



EFRA ANNUAL GENERAL MEETING

HOTEL Sofitel, Brussels.

Belgium

3rd – 4th of November 2007

AGENDA GENERAL MEETING

SATURDAY 3rd OF NOVEMBER 2007.

The meeting started at:

1. PRESIDENT'S WELCOME

Mr Dallas Mathiesen

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents:

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

Other Present:

3. MINUTES OF 2006 ANNUAL GENERAL MEETING

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

Matters arising from the minutes: Future of EFRA

The minutes were checked and accepted as written at the AGM 2006.

The following person was elected to check the minutes of this year:

4. SECRETARY'S REPORT

Mr Frederick Scholander

- a) Correspondence received
- b) Handbook 2008

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

- a) Presentation of Annual Accounts
- b) Audit Report (BRCA and Germany)
- c) Election of auditors for 2008

d) Matters arising

6. PR OFFICER'S REPORT

Mr Wolfgang Petermann

- a) Presentation of the work during the year
- b) Correspondence received

7. IFMAR LIASON OFFICER'S REPORT

Mr Carlos Gomez

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

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

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

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

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: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

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: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

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, or 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: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

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: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

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, an 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: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

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: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

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: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

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: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

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: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

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: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

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: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

RULE 8.14

DELETE AND AMEND THE RULE

8.14.1.1 Events organised by associated members

- 8.14.2 Events organised by associated members under endorsement of EFRA may not be subject to prize money or to starting premiums.
- 8.14.3 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
- 8.14.4 Such events may not have the title nor be referred to as Grand-prix, European or National Championships.
- 8.14.5 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.
- 8.14.6 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.
- 8.14.7 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
- 8.14.8 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.
- 8.14.9 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
- 8.14.10 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.

Remark:

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

Proposed by EFRA Executive

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

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

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

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

Proposed by EFRA Executive

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

10. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen

- | | | |
|----|---------------|----------------------|
| a) | 1:8 IC Buggy | Election of Chairman |
| b) | Large Scale | Election of Chairman |
| c) | 1:10 IC Track | Election of 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 |
| b) | General Secretary | Vacant | |
| c) | EFRA-IFMAR Liason Officer | Mr Carlos Gomez | Spain |
| d) | PR Officer | Mr Wolfgang Petermann | Germany |

13. GENERAL DISCUSSION ITEMS

14. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

15. DATE/VENUE OF THE 2007 ANNUAL GENERAL MEETING