es)

This proposal is supported by the EFRA Committee

Proposed by EFRA Section Chairmen

Seconded by: BRCA

The proposal:

Passed Unanimously

RULE 3.3.4**AMEND THE RULE**

Existing rule

3.3.4 The EFRA Section Chairman must decide on the sanctions.

Proposed rule to read

3.3.4 The EFRA Section Chairman must decide on the sanctions. **The dates of the 3 EFRA GP of each year must be respected by the different national calendars, a special waiver might be issued by the Section Chairman to grant special permission to collide with those ones.**

Remark:

Being only 3 EFRA Grand Prix per session it is not impossible to respect those dates, if the event is far from other countries the waiver can be issued without many problems.

This proposal is supported by the EFRA committee

Proposed by EFRA Executive

Seconded by: Norway

The proposal:

Passed with 18 for, 5 against

5 GENERAL REQUIREMENTS EFRA EVENTS

RULE 5.3.12

DELETE

Marshals shall be provided with high visibility jackets and suitable protective gloves to minimise the risk of injury when coming into contact with the moving parts of the car. All marshals must wear safe and sensible footwear that will not become detached when performing marshalling duties. (Sandal's are not acceptable)

This proposal is supported by the EFRA committee

Proposed by EFRA Executive

Seconded by: Spain

The proposal:

Passed Unanimously

(This subject is also described in an other place in the handbook and is part of "cleaning up the handbook")

RULE 5.3.13

THIS RULE IS NEW

In the interest of safety any batterypack carried on a modelcar must be able to be disconnected quickly in an emergency.

Note: Direct soldering of batterypacks is not acceptable.

This rule will be affective from January 1st 2008.

It is strongly recommended that the federations make this rule affective a.s.a.p.

Proposed by ORION

Seconded by: BRCA

The proposal:

Passed Unanimously

6 ORGANISATION OF EFRA EVENTS

RULE 6.2.2**DELETE AND AMEND THE RULE**

Existing rule

6.2.2. For European Championships the National Federation is responsible for sending the entry-forms of their national team to the EFRA Section Chairman, at the latest 60 days before the event. They may send in entry-forms for up to 4 drivers additional to their country allocation for reallocation purposes. Those extra entry-forms must be marked clearly "FOR REALLOCATION". A list of the team members, mentioning their EFRA DRIVERS LICENCE numbers, must be send to the EFRA Section Chairman at the same time (EFRA REF: ENTRYFORM 92-1/1 and RE-ALLOCATION 92-1/1).

Proposed rule

6.2.2. For European Championships the National Federation is responsible for sending the entry-forms of their national team to the EFRA Section Chairman, at the latest 60 days before the event. They may send in entry-forms for up to 4 drivers additional to their country allocation for reallocation purposes. Those extra entry-forms must be marked clearly "FOR REALLOCATION". A list of the team members, mentioning their EFRA DRIVERS LICENCE numbers, must be send to the EFRA Section Chairman at the same time (~~EFRA REF: ENTRYFORM 92-1/1 and RE-ALLOCATION 92-1/1~~).

Family Names must be written in Block letters. eg: MARTIN Angus

Remark:

Entry forms prepared by John SMITH in 1992 are no more in use.
Some family names are the same as Christian name, and block letters will avoid confusion when preparing listings

This proposal is supported by the EFRA committee

Proposed by FVRC

Seconded by: Norway

The proposal:

Passed Unanimously

RULE 6.2.3**AMEND THE RULE**

Existing Rule

6.2.3. 55 days before the event the places not taken up will be re-allocated by Section Chairman, place by place in the order established at the AGM. The re-allocation will be published to all participating countries 40 days before the event at the latest. If the re-allocated places do not fill the entire series of heats, the host country may provide the remaining drivers.

Proposed Rule

6.2.3. 55 days before the event the places not taken up will be re-allocated by Section Chairman, place by place in the order established at the AGM. The re-allocation will be published to all participating countries 40 days before the event at the latest. If the re-allocated places do not fill the entire series of heats, the host country may provide the remaining drivers. ***The entry fee for such will be the normal allocation fee.***

This proposal is NOT supported by the EFRA committee

Proposed by FVRC

Seconded by: BRCA

The proposal:

Passed with 22 for, 1 against

7 RACE OFFICIALS

RULE 7.1.23

DELETE AND AMEND THE RULE

REFEREES FACILITIES

Referees must be offered a place from where they can observe the track from the view as seen by the drivers. ~~Preferably it should be on the rostrum.~~ **At an EFRA EC must this place be on the rostrum.** The place must be separated from the drivers area, to assure a quiet and undisturbed working environment. Protection must be given against bad weather (walls, roof etc).

This proposal is supported by the EFRA committee

Proposed by EFRA Executive

Seconded by: BRCA

The proposal:

Passed Unanimously

8 GENERAL RACE PROCEDURE

RULE 8.3.2/8.3.3

AMEND THE RULE

§ 8.3.2: Under no circumstances is it allowed to mix non-licensed drivers with licensed drivers.

§ 8.3.3 The separation of non-licensed and licensed drivers is for the qualifying heats only.

Proposal for amendments § 8.3.3 to be read: The separation of non-licensed and licensed drivers is for the qualification heats **during ECs only.**

Remark:

Will it be allowed to mix drivers with national and EFRA licenses at GPs?
Is it allowed to start without any license at all?

If not, the rules should be clarified.

For GPs it's allowed to start with national license. The common sense is therefore to mix the heats at GPs as best as possible for the qualification, after the driver's skills, either if they have EFRA of National licenses.

This proposal is supported by the EFRA committee

Proposed by NORWAY

Seconded by: BRCA

The proposal:

Amended

Proposal for amendments § 8.3.3 to be read: The separation of non-licensed and licensed drivers is for the qualification heats **during ECs only except for series.**

The ammended proposal: **Passed Unanimously****RULE 8:10****AMEND THE RULE**

Existing rule

8.10 PENALTY CAUSES

Time penalties should be awarded as stop and go penalties where possible. The Referee and/or Race Director should inform the driver, should be announced through the sound system, and the driver should bring the car into the pit lane in the immediate next lap where it will stay the amount of time that the race organiser have decided depending on track layout. The time should be announced at the Team Managers Meeting. It will not be allowed any repair or refuelling until the Referee and or Race Director allows him to proceed. In the case that there is no possibility to call a driver for a stop and go penalty, the Referee and or Race Director will announce a time penalty of 10 seconds (Large scale: 1 lap).

Proposed rule to read

8.10 PENALTY CAUSES

Time penalties should be awarded as stop and go penalties where possible. The Referee and/or Race Director should inform the driver, should be announced through the sound system, and the driver should bring the car into the pit lane in the immediate next **3 laps** where it will stay the amount of time that the race organiser have decided depending on track layout. The time should be announced at the Team Managers Meeting. It will not be allowed any repair or refuelling **during that mandatory pass through the pit lane.**

In the case that there is no possibility to call a driver for a stop and go penalty, i.e. the last laps the Referee and or Race Director will announce a time penalty of 10 seconds (Large scale: 1 lap). Referee together with the Race Director decide the time to be added on the result depending on the incident

Remark:

Actual rule states that stop and go must be accomplished within the immediate next lap, common practice during decades has been 3 laps to fulfil the penalty.

Rule gives the possibility of refuelling following a rule that was valid at formula 1 real scale racing during only 6 months...better to scratch it, to take an advantage of a penalty is unfair.

This proposal is supported by the EFRA Committee

Proposed by EFRA Executive

Seconded by: Sweden **Not Seconded**

The proposal:

Passed Unanimously **Passed with** for, against and abstentions.

Rejected with for, against and abstentions. **Amended**

Time penalties should be awarded as stop and go penalties where possible. The Referee and/or Race Director should inform the driver, should be announced through the sound system, and the driver should bring the car into the pit lane in the immediate next **3 laps** where it will stay the amount of time that the race organiser have decided depending on track layout. The time should be announced at the Team Managers Meeting. It will not be allowed any repair or refuelling **during the penalty beeing served.** ~~during that mandatory pass through the pit lane.~~

The ammended proposal: **Passed Unanimously****RULE 8.14****DELETE AND AMEND THE RULE**

8.14 page 80, Prize money

8.14 Events organised by associated members

- 8.14.1 Events organised by associated members under endorsement of EFRA may not be subject to prize money or to starting premiums.**
- 8.14.2 Applications for such events should be sent to both the President and the Secretary of EFRA at least 6 months before the start of the event
- 8.14.3 Such events may not have the title nor be referred to as Grand-prix, European or National Championships.
- 8.14.4 At least one official EFRA representative must be present. Efra does not pay any expenses and all costs are to be supported by the organising associate member. This EFRA representative will be integrated in the officials listing and have the right to be present at all meetings and have access to all parts of the premises as an observer and auditor.
- 8.14.5 The relationship between the associated member and EFRA shall be that of independent identities for all purposes, and in no event shall persons employed by either party be held or construed to be representatives of the other.
- 8.14.6 Racing formats and classes may be different from those described in the Efra handbook The parts of the EFRA rules that will be applied should be clearly stated as well as the deviations on technical rulings. However the parts in the EFRA handbook referring to Legal liability, safety, security, conveniences, frequencies and drugs can under no circumstances be waived as being part of the rules fully in force
- 8.14.7 The organizer accepts full responsibility for all necessary authorizations and to comply with local laws and regulations. The Associate organiser at its sole cost and expense shall procure and maintain during the term of this event with insurers of recognized responsibility for all insurances needed policies with adequate coverings.
- 8.14.8 Whenever prizes in merchandise are given they must be spread over at least 15 participants and have to be comparatively within reasonable proportion to each other
- 8.14.9 The Associated member will defend, indemnify and hold EFRA harmless from and against any and all liabilities, damages, losses, claims, fines, penalties, assessments, demands, actions, suits and judgments, including all fees, costs and expenses incidental thereto, that may be charged to, asserted against or incurred by EFRA by reason of any loss, damage or injury of any kind or nature whatsoever in any manner or to any extent resulting from or arising out of the articles or services covered by the endorsed event except to the extent resulting solely and directly from Efra's gross negligence or wilful misconduct.
- 8.14.10 EFRA licensed drivers are allowed to participate to events organised by associated members but their EFRA membership may be withdrawn if attending non endorsed international races organised by non associated organisations. (MAYBE to be introduced in 4.4.2 page 61)**

Remark: Replace the articles around prize money and pro races by this one

Proposed by EFRA Executive

Seconded by: BRCA

Passed Unanimously

On Sunday the 8.14.10 was highlighted since the committee was not sure that all members had noted that this paragraph was entered after sending out the agenda. The paragraph was voted for again.

Seconded by Norway

Passed with 11 for, 1 against and 4 abstentions.

RULE 8.14.4

AMEND THE RULE

Suggestion:

No prize money allowed in European Championships or EFRA Grand Prix, only in promotional races(Pro-Races)
As well as 8.14.5 and 8.14.6 in fact the whole of 8.14 prize money

Remark:

There's no reference to Pro races in the FEES page 58

Propose to replace it with a reference to "brand races" organised by Associate members, to be studied by the board

Proposed by BRCA

The proposal was withdrawn

The General Meeting closed for lunch 12.30, following by Section Meetings. Before lunch Mr Ted Longshaw addressed the floor apologizing for not being able to stay for the whole weekend. After thanking EFRA for the invitation he gave the meeting his best wishes for the future.

When the General Meeting were closed Saturday lunch there were still some Rule Proposals left on the agenda,

SUNDAY 4th NOVEMBER 2007 *The meeting reconvened at 09.00*

RULE 8.15

DELETE AND AMEND THE RULE

8.15. MARSHALLING

If a host club is not able to provide marshals the following rules take effect:

8.15.1 Only drivers taking part in the competition may and must marshal the heat **and finals** following their own, (subject to 8.15.4). ~~The first heat will be marshalled by the drivers of the last heat.~~
The drivers of the last heat will marshal the first heat.

8.15.2 **A substitute marshal is only allowed if the driver is physically disabled and if approved by the Race Director.**

8.15.3 Failure to marshal or provide a competent substitute will result in the loss of the driver's best qualifying time if qualifying by fastest time is in operation. The loss of the best points score will be the result if qualifying is by the round by round system

Failure to marshal is clarified as: not being at the correct marshalling point when the first car leaves the start line or final grid.

~~A substitute marshal is only allowed if the driver is physically disabled and must be notified to the Race Director.~~

8.15.4 **It is the Team Manager's responsibility to ensure drivers marshal finals at EC's. Country allocations will be reduced pro-rata in case of non-compliance.**

8.15.5 The organisation of drivers marshalling for the finals will be the responsibility of the organiser. ~~Only drivers taking part in the competition may and must marshal finals unless a substitute is allowed by the Race director due to physical disability.~~

8.15.6 The organiser must provide a marshal for any unfilled position i.e. previous heat had less drivers or marshals missing.

~~8.15.5 It is the Team Manager's responsibility to ensure drivers marshal finals. Country allocations will be reduced pro-rata.~~

8.15.7 For large scale racing Marshals are not allowed. Mechanics will act as Marshals out from the pit lane. This rule can not overrule national insurance regulations.

8.15.8 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 and it must be properly secured.

8.15.8 See also rule 5.3.12

If accepted DELETE rule 6 MARSHALLING App 3

6.1 Only drivers taking part in the competition may and must marshal heats and finals (subject to 6.5). Drivers will marshal the heat/final after their own. The drivers of the last heat will marshal the first heat.

6.2 A substitute marshal is only allowed if the driver is physically disabled and if approved by the Race Director.

6.3 Failure to marshal or provide an authorised substitute will result in the loss of best qualifying time if qualifying by fastest time is in operation or of the best points score if qualifying is by round by round.

Failure to marshal is clarified as: not being at the correct marshalling point when the first car leaves the start line or final grid.

6.4 It is the Team Manager's responsibility to ensure drivers marshal finals at EC's. Country allocations will be reduced pro-rata in case of non-compliance.

6.5 The organisation of drivers marshalling for the finals is the responsibility of the organiser.

6.6 The organiser must provide a marshal for any unfilled position. i.e. previous heat had less drivers or marshal missing.

6.7 All marshals must wear safe and sensible footwear that will not become detached when performing marshalling duties. (Sandal's are not acceptable).

This proposal is supported by the EFRA Committee

The proposal was withdrawn

RULE 10

AMEND THE RULE

10. Associated membership

10.1 Associated membership is available to bona fide manufacturers of RC model goods against an annual associated membership fee as published in the yearly EFRA handbook. Associated membership is valid from January the first till end of December of the same year. An associated membership carries no voting rights

10.2 Benefits and rights of associated members:

- Attend and participate to manufacturer meetings organised by EFRA
- Attend General meetings as observer
- Address the General Meeting subject to authorisation or invitation (a request stating the topic to be sent to the General Secretary in writing in due time to be included in the agenda)

- Place proposals regarding RC racing on the meeting or conference agendas.
- Participate to section meetings.
- Participation in workgroups or specific taskforces when invited to do so by EFRA
- Subject to authorisation by EFRA: expose products, without trading rights at meetings. A nominal fee may be applicable and EFRA does not provide exposition accessories, stands or furniture.
- Advertising by associated members of their membership to EFRA for marketing purposes is allowed.
- Wordings such, as “EFRA Legal, accepted, preferred, recommended” cannot be used.
- As an associated member one can use the expression “Complying with EFRA rules” for advertising and/or commercial purposes, but only for the very product that is approved.
- Non-authorized use of the mention “Complying with EFRA rules” or referring to EFRA otherwise than described in this handbook may result in a ban of up to two (2) years for applications to obtain approval of products in which case no refund or indemnities whatsoever will be granted.
- Unauthorized reference to EFRA by non-members is subject to a ban from approval or becoming associated membership for three (3) years. No claims what so ever can be made against EFRA in such case and EFRA retains sole rights to accept or refuse applications for membership or approval of products at any time.
- Only products receiving EFRA approval or registration number can be advertised by the words
- Receive early notification about proposed constructional rule changes.
- One page advertising in the concerned section of the electronic (pdf) version of the EFRA handbook. (Advertising of acceptable quality, pdf format A4 to be provided by the member)
- Being advertised as associated member on the EFRA website (appropriate company logo to be provided)
- Being listed in the EFRA handbook as associated member (subject to the application being received in due time).
- Considerable discounts on approval fees.
- ~~The right to refer to EFRA rulings or parts of it when organising events.~~
- ~~In the future only EFRA approved products can be used~~

Remark:

Replace 10 page 49 Your special attention is required for the last sentence

This proposal is supported by the EFRA Committee

Proposed by EFRA Executiv

Seconded by: Belgium **Not Seconded**

Amended

The proposal was amended and the two last sentences deleted.

Passed Unanimously

10. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen

- | | | |
|----|---------------|---|
| a) | 1:8 IC Buggy | Election of Carlos Gomez as Chairman |
| b) | Large Scale | Election of Wolfgang Stumpf as Chairman |
| c) | 1:10 IC Track | Election of Franky Noens as Chairman |

11. IFMAR 2007 WORLD CHAMPIONSHIP REPORTS

- | | | |
|----|------------------|----------------------|
| a) | 1:8 IC Track | Cordoba / Argentina |
| b) | 1:5 Touring Cars | Brisbane / Australia |
| c) | Electric Buggy | Ishikawa / Japan |

12. ELECTION OF EXECUTIVE OFFICERS

- | | | | | |
|----|---------------------------|-----------------------|---------|--------------------|
| a) | President | Mr E Dallas Mathiesen | Sweden | Unanimously |
| b) | General Secretary | Mr Willy Wuyts | Belgium | Unanimously |
| c) | EFRA-IFMAR Liason Officer | Mr Carlos Gomez | Spain | Unanimously |
| d) | PR Officer | Mr Wolfgang Petermann | Germany | Unanimously |

13. GENERAL DISCUSSION ITEMS

Mr Frank Mostrey raised the question about the legal use of the 2.4 GHz radio system. This is a problem in Belgium, and the floor was asked to send by mail (or fax) information about the current legal situation within their own countries that can be used as arguments in Belgium.

If the name and address of the current authorities in Belgium is send to BRCA, they will contact them and ask why their drivers can not compete in Belgium due to the legal situation.

Electronic voting – Jacqueline Aebi made a demonstration of a software (prototype) for handling future proposals, voting etc. The system will be tested and evaluated before a final decision is made.

14. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

Mikeal Lissau, Denmark, raised the question why there was no resources appointed in the budget for the future project. At the moment there is a reserve in the budget of 5.000 euros that can be used.

Sweden raised the question regarding homologation numbers molded into the body shells. The answer to this question was that all information concerning this matter is published on the EFRA News site since September 2007.

15. DATE/VENUE OF THE 2008 ANNUAL GENERAL MEETING

Norway, Austria, Cyprus, France and Chech Republic announced their willingness to organise the 2008 AGM.

The committee will collect all economical information and other facts from each country before making a final decision during January 2008.

The date for the AGM 2008 will be November 1st and 2nd 2008

16. APPROVAL MINUTES

HC 2007-10-31



Observations 1/2

EFRA board: Scope 5 – 10 years
Traditional repetitive tasks ok, frustration,
change?

Objectives? Marketing? Target groups?

Federations: Fix today's problem first.
Information and quality most important,
work on image, evaluate what
federations have done

HC 2007-10-31



Observations 2/2

Manufacturers: High expectations from racers, EFRA should be more promotive, professional, commercial, adapt to commercial, react to competition, problems with cost, internet sales

HC: Gap Expectations – Possibilities

No criticism of individuals, Mission impossible?

Severe threats (environment, black races...)

Difficult to implement necessary changes

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Key issues in questionnaires

- Information, newsletter, WEB-site
- Quality EC (Best of the best)
- Promotion, more professional
- Employee yes (funding?)
- Communication strategy
- Image (toys to serious high tech sport)
- Environment



Results

Preliminary report with proposals for:

- Amendments to constitution
- Vision
- Effective communication strategy
- Some long term goals
- Short term actions



Vision

- Administration and information working to 100%
- The best of the best EC with high status
- New image (high tech, safe, environment...)
- Global, stable and simple rules
- Well known sport and exposed in media
- Minimized impact on environment



Nominating committee

Three members

Qualifications:

- Respected and well-known
- Good knowledge of EFRA
- No personal ambitions to be elected
- No commercial interest in RC

Objective: EFRA board with skill, capacity and good working climate



Effective communication strategy

Example in the report (Federations)

- Identifying as target audiences
 - Federations, drivers, potential drivers
 - Sponsors, manufacturers, media
 - The public
- Determining the communication objectives per target audience
- Designing the message content and format
- Choosing the media
- Reaching the target audience
- How to measure the effect

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One year action plan to fix today`s problem

- Necessary to get things done
- Organise three professional projects with representatives from interested parties
- One year time-out for rule changes
- Employ temporarily part time people
- Add if necessary a temporary fee
- Invent and evaluate what has been done by the federations

HC 2007-10-31



3 Projects

- § Information (Newsletters, WEB-site, blogs, IT-solutions.....)
- § EC (quality, EFRA-support, environment, promotion.....)
- § Organisation, responsibilities, resources....

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Next steps

Preliminary report with proposals
New questionnaire to get reaction to proposals. Easy to fill in
Final report