



EFRA ANNUAL GENERAL MEETING
HOTEL Mercure, Villefontaine.
France
1st – 2nd of November 2008

MINUTES GENERAL MEETING

SATURDAY 1st OF NOVEMBER 2008.

The meeting started at: 9.00 am with a short welcome speech from M. Favre, President of the FVRC.

1. PRESIDENT'S WELCOME

Mr Dallas Mathiesen

Welcome to all, also our Honorary Members.

To make a conclusion of the past year, is not easy, a lot of exciting things have happened, but unfortunate also some less thrilling things. This have namely been a year of crashed computers, I have forever lost more than 10 years of material, documents photos, layouts etc.

I have visit several races this year and as usual I had the privilege to meet a lot of old as well as new friends.

We have a big and long agenda, so please stick to the subject, and respect each other, remember the first objective of EFRA: The promotion of international friendship, and co-operation, particularly on the continent of Europe, through and for the construction, competition and sport of radio operated model automobiles.

For your knowledge will this probably be my last year as your president; I have done my part in the history of EFRA, and it is time to turn the page for a new chapter.

But I will not leave the ship, before we have a "captain" that have experience and are known and accepted by all of you. Therefore I ask for your contribution. This must be a living subject all year, and not a rushed decision, made a week before next AGM

2. APOLOGIES FOR ABSENCE

Apologies for absence received: Ireland, Hungary and Slovenia, Russia, Estonia.

Member Countries presents:

AUSTRIA	X	FINLAND	X	HUNGARY		ROMANIA	
BELGIUM	X	FRANCE	X	IRELAND		RUSSIA	
BULGARIA	X	GEORGIA	X	ITALY	X	SLOVAK REPUBLIC	
CROATIA	X	GERMANY	X	LUXEMBOURG	X	SLOVENIA	
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: Representatives from provisional members: Monaco and Lithuania

Ted Longshaw	Honorary Life President
Gary Culver	Honorary Life Vice President
Jean-Luc Retornaz	Honorary Life Vice President
Pieter Bervoets	Honorary Life Vice President
Mick Hill	Honorary Life Vice President
Emelie van der Veer	Adv member AMB
Hans Huijsing,	Adv member AMB
Andy Krämer	Adv member LRP
Stefan Köhler	Adv member LRP
Adrien Bertin	Adv member Orion
Oscar Jansen	Adv member Orion
Oisín O' Brian,	Bonisio

3. MINUTES OF 2007 ANNUAL GENERAL MEETING

3rd – 4th of November 2007— Brussels, Belgium

Matters arising from the minutes:

The Future Project was reviewed by Franky Noens and Dallas, from its origin to the committee meeting of February 2008, held specific over this subject, with several primary targets, displayed in a power-point presentation.

While working over this subjects the idea of EFRA Pro racing was brought up. Oisín O Briain, was invited by the board to explain his ideas.

Ted Longshaw proposed to have all this, Mr. Noens presentation and from Oisín O Briain as well, printed out, for the federations to read, and comment on.

The Swedish Federation also made a PowerPoint presentation about how they see the EFRA structure evolving. It was proposed to format a project group and an interim nomination committee and that the work of these groups should be presented at a special AGM scheduled to be held during late spring 2009.

It was decided that all of these proposals should be looked at again, during Sunday.

The minutes were checked and accepted as written at the AGM 2007.

Sweden and Great Britain was elected to check the minutes of this year:

At the Sunday meeting was it a strong request to come to a conclusion on the future project items, and the Swedish proposal. Due a copy machine failure could copies of the presentation not be distributed. Both presentations will be sent out to the federations.

The EFRA AGM considered these items sensitive and following a proposal of an special resolution from the floor made by SBF Sweden, with an amendment from Finland, seconded by BRCA, the following was decided:

A special extra AGM will be held at end of March, date has to be confirmed as soon as possible.

A Project group was nominated to work with the proposed ideas, the following persons was proposed and accepted for this task: Tyrone Norman- Sweden, convenor

Dallas Mathiesen - Sweden, Jim Spencer – Great Britain,, Cor Roskam - Holland, Alfonso Pineda – Spain, and Oisín O Briain - Ireland, a representative from the manufacturers will be nominated later.

By request of Finland, was also Franky Noens - Belgium added to this list.

The progress of the Project will be monitored by a Reference group consisting of candidates from the following EFRA member countries; France, Germany, Italy, Sweden and Belgium.

A temporarily nomination committee was also proposed and accepted by the EFRA AGM. Convenor will be Frederick Scholander – Sweden, and Russ Giles – Great Britain, together with a representative from the manufacturers will be included in the committee.

The proposal for the special resolution passed unanimously.

4. SECRETARY'S REPORT

Mr Willy Wuyts

Good morning, Dear Friends,

I can not say, that my first year as your secretary, was boring. On the phone I am always talking English, there is a pile of notes on my desk, and my wife says I became a computer addict, ... Is that the start of a divorce?

Noo, not really, but it indicates EFRA is a real community, with **a lot** of different opinions, **a lot** of different temperaments, and also....**a lot** of things to do....

My mailbox sure did not stay empty, it is filled up with the nice amount of 2,800... mails.....and that is not including spam!

I must thank the Committee members for helping me get started, and for giving me a crash course in EFRA affairs, and I tried to full fill my task to my best knowledge.

And thank you all, for your co-operation during this year. Nearly everybody kept attention to the deadlines for filling in forms.

I had the opportunity to combine my EFRA secretary job, with the visit of a few races.

I talked with a lot of people, and soon I found out that the Future of EFRA is a big concern for a lot of parties.

So let us make that **our** concern, later on at this AGM.

We have an overfilled agenda, and time is precious, so let us continue, but please feel free to fire away any of your thoughts toward me, in one of the breaks.

It is always nice to meet the guy that is behind the email send to me.

With this all said, I do wish you all a very constructive meeting and enjoy your short stay in France.

Correspondence received:

A membership application from Lithuania and Monaco has been received. Both Country Federations was present, and gave a short presentation of their federation.

After their presentation, both countries were voted in as new full members unanimously.

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

Next year invoicing

As we have done in the last year - we will invoice the deposit payback positions and the 5 EUR GP Entries and the additional Allocation & Reallocations for EC and WC with the normal invoice for 2009. This invoice will include the membership, section- and sanction fee and the allocated entry fees having made at the AGM 2008.

Information about the Spending positions

We have to pay a remarkable amount on bank charges, reason is that we pay money from a non EURO country to mostly into EURO countries. It is under investigation if a bank account in a EURO country will lower our transfer costs. We have also to say that the service of Handelsbanken is good and we are satisfied.

We had this year 3 EFRA Meetings in Brussels and 1 Executive Meeting Switzerland combined with a visit in Ingolstadt Germany. The costs are very high and we have to think about other communication solutions in future.

The numbers are known more or less from last AGM. Including travelling for the board members and the payment to the Sofitel there is a total of 37580.14. We will have this year in Lyon a cheaper arrangement - currently the invoice is estimated with 23500 EUR.

We have not calculated the costs when we have a Worlds in Europe. Next year we will have a Worlds again in Europe so we have to take this into account.

Information about the Earnings positions

We have a lot of money on the account, so we have to think about a saving account with more rates. We will analyse the possibilities with Handelsbanken or a new bank in a EURO country.

More Associate Members and more Homologation work could be noticed in this past year.

Dear Manufacturer, at this place I thank you very much for all your contribution and being an Associate member within EFRA, thank you very much.

The result says that we have a good year but a last word about the earnings to retaliate the high figure. Some Allocations from previous year are not deferred, this will reduce the effective earn. Further on the next year we will not have that much homologation income, so we have also to reduce the amount about the extraordinary income. This result is a good result as well. We could double the earning compared to the previous year.

The other not mentioned positions are in budget range or in the normal bandwidth of the yearly variance according to the slightly different numbers year by year.

This booking has been audited yesterday 31st October 2008 by Jim Spencer from BRCA and Uwe Klüver from Germany.

For this report and analyses of the figures signed by Jackie - your treasurer, thank you for your trust. Jackie.

This financial report has been accepted on 1st November 2009 unanimously by the AGM.

As auditors for 2009 the Netherlands and Sweden volunteered and were elected unanimously.

The Swedish federation raised a few items to investigate

Considering EFRA is a Swedish non-profit organisation the financial year is probably not correct.

Considering the amount of money in bank accounts EFRA needs to check if there are any tax related issues

A question was raised related EFRA's financial goals.

The origin of EFRA as a organisation need to be investigated.

I apologise for being late yesterday, due to my workload.

This season started with some extra work for changing our web presentation. Luckily most of the work was done by Jacqueline Aebi and our webmasters.

Organisers now use the possibility to publish their events in good time. I only regret that the feedback after the events is very poor. With positive feedback organisers we could promote their event better and generate more participation for the future.

Regarding future work, I need more support, especially from the board. As long as proposals I put forward are not even answered, it is not easy to make bigger progress.

Anyway, I will try to get EFRA more popular.

One small personal remark:

This September my home club has organised a race meeting and a fair for the country government. This race perhaps showed the future of RC-Car racing. All cars used hydrogen as power source, either as fuel cells or for IC motors.

This will be a short report.

The 2008 Season is not over for IFMAR.

The year started with a postal vote for electric matters carried out by the new Electro IFMAR SC Mr. Ernie Provetti...

It was a stormy procedure... really complicated by his special attitude.

The outcome was only partially satisfactory.

Then we had the WC 200mm IC Track at Lisbon, many thanks to Portuguese Federation FEPR and club for their effort.

Next on Calendar came the W.C 1/8 Buggy at Charlotte USA....., as some people might have expected the race was very poorly organized, the 1/8 Off Road Section voted over the deposit and it was unanimously voted not to refund it.

When determining the % of retention... the field was divided among full retention and 50 % retention so I concluded to a 66 % retention, 2000 USD out of 3000.

Next comes the call for the IFMAR AGM. Were EFRA has produced the most of the inputs and the meeting will be celebrated at Bangkok during the electro coming event.

Mr Provetti has now resigned from his position, due to personal reasons. No official applications have been received at this time.

RULE 3**DELETE AND AMEND THE RULE TO READ****3. Membership**

- a. Membership of EFRA shall be open to the **National** governing body of Radio Controlled Car Racing in each country in Europe and those countries considered by the Executive Board to be acceptable in terms of proximity to Europe. ~~Affiliated membership available to any other country in the world for purposes of representation in IFMAR affairs.~~

Any application for membership must contain such information as the executive board of the Federation may from time to time require and ~~shall~~ **must** be accompanied by the then current annual membership fee.

All membership applications shall be ~~placed~~ **submitted** for acceptance before the next ~~following~~ General Meeting of EFRA.

All membership applications, ~~whether paid or not~~, shall be deemed as provisional until formally accepted by the General Meeting. Such acceptance shall require a simple majority of votes.

Pending such acceptance **however** a provisional member shall be entitled to be represented at all EFRA sponsored events other than the European Championships.

Any question that may arise ~~as to whether~~ **regarding if** the Applicant is in fact the governing body of the country it wishes to represent, or whether such country is in fact a country for the purpose of these rules, (as distinct ~~as~~ **from** a province, country etc,) shall be decided at the General meeting of EFRA by a simple majority.

A General Meeting may, by a two thirds majority of the membership, cancel the membership of any member.

At least ~~three months~~ **one month** notice of any proposal to review a membership shall be given to all members and the executive shall, if so requested, transmit to all members any defence or explanation which the member in question wishes to put forward.

~~b. Affiliate membership of EFRA entitles the right to attend and make AGM proposals but does not include voting rights. The Affiliate Membership fee is a full membership fee but without additional section fees.~~

~~Affiliate members have no automatic right to European Championship allocations but if places are available they can be offered to such member countries. Affiliate members cannot apply for European Championship events, but may apply for EFRA Grand Prix.~~

~~Affiliate members have no automatic right for IFMAR WC allocations but if places are available they can be offered to such member countries.~~

~~Affiliate members may apply through EFRA to host IFMAR World Championship.~~

b Associate membership

1 Associated membership is available to bona fide manufacturers of RC model goods against an annual associated membership fee **as decided by the EFRA AGM and published on the EFRA website**

Associated membership is valid from January **1st. for the calendar year.** ~~the first till end of December of the same year.~~ An associated membership carries no voting rights.

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 **General 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, **where it is possible**, 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 **if the specific product has been approved by EFRA 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.

-Unauthorised reference **in advertising** 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 **"Complying with EFRA rules"**

-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.

Remark: With this proposal we are proposing:

- A. **To skip affiliate country membership that is existing for the purpose of representing them towards IFMAR.**
- B. **To tidy up situation of on process applications of membership, making compulsory to come with the corresponding money.**
- C. **Put time frame accordingly with what is normal for preparing AGM matters, 1 month instead of 3.**
- D. **At associate members, define more the fee, the rights, and the valid mentions.**

Proposed by the EFRA committee and Seconded by Belgium

The proposal Passed Unanimously

RULE 4

DELETE AND AMEND THE RULE TO READ

4. Organs of the federation

4.1.a General Meeting

The Federation shall hold an Annual General Meeting in the month of November. A Special General Meeting shall be called if either the Executive Board of EFRA so resolves, or a request in writing ~~therefore,~~ signed by the Representatives of at least 1/3 of the member countries, is received.

Notice of every General Meeting shall be given at least one month beforehand with general particulars of the business to be conducted, and details of any proposed alterations to this constitution or to the racing or construction rules and regulations

The Business at an Annual General Meeting shall be:

- a) The election of Officers whose terms of office have expired, proposals for official posts must be lodged with the General Secretary at least 45 days before the General Meeting. The **main** Officers will form a **Committee** Board as follows:

Committee Board

1. The President
2. General Secretary
3. Section Chairmen
4. Treasurer

~~The functions of General Secretary and Treasurer may be combined.~~

All candidates for office properly proposed under the provisions of this constitution shall be introduced to the General Meeting prior to the Section conferences. The meeting shall be given the opportunity to question candidates for election.

Each section shall also elect a Vice Chairman who shall deputise in the event of the Chairman's absence.

One officer will be elected every two years to act as liaison between EFRA and IFMAR to maintain continuity of policy. The post of IFMAR liaison officer may be combined or separate from other post.

To carry out the task for Public Relationships one officer will be elected for two years.

- b) Election of President will **take** place at the Annual General Meeting each year. General Secretary, Treasurer and Section Chairmen shall hold office for 2 years and be elected at the Annual General Meeting.
- c) To decide the date and venue of future European Championships ~~and World Championships,~~ the Meeting may (but is not bound to) fix such dates and venues for up to three years ahead, from applications made in writing to the Executive not less than **45 days** before such meeting.

General particulars of any such applications shall be included in the notice covering the meeting and the selection of the venue will be decided in the Section Meeting and approved by the AGM.

The voting system to select the venue is as follows:

Each member country has one voting form with 3 choices. All 3 must be used.

1st choice will receive 4 points.

2nd choice will receive 2 points.

3rd choice will receive 1 point.

The two sites receiving the highest total number of points will go forward to a second ballot where a simple majority will decide the chosen site.

In the event of a tie, the **President relevant official** may use his casting vote.

All balloting will be secret, but results will be published.

- d) To decide the dates and venues of other EFRA-approved events during the following year, including the next Annual General Meeting **if not decided previously**.
- e) To consider any matter or proposal which the **Executive Committee Board or the relevant official** wishes to bring before the Meeting, particulars of which shall be included in the notice of the Meeting
- f) To consider any matter or proposal of which a member **country** has given notice in writing up to the 31st of August. Particulars of such shall be included with the notice of the General Meeting as required by Section 4 above.

The **Executive Committee Board** will examine all proposals received for discussion at the Annual General Meeting and where necessary prepare them for presentation by eliminating duplication and contradiction. Where proposals concerning Section matters that have a broader effect on General Rules or Constitution matters are received, the **Executive Committee Board** will endeavour to resolve conflicts and present appropriate proposals to the General Meeting.

The catalogue of proposals recognised to be presented at the upcoming AGM should be **sent** to all EFRA member **country** representatives/secretaries at least 4 weeks before the meeting.

Proposals from EFRA **National Federations members** for IFMAR Constitutional and Racing Rule changes must first be submitted to the EFRA Annual General Meeting and shall be subject to the same rules and procedures as those in force for EFRA matters

This procedure does not remove the absolute right of any Member **country** to make proposals directly to the General Meeting, these direct proposals will be recorded on the minutes and will be voted in the next General Meeting.

- (g) To deal with any matter which, under these Constitution Rules failed to be dealt with by a previous General Meeting.

Remark: Here we change the order of the articles and create a difference among main officers and the rest of the officers, some of those to be elected by AGM each 2 years, some others not. PR is included while before a subcommittee was mentioned

On Venues we have skipped the mention to EFRA deciding the worlds dates and changed the 6 weeks application for 45 days, we have make it more clear the casting vote at Section Meetings, we have make possible to settle the AGM venue for several years in a row, created new sources for rule proposals, The board, the Section Chairmen and all kind of members & again choose to go for format on months or days, not weeks.

4.1.b. Voting

- a) Following any proposal at a General Meeting each member country shall have one vote which shall be exercisable by a person duly authorised in writing by his governing body in such country.
- b) Each country shall also be entitled to one vote at **any section meeting for which the country has paid the section membership fee, the section meetings "pertaining to"** exercisable by a person duly authorised as provided for above.
- c) No proxy votes shall be allowed.
- d) Section **meetings** shall form part of the AGM. Voting procedures for the Section **meetings** shall be as for the AGM. Decisions of the Section **meetings** relating to the Technical Rules or Financial affairs of general concern to EFRA shall be ratified by the AGM.
- e) Any amendment to the Constitution of the Federation ~~or to the Racing or Construction Rules of the Federation~~ shall require a two-thirds majority of the Annual General Meeting.

Other proposals unless otherwise specified herein, shall require a simple majority only. The President **or the relevant official** shall, in the event of a tie, have a casting vote.

A resolution in writing, signed by the authorised representatives of all members, shall have the same effect as if it had been duly passed at a general meeting.

- f) In **the** case that more than 1/3 of the Member federations of the effected section or the Executive Committee **feel it is** necessary, a postal vote can be **allowed**.

In the event that there is a need to request a postal vote from all Member Federations, then a time limit of 30 (thirty) days shall be set for the return of the required voting form.

The decision made by postal vote shall be effective 30 (thirty) days after it has been published to all Member Federations, **subject to the respect of the standard time frame.**

Postal votes should only be used in the case of unforeseen ~~circumstances coincidence~~ and should not apply to **any** decision taken at the last AGM.

- g) Before a voting process will be started, the total number of votes being present will be recorded. The voting result will be published to the auditorium and recorded in the minutes. Number of votes in favour and number of votes against ~~without mentioning the number of~~ **and** abstentions.

h) Correspondence:

The official address of the Federation shall be the address of the General Secretary. Every member country shall furnish to the Executive Board an address for correspondence and any communications directed to that address shall be deemed to have been duly delivered by course of post.

Remark: On voting we have clarified the section meetings leaving the mention "conferences" making clear who is entitled to vote and who has the casting vote, made clear that postal votes are not to be used to against our own rules and clarified the votes and its records.

Remark: 4.1.h) It is minuted that the Official address of the Federation, will be used for postal votes.

4.2. Committee ~~Executive~~ Board

The President or in his absence the ~~senior Vice-President~~ **Committee Board member present**, shall take the chair at the General Meetings and in the event of a tie, be entitled (but not bound) to exercise the casting vote.

The Treasurer shall be entitled to demand and receive all money due to the Federation and shall keep proper accounts thereof.

All offices under the Federation shall be honorary but the officers shall be entitled to reimbursement of expenses properly incurred (~~EFRA REF: EXPENSE 02-1/1~~), but subject always to consideration and approval of AGM.

The ~~executive~~ committee board are empowered to employ paid assistants for secretarial and other duties within budget limits, which are defined and approved at the AGM and also subject to the provisions of section 7 of this constitution. These paid assistants shall not hold EFRA committee-positions.

PRESIDENT:

1. Maintain contacts with IFMAR **and other International organisations** ~~Ble~~ Officials.
2. Co-ordinates the efforts of the different E.F.R.A. Section Chairmen and provides advice when problems occur.
3. Takes the chair at the E.F.R.A. AGM and at E.F.R.A. Committee meetings.
4. Proposes appointment of Honorary Officers to the E.F.R.A. AGM.
5. Visits important races.
6. Forms **an** Executive Working Committee with General Secretary and Treasurer to deal with all matters that affect the day to day running of E.F.R.A. **general** business.
7. Liaises/meets with Officials from Member ~~s~~ **Countries**.

GENERAL SECRETARY:

1. Takes the minutes at E.F.R.A. Committee meetings and the E.F.R.A. Annual General Meeting.
2. Publishes a record of the minutes of these meetings.
3. Updates lists of Member Countries and other interested parties such as Manufacturers, Magazines and Contact addresses.
4. Deals with the **main** correspondence from/to all Member Countries and maintains **s** file copies of all **relevant** correspondence.
5. Co-ordinates the arrangements for the E.F.R.A. **Meetings, i.e.** Annual General Meeting. Liaises with the hotel, Member Countries and provides full details of the timetable of the AGM.
6. In conjunction with the President and Section Chairmen draws up the Agenda for the AGM **and other EFRA meetings.**
7. Co-ordinates the racing calendars of the E.F.R.A. Sections and arranges for the publishing of these calendars.
8. ~~Collects~~ **Keeps a record of** the results of all E.F.R.A. sanctioned races.
9. Maintain copies of all Member Country Officials address changes for updating the E.F.R.A. database.

- 10 Visits important races.
- 11 Forms **an** Executive Working Committee with President and Treasurer to deal with all matters that affect the day to day running of E.F.R.A. **general** business.
- 12 Liaises/meets with Officials from Members **Countries**.
- 13 Arrange for the completion and return of E.F.R.A. contracts applicable to EC events being organised the following year.

TREASURER:

- 1 Maintains a complete set of records of the Financial aspects of E.F.R.A. business.
- 2 Produces a full set of accounts as at the end of the financial year for presentation and acceptance by the Member Countries at the E.F.R.A. Annual General Meeting. Expenses **have can** to be split down into amounts **around of approx.** 3000 €.
- 3 Issues International Driver's Licences to the different member countries.
- 4 Send copies of all Licence address changes received from member countries to the General Secretary for updating of the E.F.R.A. database.
- 5 Keeps abreast of all facets of bookkeeping and the financial situation of ~~the~~ E.F.R.A.
- 6 Before the 15th January following the AGM ~~he~~ sends invoices to all E.F.R.A. Member Countries regarding annual subscriptions, sanction fees for E.F.R.A. GP and EC events, entry fees for EC events.
- 7 During the year ~~he~~ sends invoices to Member Countries or persons ~~every time he is~~ **when** requested to do so.
- 8 ~~He~~ **Maintains** a watching brief of outstanding invoices and one month after the date of maturity of the invoices ~~he~~ sends reminders to those Member Countries who have not paid their invoices.
- 9 Every three months ~~he~~ produces a report for all Committee Members giving details about the financial situation and status of all debtors.
- 10 Pays the expenses declarations of the Committee members within a week of receipt.
- 11 Refunds all the deposits as soon as the Section Chairman sends his approval.
- 12 Visits important races.
- 13 Forms **an** Executive Working Committee with President and General Secretary to deal with all matters that affect the day to day running of E.F.R.A. **general** business.
- 14 The Treasurer has to present ~~his books~~ **the accounts** and all assigned documents to the auditors prior to the AGM

SECTION CHAIRMEN:

- 1 Effectively manages the Section for which he is elected at the AGM.
- 2 ~~He~~ **Provides** information to other E.F.R.A. Officials as and when requested.
- 3 ~~He~~ **Attends** the GP organised ahead of an EC and reports upon the track, the accommodation and the organising committee.
- 4 ~~He~~ **Attends** the EC relevant to his section.
- 5 As soon as the race calendar of the next year has been published he **enforces oversees** the distribution of the information of the Section events ~~on in~~ appropriate languages.
- 6 ~~He~~ **Issues** race meeting sanctions after fully examining the information sent by the applicants **following the decision made at the Section Meeting and the approval/acceptance by the AGM.**
- 7 ~~He~~ **Updates** the list of "A" licensed drivers **when needed** and decides upon the validity of an EFRA Licence.
- 8 ~~He~~ **Co-ordinates** the entries for EC and WC and settles re-allocations in co-operation with the Member Countries and the organisers.
- 9 ~~He~~ **Decides** if the deposits paid for GP and EC events may be refunded and requests the Treasurer to refund any monies due.
- 10 ~~He keeps a record of~~ **Collects** the results of all the E.F.R.A. sanctioned races.
- 11 ~~He~~ **Makes** a report of the past racing season to be presented at the AGM.
- 12 ~~He~~ **Is** a full member of the E.F.R.A. Committee with a seat in all E.F.R.A. Committee meetings.
- 13 ~~He~~ **Takes** the Chair at the Section Meetings during the AGM.

14. **He** Arranges for the minutes of the Section Meeting to be recorded and provides a copy of these minutes to the General Secretary.
15. **He** Presents **proposals decisions** made at the Section Meetings to the main AGM.
16. **He** Has the authority to provide clarification on the interpretation of rules.

Remarks: At the different roles tidying up and make logical duties.

4.3 Executive Committee

The President, Treasurer and General Secretary will form an Executive Working Committee to deal with all matters that affect the day to day running of E.F.R.A. general business. In regards of section business they must be informed of the day to day running of the different sections. OK

4.4 Other officers

PR OFFICER:

- 1 Maintain contact with the EFRA Executive
- 2 Carry out the promotional and communication work as decided by the AGM and EFRA Executive Committee
- 3 Attends EFRA AGM and Committee meetings when needed.
- 4 Co-ordinates the production and distribution of the regular news.

IFMAR LIAISON OFFICER:

- 1 Maintains direct contact with IFMAR bloc officials.
- 2 Acts as a central co-ordinator for all matters between E.F.R.A. and IFMAR.
- 3 Provides information to/from IFMAR/FEMCA/ROAR/FAMAR to all Sections within E.F.R.A.
- 4 Puts forward proposals drawn up and approved by the E.F.R.A. Committee **or by the AGM** to IFMAR.
- 5 Attends EFRA Committee meetings when needed and AGM.
- 6 He attends IFMAR Meetings as the full representative of E.F.R.A.

MUFFLER HOMOLOGATION OFFICER:

- 1 Receives and acknowledges the exhaust pipes from Manufacturers wishing to have their products homologated by E.F.R.A.
- 2 Passes invoice order to the E.F.R.A. Treasurer.
- 3 Measures the pipes received and **maintain controlled detailed** drawings.
- 4 Checks the noise level of the pipes at track.
- 5 If **a** pipe is acceptable under E.F.R.A. standards he sends a homologation certificate to the Manufacturer. Should there be any discrepancies he will advise the Manufacturer in writing as to the exact reasons why the pipe cannot be homologated.
- 6 Copies of the homologation certificate and detailed drawings are passed to the General Secretary and IFMAR Liaison Officer.
- 7 Retains the original pipe for specification purposes **during the life of the certificate and 2 years more.**
- 8 Advises the E.F.R.A. Treasurer of homologation expenses incurred.
- 9 At no time and under any circumstance will the pipes received for homologation be shown to or handed to anybody involved with the manufacture of model cars, engines or exhaust pipes.

BODY SHELL HOMOLOGATION OFFICER:

- 1 Receives and acknowledges the body shells from Manufacturers wishing to have their products homologated by E.F.R.A.
- 2 Passes invoice order to the E.F.R.A. Treasurer.
- 3 Checks the body shell against pictures, drawings or measurements provided by the Manufacturer. A 10% tolerance is acceptable.
- 4 If the body shell is acceptable under E.F.R.A. standards, he sends a homologation certificate to the Manufacturer. The certificate will bear the homologation number which the Manufacturer must **mo**uld into the production body shell. Should there be any discrepancies, he will advise the Manufacturer in writing as to the exact reasons why the bodyshell cannot be homologated.
- 5 Copies of the homologation certificate and detailed drawings are passed to the General Secretary and IFMAR Liaison Officer.

- 6 Retains the original bodyshell for specification purposes **during the life of the certificate and 2 years more.**
- 7 Advises the E.F.R.A. Treasurer of homologation expenses incurred.
- 8 At no time and under any circumstance will the bodyshell received for homologation be shown to or handed to anybody involved with the manufacture of model cars or body shells

AUDITORS

- 1) The position of ~~an~~ **auditors** is to be appointed by EFRA member countries and voted at each AGM for a period **of** duty of one year.
- 2) This position will be covered by two delegates, not belonging to the same national federation, nor being member of the same federation as the treasurer.
- 3) They have the right to ~~have a look to~~ **inspect** all actions or bookkeeping, which are in conjunction with EFRA's ~~money~~ **finances.**
- 4) They have to present their written report to the AGM. The EFRA Board has to have knowledge about their comments prior **to** the AGM, so that board members may prepare their reactions.

Remark: Cleaning and making it logical not obliged to be buried under tons of material for years.

4.5 Honorary officers

- a) EFRA may if it so wishes elect ~~s an~~ **Honorary Life President** and **Honorary Life Vice President** to the Federation on proposal from the ~~Executive Committee~~ **Board.**

Such persons shall be granted these Honorary titles in recognition of exceptional service to EFRA or Model Car Racing in general. There shall be only 1 Honorary Life President but there may be as many Life Vice Presidents as the Federation wishes. Election shall be by vote at the Federation AGM following proposal in accordance with the provisions of this Constitution.

- b) Such Honorary Officers are elected to view the activities of EFRA in the light of their particular experience and provide help, advice and guidance should it be needed. They shall have the power to ask the ~~Executive Committee~~ **Board** to call an Extraordinary General Meeting should circumstances arise that threaten the well being of EFRA.
- c) **The** Honorary President and Vice Presidents can request the ~~shall have automatic~~ right to ~~speak at any address the~~ EFRA Committee ~~meeting or conference~~ **Board, and AGM** but may not have a vote.
- d) In the event of the resignation or other circumstances that prevents a properly elected EFRA Official from carrying out his or her duties, the Honorary Life President or a Vice President may be asked by such EFRA Officers as remain to deputise until such a time as the elected Officer is available or an Officer is elected. Such a request shall be by simple majority vote of the remaining EFRA Officers.
- e) In the event of Honorary Life Officers being called upon to assist the ~~Executive Committee~~ **Board** they will be entitled to reimbursement of any necessary expenses incurred. A Honorarium will not be paid.

5. Subscription

The Annual subscription of the Federation shall be fixed ~~from time to time~~ by resolution of a General Meeting. Such subscription shall become due on the first of January of each year. If not paid within three months thereafter, representatives of a country in default may not, until payment take part in any activity of the Federation or be sponsored by; if not paid within twelve months, membership of the country in default shall cease.

To recover its active membership the member must pay the duly invoices pending.

The accounts will be closed on the 30th of September each year.

6. Technical Rule Changes

The date for introducing any construction/technical rule changes affecting General Rules will be decided at the Main AGM.

The date for introducing any constructional/technical rule changes within a Section, will be decided at the Section meetings.

Any important rule changes by any Section that effect more than one Section, including the date for introduction, will not become valid until approval of the Main AGM.

If the date for introduction of any construction/technical rule change is not specified at either a Section meeting or Main AGM, then the change will become effective twelve (12) months after the rule change has been approved.

When deciding dates for introducing rule changes, due consideration should be given to: - making existing equipment obsolete and any manufacturing processes required allowing the change. In all cases, changes for safety issues should be given priority.

Proposed by the EFRA committee and Seconded by: Spain

The proposal was amended Seconded / BRCA

The amendments:

- 4.5.c ~~The~~ Honorary President and Vice Presidents can ~~request the shall have automatic right to speak at any address the~~ EFRA Committee ~~meeting or conference~~ Board, ~~and AGM~~ but may not have a vote.

The original proposal together with the amendment passed Unanimously

3 EFRA SANCTIONS

RULE 3.1.1

AMEND THE RULE TO READ

- 3.1.1. 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 **at Premier level** national championships

Remark: *We are trying to uniform rules but Champions like B Nationals or regional's may not need a so strict format, that is why we propose to include the mention Premier level*

Proposed by the EFRA committee seconded by: Greece

The proposal passed unanimously

RULE 3.1.4

DELETE AND AMEND THE RULE

Existing Rule:

- 1.4 The National Association of the host country will hold prime responsibility for the organisation and well running of the event. They have a duty to monitor the organisation of the event from the moment the EFRA Sanction is obtained until the official results of the race are sent to EFRA.

Proposal: Who is responsible?

- 1.4 The **hosting** club will be the prime responsible party for the organization of an international event (GP, warmup, EC). The National Association will have the duty to monitor but the hosting club has prime responsibility.

Remark: *Track/club is the only ones benefiting with economical profit*

Proposed by EL.M.E Greece, Seconded by: Cyprus

The proposal was withdrawn

RULE 3.1.5

DELETE AND AMEND THE RULE TO READ

Existing Rule:

- 3.1.5. If the minimum standard is not met during the event, in spite of the Sanction, EFRA may consider penalties. In that case the deposit will not be returned.

Suggested change:

- 3.1.5. If the minimum standard is not met during the event, **despite having an EFRA Sanction, then EFRA may consider to not returning the deposit(s) in fully or in part.**

Proposed by the EFRA committee, Seconded by: Spain

The proposal was amended Seconded by: Sweden

The amendment is:

- 3.1.5. *If the minimum standard is not met during the event, despite having an EFRA Sanction, then EFRA must consider to not returning the deposit(s) in fully or in part.*

The proposal Passed Unanimously

RULE 3.1.6

DELETE AND AMEND

Existing Rule:

3.1.6. The committee is given the power (authority) to apply suitable sanctions in case of refusal of a race-organiser to co-operate with EFRA.

Suggested change:

3.1.6. The **Executive** Committee is given the power (authority) to apply suitable sanctions in case of refusal of a race-organiser to co-operate with EFRA **following consultancy with the relevant EFRA officials involved.**

Remark: Self-explanatory, no need to meet the whole committee board but consultancy with relevant official should take place.

Proposed by the EFRA committee, Seconded by: Belgium

The proposal Passed Unanimously

RULE 3.1.7

THE RULE IS NEW

3.1.7. The European Championships should preferably be held during week numbers 26 - 31. Week 1 of the year is the week that contains the first Thursday in January, a week starts on Monday. Changes to this pattern may only be made at the AGM or EFRA committee meeting.

Remark: It is only a numbering matter

Proposed by the EFRA committee

Accepted, no need for voting

RULE 3.2.2

DELETE AND AMEND THE RULE TO READ

3.2.2. The venue of the European Championships is to be decided by the EFRA AGM, 2 years ahead. The decision will be made after the applicant National Associations have presented their applications to the Section Meeting.

These applications must be sent to **the EFRA General Secretary** ~~i.e. the section concerned~~, at least 6 weeks before the AGM and must contain:

- a. The organiser's name, address, fax and telephone number and email address.
- b. A single contact point for all correspondence/enquiries
- c. Diagram of track indicating length, width and direction of racing
- d. Drawing of the venue (preferably photograph) showing track, rostrum, pit area, timekeeping and general facilities
- e. Details/location of the venue
- f. Map of the area showing proximity of airports, port, roads, etc.
- g. Basic details of race timetable and dates
- h. List of race officials
- i. List of approved frequencies and list of specific frequencies that cannot be used.
- j. Practice facility **(dates available, closed dates prior to the event)**
- k. Details of accommodation (at least three (3) local hotels/motels of different grade which must include daily rate including all taxes, if applicable, and alternative accommodation, e.g. camping).
- l. Any special accommodation deals, including all taxes, if applicable.
- m. Information on transport available between hotel/s and track.
- n. Voltage used in host country. Drawings of plug types.
- o. Advice on whether each competitor is required to bring or mail one passport sized photograph of him/herself and any mechanics or Team Manager for attachment to identity badges

p. **Marshalling details if needed (availability of marshals for practice/qualifying/finals).**

The Section **Chairman Meeting** will investigate the applications and may advise or propose acceptance to the AGM. **The Chairman** is entitled to reject applications when information is inadequate or unsatisfactory.

Proposed by the EFRA committee, Seconded by: Netherlands

The proposal was Amended Seconded by Spain

*The Section **Chairman Meeting** will investigate the applications and **must** advise or propose acceptance to the AGM. **The Chairman** is entitled to reject applications when information is inadequate or unsatisfactory.*

The original proposal together with the amendment Passed Unanimously

RULE 3.2.3

DELETE AND AMEND THE RULE TO READ

3.2.3. The host Club proposed by the National Association must have successfully organised one **Major EFRA European event** ~~EFRA Grand Prix~~ with EFRA Sanction, in the last **2 4** years **before the application**, preferentially on the proposed track.

The year before a European Championship an EFRA Grand Prix will take place, The EFRA Referee present at this GP in the previous year before the EC will check that all EFRA Standards are met, if due to any reason he **finds** that **required EFRA** Standards are not reached he will inform directly on that subject to the EFRA Section Chairman & the EFRA General Secretary.

~~An EFRA Grand Prix~~ **An EFRA Major European event** must be held on the same track two (2), maximum **four (3) (4)** months before the EC.

The AGM Section meeting may waive any of these requirements.

Remark: We are struggling with number of GPs, except Large Scale, a club who has organized an European championship on that track will suffice without being obliged to hold an EFRA GP in the last 2 years, moved the mention 2 years to 4 years. He GP must be compulsory only 1 year ahead, the event on the same year of the race doesn't need to be a GP but any major event, like EFRA International Race or similar.

Proposed by the EFRA committee Seconded by: France

The proposal: Passed with ...22.... for, ...0... against and 1..... abstentions.

RULE 3.2.3

DELETE AND AMEND THE RULE

Existing Rule:

2.3.3 The host Club proposed by the National Association must have successfully organised one EFRA Grand Prix with EFRA Sanction, on the last 2 years, preferentially on the proposed track.

The EFRA Referee present at this GP in the previous year before the EC will check that all EFRA Standards are met, if due to any reason he found out that Standards are not reached he will inform directly on that subject to the EFRA Section Chairman & the EFRA General Secretary. The AGM Section meeting may waive this requirement.

An EFRA Grand Prix must be held on the same track two (2) maximum (3) months before the EC.

Proposal: More time between warm up and EC

An EFRA Grand Prix must be held on the same track **four (4) maximum five (5)** months before the EC

Remark: Addition time will be used in order for the track owner, with the help of the country federation, to fix, build and in any case to be ready for the EC after the comments of the EFRA representative on the warm up. In case of the Club being deemed as unable to host the event, have sufficient time to award the race to another venue

Proposed by EL.M.E Greece, Not Seconded

RULE 3.2.4

DELETE AND AMEND

Existing Rule:

3.2.4. The National Association of a country hosting a European Championship or World Championship is subject to a special fee to EFRA, to cover the extra expenses of the EFRA involvement in that race. This fee is established by the AGM (3.5).

Suggested change:

3.2.4. The National **Federation** of a country hosting a European Championship or World Championship is subject to an **additional** fee **by** EFRA, to cover the extra expenses of the EFRA involvement in that ~~face~~ **event. A National Federation Deposit must be paid for World Championships and Major EFRA European events. These fees and Deposits are** established by the AGM **(3.5.7 FEES)**.

Remark: This additional fee never has been used, but might be needed in the future, we are adding as well a Deposit specific for the National Federation

Proposed by the EFRA committee

Withdrawn

RULE 3.2.6

AMEND THE RULE

Existing Rule:

3.2.6 At the AGM section meeting preceding the event the host country of European Championships will be asked to demonstrate to the meeting that they have the organisation and facilities needed to stage the event. They should also confirm that the club involved will be able to honour any promises or obligations made by their successful application the previous year.

Proposal: Person who requests an event should be present

The track/club owner and/or responsible person for the event MUST be present during the presentation unless he has already in the past hosted an EFRA event of the same level successfully

Remark: *The reason behind this is that promises by the people presenting the application can be easily made and the presentation may be very well made. Nevertheless, only after the voters meet with the actual responsible person they can form a picture or opinion on whether this person is capable and understands his responsibilities.*

Proposed by EL.M.E Greece Not Seconded

RULE 3.2.9

AMEND THE RULE TO READ

3.2.9. At the latest, 100 days before the European Championships in question, there should be a meeting between the National Federation contact and the host club to confirm that everything is running according to the Handbook.

Minutes of this meeting required to be forwarded to relevant section chairman and general secretary within 10 days (English language).

Proposed by the EFRA committee, Seconded by: Belgium

The proposal passed with ...22.... for, ...1... against and0. abstentions.

RULE 3.2.9

DELETE AND AMEND THE RULE

Existing Rule:

3.2.9 At the latest, 100 days before the European Championships in question, there should be a meeting between the National Federation contact and the host club to confirm that everything is running according to the Handbook.

Proposal: 180 days instead of 100

3.2.9 At the latest, **180** days before the European Championships in question, there should be a meeting between the National Federation contact and the host club to confirm that everything is running according to the Handbook.

Remark: *100 days are not enough. In case that a decision is made to change the venue (track) of the event just 100 days prior to the race, there is the case that many drivers might have already made reservations and paid their plane tickets.*

Proposed by EL.M.E Greece, Not Seconded

RULE 3.2.11

DELETE

Existing Rule:

- 3.2.11. A list of all EFRA licence holders must be sent to organisers of European Championship Events two (2) weeks prior to the event.

Suggested change:

- ~~3.2.11. A list of all EFRA licence holders must be sent to organisers of European Championship Events two (2) weeks prior to the event.~~

Remark: *If the new procedure for licenses is accepted this rule is proposed to be deleted.*

Proposed by the EFRA committee Withdrawn

RULE 3.3.2

DELETE AND AMEND the rule to read

- 3.3.2. Each EFRA member-country may organise 1 (one) official EFRA Grand Prix per year per class. Each section may run a maximum of 3 (three) EFRA Grand Prix per year. An EFRA Grand Prix must have an EFRA Sanction. In order to obtain such, an application must be sent to **the EFRA General Secretary** ~~i.e. the section concerned~~, at least 6 weeks before the AGM and must contain relevant information *i.e. as* pictures of the accommodation, hotel information, camping and charges to be paid, details of facilities such as water, electric power, w.c. and showers.

For each entry the organizer will pay EFRA € 5,- . ~~The total amount will be settled with the deposit~~

Remark: *Central point of information. General Secretary, to have the possibility to apply to anyone inside EFRA only may lead to problems duplication and confusion.*

Proposed by the EFRA committee, Seconded by: Sweden

The proposal was amended

The amendment :

- 3.3.2. Each EFRA member-country may organise 1 (one) official EFRA Grand Prix per year per class. Each section may run a maximum of 3 (three) EFRA Grand Prix per year. An EFRA Grand Prix must have an EFRA Sanction. In order to obtain such, an application must be sent **by the national Federation**, to **the EFRA General Secretary** ~~i.e. the section concerned~~, at least 6 weeks before the AGM and must contain relevant information *i.e. as* pictures of the accommodation, hotel information, camping and charges to be paid, details of facilities such as water, electric power, w.c. and showers.

The proposal was withdrawn

RULE 3.3.3

DELETE AND AMEND THE RULE TO READ

- 3.3.3. ~~Applications for EFRA Grand Prix must be made in writing by the National Organisation, at least 6 weeks before the AGM stating a venue and a date.~~ The EFRA Committee meeting will discuss and finalise the EFRA Race calendar for the following year following proposals from the sections. Venues may be changed until the AGM, but the dates must remain as decided at the Committee meeting. As soon as practical after the decision confirming the organiser of an EFRA GP, the host club should be sent a copy of the EFRA handbook. Any EFRA Grand Prix Organiser who changes a date following an AGM decision loses the EFRA Sanction for official EFRA Grand Prix status. Only an enforced change beyond the control and influence of the organising club is liable to be accepted for discussion by **the EFRA Committee**.

Proposed by the EFRA committee, Seconded by: Denmark

The proposal: Passed Unanimously

RULE 3.3.6

DELETE AND AMEND

Existing Rule:

- 3.3.6. If EFRA Grand Prix results shall be used as the basis for awarding points to the competitors, a general classification shall be published at the end of the racing season. The sum of the ~~4-three (3) best~~ results of

the season to be decided by the section will be used to give the final score of each driver. Points shall be given as follows:

EFRA GP1 (Less than 30 drivers)

50 46 42 38 34 32 30 28 26 24
22 21 20 19 18 17 16 15 14 13
12 11 10 9 8 7 6 5 4 3

EFRA GP2 (30 to 60 drivers)

75 71 67 63 61 59 57 55 53 51
49 48 47 46 45 44 43 42 41 40
39 38 37 36 35 34 33 32 31 30
29 28 27 26 25 24 23 22 21 20
19 18 17 16 15 14 13 12 11 10
9 8 7 6 5 4 3 2 1 1

EFRA GP3 (60 drivers plus)

100 96 92 88 84 82 80 78 76 74
73 72 71 70 69 68 67 66 65 64
63 62 61 60 59 58 57 56 55 54
53 52 51 50 49 48 47 46 45 44
43 42 41 40 39 38 37 36 35 34
33 32 31 30 29 28 27 26 25 24
23 22 21 20 19 18 17 16 15 14
13 12 11 10 9 8 7 6 5 4
3 2 1(1 for places greater than 83)

EUROPEAN CHAMPIONSHIP

300 280 260 240 220 210 200 190 180 170
165 160 155 150 145 140 135 130 125 120
115 110 105 100 99 98 97 96 95 94
93 92 91 90 89 88 87 86 85 84
83 82 81 80 79 78 77 76 75 74
73 72 71 70 69 68 67 66 65 64
63 62 61 60 59 58 57 56 55 54
53 52 51 50 49 48 47 46 45 44
43 42 41 40 39 38 37 36 35 34
33 32 31 30 29 28 27 26 25 24
23 22 21 20 19 18 17 16 15 **14**
13 12 11 10 9 8 7 6 5 4
3 3 3 3 3 3 3 3 3 3
2 2 2 2 2 2 2 2 2 2
1 for places greater than 140

~~5
5 for places greater than 110~~

WORLD CHAMPIONSHIP

500 450 400 350 320 290 260 230 200 170
160 155 150 145 140 135 130 125 120 115
110 105 100 95 90 89 88 87 86 85
84 83 82 81 80 79 78 77 76 75
74 73 72 71 70 69 68 67 66 65
64 63 62 61 60 59 58 57 56 55
54 53 52 51 50 49 48 47 46 45
44 43 42 41 40 39 38 37 36 35
34 33 32 31 30 29 28 27 26 25
24 23 22 21 20 19 18 17 16 15
~~5 for places greater than 100~~
14 13 12 11 10 9 8 7 6 5
4 4 4 4 4 4 4 4 4 4
3 3 3 3 3 3 3 3 3 3
2 2 2 2 2 2 2 2 2 2
1 for places greater than 140

Remark: 4 results with only 3 GPs per year and section is rather demanding, all classes with ranking system use this, then the number of entries at many kind of events have increased so the actual charts make no difference, while scaling it a little more there is some difference.

Proposed by the EFRA committee, Seconded by: Poland

The proposal Passed Unanimously

RULE 3.4.1

DELETE

Existing Rule:

- 3.4.1. For important international events other than European Championships and EFRA Grand Prix, an EFRA Sanction can be requested, in writing only.

The EFRA Sanction will be an official recommendation of EFRA to the special event, to ensure a minimum standard. These races may not be called EFRA Grand Prix (~~EFRA REF: SANCTION 92-1/8~~).

Accepted, no need for voting

RULE 3.5.4

DELETE AND AMEND

Existing Rule:

- 3.5.4. A deposit is payable for all E.C.'s and sanctioned G.P.'s. Copies of the result and the referees report should be sent to the EFRA General Secretary and Section Chairman.

Suggested change:

- 3.5.4. A **Two** deposits ~~is~~ **are** payable for all E.C.'s and sanctioned G.P.'s. Copies of the result and the referees report should be **sent** to the EFRA General Secretary and Section Chairman.

Remark: Club and National association deposits.

Proposed by the EFRA committee Withdrawn

RULE 3.5.7

DELETE AND AMEND THE RULE TO READ

3.5.7. FEES (all amounts quoted in Euro)

Membership Fees

Annual Subscription	450	(including 5 non-renewable lics.)
Section Fee	75	
Full membership	850	(annual + all sections)
Associate membership	1000	

Sanction Fees

European Championship	1500
World Championship (in Europe)	1500
European Championship, Open	230
Grand Prix	150
International Race	600

Deposits

National Federations deposit :

European Championship	600
European Championship, Open	600
Grand Prix	600

Organizers deposits:

European Championship	1800
European Championship, Open	1200
Grand Prix	1200

Additional Fees

GP fee for EFRA/driver	5
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Entry Fees

European Championship	75
Open Entry Championships max.	50
Grand Prix (maximum)	40

Handling fee World Championships + 10% of the IFMAR fees

Homologation Fees

Mufflers	500	(50% discount for Associate)
Bodyshells	500	(50% discount for Associate)
Large Scale Bodyshells	500	(50% discount for Associate)
INS-Box	800	(50% discount for Associate)
Batteries	500	(50% discount for Associate)

All transport costs for homologations to be paid by the manufacturer

Miscellaneous	
Hand Book	35
Drivers Licences	30
A5 Advert in Handbook (pdf)	750 (included in Associate fee)

Remark: New deposits included , the special fees activated and the international race, the oln format our manufacturers can generally use inside EFRA is made affordable.

Proposed by the EFRA committee, Seconded by: Belgium

BRCA, Seconded by Austria, proposed that:

Everything remains as it was, except the additional fee, and the handling fee for World Championships, the reduced price of the handbook, and the deletion of the advert price.

This passed Unanimously

The General Meeting closed for lunch 12.30, followed by Section Meetings.

SUNDAY 2th NOVEMBER 2008 The meeting reconvened at 08.30

RULE 3.6.3

AMEND

Existing Rule:

3.6. ALLOCATION PROCEDURE FOR EUROPEAN AND WORLD CHAMPIONSHIPS

3.6.1. For European and World Championships, EFRA allocates places to all its member-countries. Each member country if present at the section meetings is entitled to have at least one (1) place allocated in each section paid for.

3.6.2. At the Annual Conference, each Section establishes the allocations for next years Championships, following written application from member countries.

3.6.3. Whilst determining the allocations for each country, the following points should be discussed, in order of priority:

When there is a section ranking, the first 20 drivers from the section ranking have automatically a allocated place for the next European Championship and World Championship if there is a WC in that year.

- a. total number of drivers;
- b. international results at E.C./ W.C./ Grand Prix;
- c. places taken up at the last E.C.;
- d. number of International Licenses issued;
- e. participation in international racing;

Remark: Make the GP's more attractive, top drivers will visit more GP's, and give the GP's and European championship more value.

Proposed by F.B.A Belgium, Withdrawn

RULE 3.6.4

NEW

3.6.4.a At the Annual.....simple majority vote.

3.6.4.b The number of allocation for year N will be equal to the number of allocation at year N-1 minus the number of no-show at year N-1.

The number of allocations is the one set during Section Meeting year N

The number of no-show is the one before the beginning of the year N EC or WC

Remark: This is necessary to avoid the situation where Federation Members ask for a big number of allocations and later on have a big number of no-show.

The minimum number of two (2) allocations/country does not change.

Proposed by FVRC, France, Seconded by: Monaco

The proposal was rejected with 7. for, 7against and 5abstentions.

RULE 3.6.5

DELETE AND AMEND THE RULE TO READ

3.6.5 The ~~order for the allocation list is~~ **procedure for allocating entries is also** used for re-allocation **unless otherwise stated so**. 40 days before the EC and 60 days before a WC the places not taken up by the Countries will be reallocated by the Section Chairman. The entry forms list must be given to the Chairman 40 days before the EC. Failing to deliver these forms list in time will lead to re-allocation of the corresponding places. ~~The order of the allocation list determines the order of re-allocation.~~

The Meeting may recommend preferential re-allocation of places to countries with small initial allocations. Preferential re-allocation places must be specified in the allocations list.

Remark: At the AGMs section meetings we normally settle the order of re-allocations which is not the same as the allocation one.

Proposed by the EFRA committee

Accepted, no voting needed

RULE 3.6.6

DELETE AND AMEND

Existing Rule:

3.6.6. For ~~a~~ European Championship, the host country is allowed 2 extra places in addition to their original allocation.

Proposed by the EFRA committee

Accepted, no voting needed

RULE 3.6.8

DELETE AND AMEND THE RULE TO READ

3.6.8 For each European Championships and World Championships, where places are allocated through the EFRA AGM, the entry fee is payable in advance to the EFRA treasurer. The amount is established at the AGM. The allocation fee must be paid to EFRA before January the 31st. Allocated places not paid by end of February may be reallocated to other countries by the Section Chairman. EFRA will take 10 % of the collected entry fees ~~to cover costs~~. Re-allocation money will be paid to and retained by EFRA. EFRA will invoice each reallocation to the member countries without specifying the drivers name etc. No money is allowed to be paid at the track.

Reallocation money will be 1.1/2 times the normal entry fee, unless the **final** number of places ~~now~~ allocated to the country in question is still less than, or the same as, the original application made (see rule 3.6.2). EFRA will pay the allocation fees received to the organising country at least 1 month before the event, unless a written agreement has been received by the Treasurer to effect payment in a different manner. If the final number of allocated places is higher than the number of allocations through the AGM it must be made official by the Section Chairman prior to the race. **The** EFRA treasurer must be informed ~~so~~ **that in order** to pay the ~~exact~~ **correct** number of allocations to the Organiser, otherwise EFRA pays the number of allocated places through the AGM.

Proposed by the EFRA committee, seconded by: Norway

The proposal: Passed Unanimously

RULE 3.6.10

AMEND THE RULE TO READ

Existing Rule:

3.6.10 All contractual corresponden**ce** between EFRA, organiser and federation rep related to EC's and WC's should be sent by registration mail **or by a means which has traceability**

Suggested change:

Proposed by the EFRA committee, Seconded by: Monaco

The proposal Passed Unanimously

RULE 4.1.2**DELETE AND AMEND THE RULE TO READ****Existing Rule:**

4.1.2 All competitors at European Championships and World Championships must have a valid EFRA drivers licence.

Application for entries at EC s or WC s must be made by the National Association that have granted the EFRA licence, using the model delivered by EFRA, bearing the initials of the National Federation and the licence number.

Each National Federation shall be entitled to issue EFRA licences

~~1) To its nationals;~~

~~2) To the nationals of other countries represented in EFRA, in compliance with the following statutory conditions:~~

~~a) That their parent National Federation gives each year its prior agreement to the issuing which may only take place once a year.~~

~~b) That they can produce for their parent National Federation (the country of their passport) a permanent proof of residence in the other country;~~

~~c) That their parent National Federation has recovered the EFRA licence originally issued if such exists.~~

- **In order to observe the international rules regarding the free moving of the workers and people across the European community and the Schenghen countries every driver could choice to be member to a national federation, for the new racing year, in a different country than his passport changing is previous membership.**

- **Every driver could decide for personal reason when his membership to a current federation expires to be member to another association. Changing the association the driver will accept the new rules of the new federation. For every driver it is not allowed to have more than one EFRA licence into the same racing year.**

- **If one driver want to change is membership changing federation during the year that could be done only if the driver will communicate his intention by letter to the old federation. If the drivers has an EFRA licence this one has to be return to the previous federation.**

A National Federation may also grant an EFRA licence to a foreigner belonging to a country not yet represented in EFRA but only on condition that EFRA is immediately informed of the intention to do so, in which case EFRA will at once state if there is any reason why such an EFRA licence should not be granted. A National Federation shall advise EFRA of any refusal on its part to comply with a request of this nature.

The EFRA drivers licence must be produced personally at registration, at World Championships the licenses should be checked by the EFRA Official.

The organiser will register the licence numbers of all drivers and record these in all results.

Remark: From the point below the rule has not to be change.

We intend to have a better understanding instead of the point 1.2 a b c because the current wording is not understandable

Proposed by S.R.C.C.A Switzerland, seconded by: Monaco

The proposal was Rejected with 2.. for, 7 against and 9 abstentions.

RULE 4.3.4**DELETE AND AMEND THE RULE TO READ****Existing Rule:**

3.4 ~~The National Association may request a number of licences from EFRA providing that it remits the appropriate fee. After the receipt of the fee, licences as requested and paid for will be issued to the National Association.~~ **Only the national association could ask to the EFRA secretary/ treasurer to obtain a certain number of EFRA licence. The request will be accepted only if the fee has been paid**

This proposal is supported by the EFRA committee

Proposed by S.R.C.C.A Switzerland, Seconded by: Monaco

The proposal Passed with 19 for, 0 against and 1 abstentions.

RULE 4.3.5

DELETE THE EXISTING RULE AND AND REPLACE WITH

Existing Rule:

3.5 The National Association should fill in the licence in the appropriate sections before issuing to a driver

The licence must carry the name of the National Organisation.

The name of the driver and a licence number must also be entered and recorded. A list of licence holders including Name, Address and Licence Number should be sent to the EFRA Treasurer.

The name of the driver and a licence number must also be entered and recorded. A list of licence holders including Name, Address and Licence Number should be **introduced in the EFRA database**.

The individual drivers licence number should remain unchanged from year to year and must not be used for re-issue to other drivers. Each number is a personal number.

Proposal:-

~~3.5 The national federation must communicate all the data require by Efra (name, first name, address, and birth data) to obtain the licence and this one will be sent only after the payment of the invoice. Efra will send to the national association the EFRA licence reporting the data of the driver and the EFRA number.~~

~~The licence could be written only by EFRA. Efra will update every month the list of the EFRA licence reporting the name of the driver and the licence number including the federation. In the race where the EFRA licence is required, the licence must to be presented with an valid identity document with the photo of the driver. The individual drivers licence number should remain unchanged from year to year and must not be used for re-issue to other drivers. Each number is a personal number.~~

Remark: *There is a misuse of licences, federation fill out licences at the event. For EFRA it is very unprofessional when federation fill out licences unreadable and not completed.*

Proposed by S.R.C.C.A Switzerland, Seconded by: Denmark

The proposal was Amended, seconded Belgium

Amendment to the original rule:

The name of the driver and a licence number must also be entered and recorded. A list of licence holders including Name, Address and Licence Number should be **introduced in the EFRA database**.

Passed with ...16... for, ...1... against and ...1... abstentions.

5 GENERAL REQUIREMENTS EFRA EVENTS

RULE 5.1.2

AMEND THE RULE TO READ.

5.1.2 Parking: parking for competitors must be available within 100 mtr. of the pits, **safe for vehicles with a smooth / flat, hard surface**.

Remark: *Car Safety This remark is for the purpose of avoiding parked cars getting stuck and damaged when parked on soft soil which can become muddy during heavy rain. Also it is not convenient to carry all the expensive equipment, from the parking lot to the pits, on rough surfaces.*

Proposed by EL.M.E Greece

Withdrawn

RULE 5.1.4

AMEND THE RULE TO READ

5.1.4 Public conveniences: water and toilets for both competitors and spectators must be provided. **6 minimum WC (4 male, 2 female) cleaned at least twice a day, once during noon and once at the end of the day.**

Remark: *Better conditions*

Proposed by EL.M.E Greece

Withdrawn

RULE 5.1.6

AMEND THE RULE TO READ

- 5.1.6 Electricity: 230 V must be available in the drivers area for charging batteries and using solder iron. The organizer can allow the use of other electric equipment if power supply is sufficient. **For events during summer, organizer should take into consideration the higher electricity current demanded due to the use of cooling fans. Having a generator to take over in case of power shutdown is highly recommended**

Proposed by EL.M.E Greece Withdrawn

RULE 5.2.1

AMEND THE RULE TO READ

- 5.2.1 Drivers area must accommodate all drivers and be equipped with tables and protection against bad weather (outdoor racing). The drivers rostrum must be accessible from the drivers area.

Area floor must be of hard, solid material (i.e. industrial floor, cement, asphalt, etc), not dirt, sand, gravel or any other kind that creates dust hampering severely working conditions in the pits

Remark: Better conditions in pit area

Proposed by EL.M.E Greece Withdrawn

RULE 5.2.2

AMEND THE RULE TO READ

Existing Rule:

- 5.2.2 The drivers rostrum must accommodate 10 drivers with minimum 80cm space for each driver
Width of the rostrum must be minimum 1.25 mtr.
Height of the rostrum - floor to be:-
Standard Between 2 and 3 mtrs 1:12 Electric Track Section Between 1 and 3 mtrs 1:10 Electric Off Road Section Between 1.5 and 3 mtrs
Access to the rostrum must be by a solid stair, with a minimum width of 1.20 mtr. A strong parapet is mandatory. The rostrum must be protected or capable of being protected against bad weather.
Sun protection must protrude/overhang enough to cover at least from neck and up of the majority of the drivers at all times during the day. Direct sunlight into the eyes of the drivers is not acceptable

Remark: Better conditions in rostrum

Proposed by EL.M.E Greece Withdrawn

RULE 5.2.3

DELETE AND AMEND THE RULE TO READ

Existing Rule:

- 5.2.3. The drivers rostrum must be placed in a position that provides equal view of the track to each of the drivers at any place on the rostrum, during practice and racing.
The view may not be obstructed by any object (pillar, flagpole, other drivers etc.).
The distance from the front of the rostrum to the nearest part of the track **must is recommended to** be between 2 and 4 mtr.

Proposed by the EFRA committee, Seconded by: Norway

The proposal Passed with ...9.... for, ...5... against and7.. abstentions.

RULE 5.2.5

DELETE AND AMEND THE RULE TO READ

- 5.2.5. Timing and lap counting area must be located at a slow part of the track, with a good view of the track for all lap counting officials. The number of the car must be readable for at least 2 seconds from that area.

~~Car numbers for 1:8 I.C. must be min. 40mm height, on a white surface of 55x55mm or 55mmØ. Car numbers for Large scale must be min. 80mm height, on a white surface of 70x98mm. Car numbers for all other scales, excluding 1/12, must be minimum 40mm in height, black, on white background of 55mm square or diameter. The numbers should be printed on a matt, not high glossy surface.~~

Car number sizes are to be as follows :-

Large Scale; Font height min. 80mm. Background size min. 70 x 98mm

1:8 Scale: Font height min. 40mm Background size min 55mm Sq. or 55mm dia.

1:10 Scale: Font height min.40mm Background size min 55mm Sq. or 55mm dia.

1:12 Scale Font height min.25mm Background size min 35mm Sq. or 35mm dia.

All numbers will be black on a matt white background (not glossy).

No other text is allowed inside the measured white area.

~~Proper fonts and samples could be downloaded from the EFRA Webpage: www.efra.se Those will be compulsory from 2008.~~

Proper fonts and samples can be downloaded from the EFRA Webpage:www.efra.ws The use of them is compulsory.

Car numbers must be used as provided by the Organisers.

~~Adequate length must be provided for the lap counting officials~~

The area must be protected against bad weather. ~~Interruption of lap counting officials by drivers must be prevented.~~

Proposed by the EFRA committee, seconded by: Spain

The proposal Passed Unanimously

RULE 5.2.7

DELETE AND AMEND THE RULE TO READ

5.2.7. A ~~scoreboard~~ **result board** must be positioned at a convenient place not far from the timing and lap counting area and accessible to all competitors. The ~~scoreboard~~ **result board** must be protected against rain and wind.

Proposed by the EFRA committee

Accepted, No need for voting

RULE 5.2.8

AMEND THE RULE TO READ

Existing Rule:

5.2.8. A frequency control board must be available during **non-organised** practice. It should be positioned near the transmitter impound or the drivers rostrum.

Proposed by the EFRA committee, seconded by: Spain

The proposal Passed Unanimously

RULE 5.3.10

DELETE AND AMEND THE RULE TO READ

5.3.10 Mobile phones are not allowed to be used on the rostrum, pitlane or on the track.

Other transmitting devices, except those who are needed ~~for~~ **by** the organiser, are not allowed to be used with the exception of the drivers radio equipment

Proposed by the EFRA committee

Accepted, No need for voting

RULE 5.3.11

AMEND THE RULE TO READ

5.3.11 In the case of a race which is interrupted for more than 60 minutes for reasons beyond the control of the organisers (*e.g.* bad weather conditions with safety risks for all persons at the meeting), the referees together with the Race-director will decide whether to cancel or continue the meeting.

Remark: *Better to use those mentions as an exemplum and not as the only causes to may lead to a possible cancellation.*

Proposed by the EFRA committee, Seconded by: Spain

The proposal Passed Unanimously

RULE 5.4.6

AMEND THE RULE

Existing Rule:

5.4.6. The second system will be used as a back up system and must produce a record of all individual lap times and the number of laps and final times after finishing.

~~The second system may be manual or electronic.~~

Remark: *In this century should accept manual lap counting not be excepted.*

Proposed by the EFRA committee, seconded by: BRCA

The proposal Passed Unanimously

RULE 5.4.9 5.4.10

AMEND THE RULE

Existing Rule:

5.4.9. The results from the first and second system are compared and in case of differences, the time-keeping official should examine the data produced and in particular the **lap time**-sheets. The final decision on the result is the responsibility of the Timekeeper.

5.4.10. Race director and/or **lap counting official** at EC's must have a suitable working personal computer with proper, race proven programs to sort the **lap times**, print results from heats, final positions after each series of races within 15 minutes.

Proposed by the EFRA committee

Accepted, No need for voting

RULE 5.4

THE RULE IS NEW

5.4.15 SCORING BOARD

For European Championship a scoring board is required

Remark: *This scoring board is besides the professionalism usable for referees and mechanics and all spectators to be up-to-date about the state of the race.*

Proposed by S.R.C.C.A Switzerland

The following was discussed:

This scoreboard should be provided by EFRA, but the proposal will be withdrawn to have a better view at the cost for transport, installation and other things involved. It will be covered under next years matter arising from the minutes.

RULE 5.5.1

AMEND THE RULE TO READ

5.5.1. Qualification for finals will be based upon each drivers best single score achieved during the qualifying heats, **or upon points achieved during qualifying rounds/heats as detailed by Section/Class rules.**

Proposed by the EFRA committee, Seconded by: Spain

The proposal Passed Unanimously

RULE 5.5.2

AMEND THE RULE

5.5.2. In the case of more than one driver recording identical best results at the end of qualifications, the next best result is taken **unless otherwise stated at class/section rules.**

Remark: Tie breakers are different at each section nearly

Proposed by the EFRA committee, Seconded by: Lithuania

The proposal Passed Unanimously

6 ORGANISATION OF EFRA EVENTS

RULE 6.1.1

DELETE AND AMEND THE RULE TO READ

Existing Rule:

6.1.1. Preliminary Checks:

Before **applying for** an EFRA sanctioned event, the **host** club must:

- a) ~~have the~~ **Be** confident they can offer foreign competitors a race that is worth ~~all~~ the travelling and expense in all respects;
- b) **Have** the track available from at least Friday-morning prior to the race (09.00 till 18.00 hours minimum), unless stated differently ~~per~~ **by section** appendix;
- c) **Be** sure the track and accommodation ~~are according to~~ **comply with** the rules as described in chapter 5 and ~~per the section~~ appendix;
- d) **Have** enough experienced volunteers to organise the race, and set up a committee ~~to do this~~ **for this purpose to cover:** ~~for~~ lap counting and timekeeping, ~~for~~ technical inspection, ~~and accommodation~~ **and race control facilities,** ~~to organise~~ marshalling and to arrange hotel accommodation
- e) **Have** the necessary....
- f) **Have** the right insurance...

Proposed by the EFRA committee, seconded by: BRCA

The proposal Passed Unanimously

RULE 6.1.3

AMEND THE RULE TO READ

6.1.3. Request for EFRA Sanction or other major international meetings are made in the same way. Such requests can be made to EFRA at any time of the year **but preferably before 31 August of the previous year.**

Proposed by the EFRA committee, seconded by: Spain

Amended and Seconded BRCA

6.1.3. Request for EFRA Sanction or other major international meetings are made in the same way. Such requests can be made to EFRA at any time of the year **but before 31 August of the previous year.**

Passed Unanimously

RULE 6.2.1

DELETE AND AMEND THE RULE TO READ

6.2.1. The host Federation shall provide **sufficient** copies of the ~~sufficient~~ necessary information to the EFRA Section Chairman not less **than** 120 days before the event. The information shall include **a** program to be approved by the **Section Chairman**, a plan of the track, ~~how to get~~ **directions** to the track, hotel accommodation etc. ~~must be received by all EFRA contact addresses at the latest 90 days before the event.~~

The invitation must state whether the race is to be run in a clockwise or anticlockwise direction.

The Section Chairman must make sure that all EFRA contact addresses receive this information, together with the entry forms, not less 90 days before the event.

~~There must be a hotel list with hotel class, addresses and prices.~~

The information should, at the same time, be published on the EFRA website; www.efra.ws

Proposed by the EFRA committee, Seconded by: Poland

The proposal Passed Unanimously

RULE 6.2.3

DELETE AND AMEND THE RULE TO READ

6.2.3. 55 Days before the event ~~the~~ **any** places not taken will be re-allocated by Section Chairman, ~~place by place and in the order~~ **using the procedure** established at the AGM. The reallocation will be published to all the 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 **re-allocation** fee.

Remark: *The rule is facing the Host country final re-allocations (if prior re-allocations does not fill the event completely, fee should be similar to the other reallocations.*

Proposed by the EFRA committee, Seconded by: Austria

The proposal Passed Unanimously

RULE 6.2.5

AMEND THE RULE TO READ

6.2.5. Organisers must confirm the entries of all competitors participating in the race, 30 days before the event at the latest, to both the National contact address and each competitor **and through publication on the official website of the event.**

Proposed by the EFRA committee, Seconded by: Belgium

The proposal Passed Unanimously

RULE 6.5.1

DELETE AND AMEND THE RULE TO READ

6.5.1. For European Championships, public convenience and refreshments must be available to all competitors from ~~at least Wednesday~~ **the first day of the event** onwards.

Proposed by the EFRA committee, Seconded by: Norway

The proposal Passed Unanimously

7 RACE OFFICIALS

RULE 7

CLARIFICATION NEEDED

SECTION CHAIRMEN -- (Page 52)

16. He has the authority to provide clarification on the interpretation of rules.

7.1 REFEREES -- (Page 69 & 70)

7.1.2. Referees are part of the International Jury when a meeting is called by the Race Director. The Referees will settle any dispute regarding interpretation of the rules.

7.1.15. It is not the duty or the responsibility of the referee to check that the cars conform to the technical rules. This is always the responsibility of the Technical Inspector. The referee checks the method used for technical inspection.

7.3 RACE OFFICIALS -- (Page 72).

7.3.7. No Race Official is empowered to make interpretations of any EFRA Constructional or Procedural Rule either during technical inspection or racing without full approval of the International Jury. During the meeting of the International Jury which is convened for the purpose of approving any such interpretations, it is the duty of the Referees to provide authoritative guidance on the interpretation of any rule in question.

Proposal:- *It is requested that the EFRA Executive Board decide which of the above is correct, as clearly 7.1.2 and 7.3.7 (Referee's) contradict 16 (Section Chairmen).*

Remark: *The above rules contradict each other in certain areas. 7.1.2 and 7.3.7 contradict 16 (Section Chairmen).*

Whilst it is clearly stated that the Section Chairman has the authority to provide clarification on rule interpretations, the rules stating the duties of Referees contradict this and effectively mean that Referees have sole authority on any rule interpretations at the event.

Referees and race Directors are changed on a regular basis, even within a Section. If Referees (or Race Directors) do not attend Section AGM's, it is unlikely they have adequate knowledge of the original intention of some rules.

Usually, the person with the most experience of how and why rules were formulated is the Section Chairman. He is present at Section AGM's and Board meetings and should have the best knowledge of the intention of rules. He is also the person most likely to attend events on a continuous basis and therefore have the most experience of past decisions.

7.1.15 also states that referee's check the methods used for technical Inspection. Whilst many referee's have good technical knowledge, they are not always closely connected to the Class they are refereeing.

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

The EFRA committee will produce a clarification to put in the handbook.

RULE 7.1.4

DELETE AND AMEND THE RULE TO READ

Suggested change:

7.1.4. EFRA referees are appointed by EFRA for a period of two (2) years after being proposed by their National Federation. The EFRA Referee form must be used and the registration year will be indicated on the Referee list, chapter 1.

EFRA referees must be experienced and unbiased people with a good knowledge of the English language and EFRA rules. They must have acted as Referee at least at National level in that class before being proposed by their National Federation.

Each Section will prepare a list of approved Referees from those proposed together with an indication of their experience level.

EFRA Referees are divided in 3 categories

Grade C: Grand Prix or International Meetings
Grade B: European Championships
Grade A: World Championships

Grade A and B EFRA Referees must, after proposed by National Federation, receive the sanction of the appropriate Section Chairman.

Appointment to be made by the EFRA ~~Executive~~ Committee.

Remark: Spelling and make it logical with new committee name

Accepted, No need for voting

RULE 7.1.26

DELETE AND AMEND THE RULE TO READ

7.1.26. REFEREES REPORT (~~EFRA REF: REFEREE-92-1/7~~)

7.1.26a. Both referees make up their official EFRA report directly after the race, ~~hand-over~~ **provide** a copy to the Race Director, ~~collect the final race results from him~~ and send copies of ~~it all these documents~~ to the Section Chairman and General Secretary. The report should contain general information about the organisation, accommodation and races.

Referee notes with issued warnings etc should to be included.

Remark: To collect the results is not their duty, but the report is.

Proposed by the EFRA committee, Seconded by: Poland

The proposal Passed Unanimously

RULE 7.2.8

DELETE AND AMEND THE RULE TO READ

7.2.8. All results, ~~in writing~~ **written**, ~~printing~~ **printed** or otherwise, in their original condition are property of EFRA and kept by the EFRA Time-keeping Supervisor until the end of the event (see 7.2.1.). After the event all relevant data will be ~~stored in EFRA files~~ **sent to EFRA (rule 5.4.14)**. Copies of the original data are left with the organisers.

Proposed by the EFRA committee, Seconded by: Finland

The proposal Passed Unanimously

RULE 7.4.1

DELETE AND AMEND THE RULE TO READ

7.4.1. The international jury consists of the section chairman (no voting authority) if present, all Team-Managers or their deputy of the countries present, the Race Director and the 2 EFRA Referees. All decisions are taken by simple majority, one vote per person and no proxy votes. In case of parity of votes, the Race-Director has ~~to the~~ **the** deciding vote. ~~A written statement is made giving~~. The result of each decision must be published **in writing**.

Proposed by the EFRA committee, Seconded by: Poland

Amended and seconded BRCA

The amendment:

7.4.1. The international jury consists of the section chairman (~~no voting authority~~) if present, all Team-Managers or their deputy of the countries present, the Race Director and the 2 EFRA Referees. All decisions are taken by simple majority, one vote per person and no proxy votes. In case of parity of votes, **the Section Chairman** has ~~to the~~ **the** deciding vote. ~~A written statement is made giving~~. The result of each decision must be published **in writing**.

The proposal Passed with ...6.... for, ...3... against and ...9... abstentions.

RULE 7.4.2

DELETE

~~7.4.2. At Championships, Team-Managers preferably do not take part in the race.
They must speak English.~~

REPLACE WITH:

7.4.2. During a meeting of the International Jury, at least 2/3 of all countries must be present at the meeting. The Team Manager or his deputy must be present.

Proposed by the EFRA committee

Accepted, No need for voting

RULE 7.5.3

DELETE

~~7.5.3. Voting by Team Managers~~

~~During a meeting of the International Jury, at least 2/3 of all countries must be present at the meeting. The Team Manager or his deputy must be present. No proxy votes.~~

REPLACE WITH:

**7.5.3. At Championships, Team-Managers preferably do not take part in the race.
They must speak English.**

Proposed by the EFRA committee

Accepted, No need for voting

8 GENERAL RACE PROCEDURE

RULE 8.1.1

DELETE AND AMEND THE RULE TO READ

8.1.1. At European Championships, at least 1 series of organised practice in heats per class is compulsory.

It is compulsory to run **at least the last round of** the organised practice with official starting, official time keeping with the results published, as in official racing.

Proposed by the EFRA committee, Seconded by: France

The proposal Passed Unanimously

RULE 8.2.1

DELETE

8.2.1. At least one day of ~~free~~ practice for all drivers who wish to take part is recommended; normally Friday.

Proposed by the EFRA committee, Seconded by: Belgium

The proposal Passed Unanimously

RULE 8.2.4

DELETE

8.2.4. ~~Free~~ Practice on the race-days may be allowed till 30 minutes before the start of the first heat and after the prize-ceremony, but is not compulsory.

Proposed by the EFRA committee

Accepted, No need for voting

RULE 8.2.5

DELETE AND AMEND THE RULE TO READ

8.2.5. ~~If~~ **When** the organizer has started organized practise, all drivers must respect the time schedule and the heats set. If a driver is caught cheating, for instance taking part in two different ~~practise~~ **practice** heats. ~~This~~ **the** driver will be disqualified from the race.

Proposed by the EFRA committee

Accepted, No need for voting

RULE 8.3.3

DELETE

~~8.3.3. The separation of non-licensed and licensed drivers is for the qualification heats during ECs only except for series.~~

Proposed by the EFRA committee, Seconded by: Norway

The proposal Passed Unanimously

RULE 8.5.1

DELETE AND AMEND

8.5.1. Frequencies authorised by the ~~competent~~ **governing** body of the country concerned will be used.

~~Other frequencies may only be used with the approval of the organisers, who take then responsibility.~~

~~Organisers may refuse non-authorized frequencies, providing competitors have been notified in the Race Invitations.~~

Proposed by the EFRA committee, Seconded by: Spain

The proposal Passed Unanimously

RULE 8.6.4

AMEND THE RULE TO READ

6.4 **Transmitter Impound left to the discretion of** The organisers must provide protected and secure storage for impounded transmitter, preferably adjacent to the drivers rostrum.

Remark: The organizer can propose not to do any transmitter impound during the first team managers meeting. The final decision lays with the teammanagers. In case of a transmitter impound, the organiser must provide protected and secure storage

Proposed by F.L.A.M.R.C Luxembourg, Seconded by: Norway

The proposal was Rejected with ...3... for, ...15... against and ...1... abstentions.

RULE 8.7.1

DELETE AND AMEND THE RULE TO READ

8.7.1. Admission Inspection must always take place in an area protected from ~~intreusion~~ **intrusion** and before the start of the first heat. Cars must be presented for inspection as requested by the Officials any time during the meeting. Random checks on technical specifications can be done during the whole race. During Technical Inspection only the Driver or Mechanic and the Team manager are entitled to be present in addition to Race Officials.

Under all circumstances it is the responsibility of the driver that his car is within the EFRA rules during a race meeting. If a car is found illegal during heats, sub-finals or final, **the drivers** result will be made void and the car has to stay in technical inspection until the result is published and the protest time is over.

Proposed by the EFRA committee

Accepted, No need for voting

RULE 8.7.12

DELETE AND AMEND THE RULE TO READ

Existing Rule:

8.7.12. If a car is found to exceed the limits of dimensions on checking immediately after a race positive proof of race damage may prevent disqualification.

~~When~~ **If** a car fails to pass the technical inspection, the driver's **result/time** is only **discarded** from **that** heat. In a final, or sub-final, it will mean last position of that final.

Proposed by the EFRA committee, Seconded by: Belgium

The proposal Passed Unanimously

RULE 8.7.???

THE RULE IS NEW

The Inspection Officials for European and World Championships should have a PROFESSIONAL background and, if deemed necessary, should be appointed by EFRA , and paid as professional people .

Proposed by A.M.S.C.I ITALY

Withdrawn

RULE 8.9.1

DELETE AND AMEND THE RULE TO READ

Existing Rule:

8.9.1. ~~The use of the following flags is compulsory:~~ **If flags are used then:**

Starting flag: the national flag of the country where the race is held.

Finish flag: chequered flag.

Black flag: the car in question must immediately stop in the pit to receive instructions.

8.9.4. The black flag is operated by the Flagman (Starter), who receives his instructions to do so from either the Race Director or the Referee.

Under no circumstance may he use the black flag on his own authority.

Proposed by the EFRA committee, seconded by: Netherlands

The proposal Passed Unanimously

RULE 8.9.5

DELETE AND AMEND THE RULE TO READ

8.9.5. No *(verbal or physical)* within ~~2~~ *three (3)* laps will lead to disqualification of the concerned participant *of the whole event.*

Proposed by the EFRA committee, seconded by: Denmark

The proposal Passed Unanimously

RULE 8.10

AMEND THE 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 *three (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 being served.

In the case that there is no possibility to call a driver for a stop and go penalty *(e.g during the last 2 -3 laps of the actual heat or final)*, the Referee and or Race Director will announce a time penalty of 10 seconds (Large scale: 1 lap).

Proposed by the EFRA committee, Seconded by: Belgium

The proposal Passed Unanimously

RULE 8.10.13

DELETE AND AMEND THE RULE TO READ

8.10.13 ~~Fixed~~ Penalties in time or laps may be issued by the time-keeping Official in *the* case of early starts (see starting procedures)

Proposed by the EFRA committee, seconded by: Switzerland

The proposal Passed Unanimously

RULE 8.10.17

DELETE AND AMEND

Existing Rule:

~~8.10.17 EFRA is given the authority to investigate and sign the WADA (World Anti-Doping Agency) Anti-Doping Code, and report back to the next AGM. All members of EFRA and all drivers participating in any EFRA-sanctioned race, are under those rules. It's the members and drivers own duty to know the rules.~~

Remark: This is actually not a rule, it's request/instruction to the board, a report have already been forwarded on an earlier AGM.

Proposed by the EFRA committee, seconded by: Sweden

The proposal Passed Unanimously

RULE 8.11.8

AMEND THE RULE TO READ

8.11.8. The decision must *be* made within 30 minutes after the acceptance of the protest.

Only for important reasons and when the International Jury has to meet, may the decision be delayed to 60 minutes max*imum*.

Proposed by the EFRA committee

Accepted, No need for voting

RULE 8.12.1

DELETE AND AMEND THE RULE TO READ

Existing Rule:

8.12.1. During EFRA sanctioned events the lap counting is to be done automatically by means of an automatic lap counting system and transponders fitted inside the cars **body shell**.

The transponders must be must be available from the organisers free of charge.

If the transponders are delivered by the organiser for the whole event (eg: Personal transponders types) a deposit of maximum 80 Euro may be required by the organiser.

If a driver owns a transponder which is compatible with the lap counting equipments and Race management software he may be entitled to use it by the organiser.

Suggested change:

8.12.1. During EFRA sanctioned events the lap counting is to be done automatically by means of an automatic lap counting system and transponders fitted inside the cars bodyshell.

The transponders ~~must be~~ must be available from the organisers free of charge.

If the transponders are ~~delivered~~ **supplied** by the organiser for the whole event (eg: Personal transponders types) a deposit of maximum 80 Euro may be required by the organiser.

If a driver owns a transponder which is compatible with the lap counting equipments and Race management software he may be entitled to use it ~~by~~ **with the knowledge of** the organiser.

Proposed by the EFRA committee, Seconded by: Belgium

The proposal Passed Unanimously

RULE 8.12.1

DELETE AND AMEND THE RULE TO READ

Existing Rule:

12.1 During EFRA sanctioned events the lap counting is to be done automatically by means of an automatic lap counting system and transponders fitted inside the cars bodyshell.

The transponders must be must be available from the organisers free of charge. If the transponders are delivered by the organiser for the whole event (eg: Personal transponders types) a deposit of maximum 80 Euro may be required by the organiser. If a driver owns a transponder which is compatible with the lap counting equipments and Race management software he may be entitled to use it by the organiser.

12.1 During EFRA sanctioned events the lap counting is to be done automatically by means of an automatic lap counting system and transponders fitted inside the cars bodyshell.

~~The transponders must be must be available from the organisers free of charge. If the transponders are delivered by the organiser for the whole event (eg: Personal transponders types) a deposit of maximum 80 Euro may be required by the organiser. If a driver owns a transponder which is compatible with the lap counting equipments and Race management software he may be entitled to use it by the organiser.~~

The driver must fit his personal transponder in his car. The organiser can deliver transponders to the drivers if available.

Remark: To make personal transponders mandatory for EFRA sanctioned races

Proposed by F.L.A.M.R.C Luxemburg, Seconded by: Belgium

The proposal Passed with ...6.... for, ...2... against and ...10... abstentions.

RULE 8.12.6

AMEND THE RULE TO READ

8.12.4 If a driver loses the transponder during the race, or if a transponder is not working, the lap counting supervisor must endeavour to count the laps manually.

If lap counting problems occur, then the transponder must be moved to a better position within the car on the race-directors instructions. Failure to comply may result in any further 'lost laps' not being counted.

This applies to competitors using organiser supplied transponders or transponders not supplied by the organisers.

Competitors using a transponder NOT supplied by the organiser that malfunctions, may have their laps counted manually providing that :-

a) The transponder starts the race clock for the Heat or Final.

b) An official(s) are satisfied that the car was circulating during any missed laps.

c) If the final lap cannot be manually counted with accuracy, then the maximum lap time will be used.

This procedure will only be adopted once, for each competitor that uses a non-organiser supplied transponder in any individual event.

8.12.6 CAN THEN BE DELETED.

IF THE ABOVE PROPOSAL PASS DOES RULES 8.12.7 AND 8.12.8 NEED TO BE RE-NUMBERED

Proposed by the EFRA committee, Seconded by: Norway

The proposal was Rejected with ...1.. for, ...14... against and ...2... abstentions.

RULE 8.13.8

AMEND THE RULE TO READ

8.13.8 The best driver under 17 years will also receive an EFRA awards.

Proposed by the EFRA committee

Accepted, No need for voting

RULE 8.14.10

DELETE

~~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.~~

EFRA licensed drivers are allowed to participate at events organised by EFRA Associated Members, but their EFRA International licence may be withdrawn if they participate at International events not recognised by EFRA.

Note: The valid EFRA Section Chairman is the only person that has the right to determine events not recognised. His decision is final and cannot be protested

Proposed by the EFRA committee, Seconded by: Portugal

The proposal Passed Unanimously

RULE 8.15.2

DELETE AND AMEND THE RULE TO READ

Existing Rule:

8.15.2 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

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

Suggested change:

8.15.2 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

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

Proposed by the EFRA committee, seconded by: Switzerland

The proposal Passed Unanimously

RULE 8.15.2

DELETE AND AMEND THE RULE TO READ

8.15.2. 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

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

- **Notification of the substitute must be made to the Race Director prior to the start of the race where the driver is racing.**
- **In case of substitution for the whole race, notification must be made prior to the beginning of the first Time Practice Round.**
- **The driver who is substituted must stay at Race Director disposal in a designated area (not in the pit) up to the end of each race where he is substituted.**

Failure to comply with these provisions will result in the same losses as if a driver does not comply with his marshalling duty.

Remark: Extract of rule clarification posted on EFRA website.

The EFRA Section Chairmen are entitled by Constitution to provide clarification of the rules, see rule 11 of the EFRA Constitution, duty 16 under the list of Section Chairmen duties.

In regards of the mention on the rule "A substitute marshal is only allowed if the driver is physically disabled and must be notified to the Race Director" the clarification is done in the following way:

Rule doesn't mention the length of the substitution, one round, one day or one event.

If the substitution is granted without limitation it must be understood as a complete event substitution, if substitution has been asked for a certain amount of time then it should be correlative, otherwise it must be considered a complete event one, **unless specifically advised so..**

This interpretation of the rule will only affect the 1/8th IC Off Road Section.

This is valid as per today 4nd July 2008.

This clarification needs to be written in the General rules section, as it is not specific to the 1/8th Buggy Section but apply to all sections.

Proposed by FVRC, France, Seconded by: Poland

The proposal Passed Unanimously

AMEND TO THE RULE TO READ

Existing Rule:

8.15.6 For Large Scale Racing Marshall's are not allowed. Mechanics will act as Marshals out from the pit lane. This rule can not overrule national insurance regulation.

Each designated Marshall must produce a valid Membership Card of his Countries Federation to signify he is covered by Insurance before he is allowed to enter the track area.

Remark: In practise a special photo pass can be issued at registration to show the Race Director before the High Visibility Jacket is worn and Marshalling commences. This will give insurance protection to the Race Organiser and the Individual in question during Marshalling of a heat or final.

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

RULE 8.15.7

AMEND TO THE RULE TO READ

Existing Rule:

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 and it must be properly secured.

Suggested change:

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 and it must be properly secured.

All marshals must wear safe and sensible footwear that will not become detached when performing marshalling duties. (eg. Sandals are not acceptable).

Proposed by the EFRA committee, Seconded by: Netherlands

The proposal Passed Unanimously

RULE 9

THE RULE IS NEW AND AMEND

9 STARTING PROCEDURE

9.1.1 *The Race Director will appoint a suitably qualified person(s) to perform the duties required by Race Control in respect of all procedures required for the operation of the timing software and a Start Official to be responsible for the start and finishing procedures of all cars in Qualifying and Finals.*

DELETE AND AMEND THE RULE TO READ

9.2. b Flying start...-----for starting procedure. (Second sentence) The ~~Race-Director~~ **Start Official** will give 2 minutes warning to the start.....

Remark: *The above rules suggest that the Race Director starts all races. The Race Director should be available to help or advise on any issue at the event and therefore should not be confined to a single continuous duty.*

Proposed by B.R.C.A. Great Britain, Seconded by: Denmark

The proposal Passed Unanimously

9 APPENDIX 8 HOMOLOGATION

RULE 1

Existing Rule:

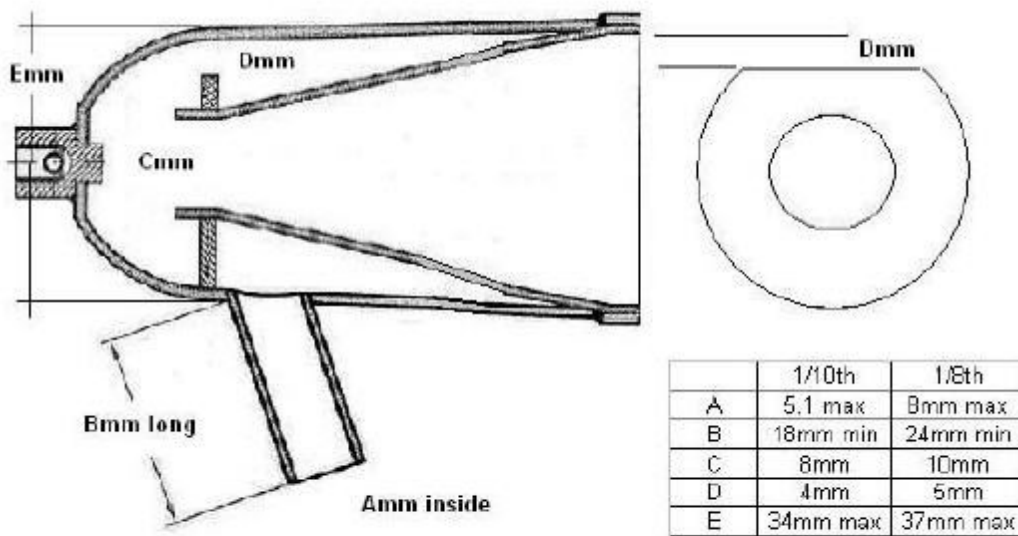
1.0 Each motor must be equipped with an exhaust system and inlet silencer to reduce the amount of noise generated by the car.

The muffler must be of a 3-chamber type. No holes are allowed in the first chamber. All gasses must pass all 3 chambers.

The shape of the exhaust pipe has to be of a straight revolved (rotated) type. Any other shapes like oval, or bend, or in any other form that is not reproducible by a lathe, is not allowed (this is to avoid manifolds welded to the muffler). The design of the separator between the 2nd and 3rd chamber is a simple disc with only one flat part. The gap of this flat part is for 1/8th mufflers max. 5mm, and should be positioned opposite the tailpipe. (Other dimensions see drawing) No conical manifolds are allowed, inlet and outlet of the manifold max 13mm, measured on the inside (12mm for 1/10th). The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre high for a single car.

EFRA's definition of a noise level is always final.

Only EFRA homologated 3-chamber mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.



No holes permitted in the first cone. All gasses must pass the 3 chambers.

PROPOSAL:

- 1.0 Each motor must be equipped with an exhaust system and inlet silencer to reduce the amount of noise generated by the car. The muffler must be of a 3-chamber type for 1/8 IC Track and Off-road and 2-chamber for 1/10IC/NT. The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre high for a single car. EFRA's definition of a noise level is always final. Only EFRA homologated 3-chamber mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler.

Purpose: *The aim with the change above is to go back to 2007 rules for mufflers due to the serious issues with 2008 rules. See more details related to mufflers in the section of 1/8 IC, 1/8 OR and 1/10 NT A process need to be defined how mufflers should be homologised. This is not the case now and creates confusion and errors. As has been described in other proposals there needs to be a more professional approach for homologisation. For 2009 we recommend the following:*

- 1) *Revert back to 2007 rules for mufflers*
- 2) *Define new homologisation process which is agreed with manufacturers*
- 3) *Engage and make a commercial agreement with a professional institution/lab for performing noise level tests*
- 4) *Let the design of mufflers be free as long as the noise level is not exceeded.*

Note: *We understand that the above changes and proposal is not something which can be written into the rule book. This need to be worked on in details with several parties involved (EFRA, manufacturers and other experts). This is why we propose going back to 2007 rules for 2009 season giving all involved parties time. For 2010 season we should have new mufflers at EFRA races which are approved according to new rules. Set the db level now so manufacturers know already now what the target is.*

Proposed by S.B.F Sweden

Withdrawn

10. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen: **All Chairmen presented for re-election was re-elected.**

- a) 1:8 IC Buggy
- b) Large Scale
- c) 1:10 IC Track
- d) 1:8 IC Track
- e) Electric Track
- f) Electric Buggy

Dallas thanked the Chairman for their work done this year.

11. IFMAR 2007 WORLD CHAMPIONSHIP REPORTS

- | | |
|-------------------|--|
| a) 1:10 IC Track | Lisbon / Portugal |
| b) 1:8 IC Buggy | Charlotte / USA |
| c) Electric Track | Bangkok / Thailand (to be run in November) |

12. ELECTION OF EXECUTIVE OFFICERS

- | | | |
|---------------|-----------------------|-------------|
| a) President | Mr E Dallas Mathiesen | Sweden |
| b) Treasurer | Mrs Jacqueline Aebi | Switzerland |
| c) PR Officer | Mr Wolfgang Petermann | Germany |

All the above mentioned officers have been re-elected unanimously.

13. GENERAL DISCUSSION ITEMS

Discussion 1 (EFRA-GP's)

As it is to look in the future with the adhesion with messages for a EFRA-GP. With EURO' s and WORLD' s does not give it problems. Likewise in Austria also not with the national Events.

But with the EFRA-GP' s come denominations - however partial less driver.

Who is to be responsible for the loss.

The organizer co-ordinated and must his crew and the premises - as well as the food supply - with the announced participants state that 20 to 25 announced starters is partly missing.

Ask around discussion admission in the meeting EFRA Executive Committee and with the EFRA AGM.

Proposed by: OFMAV AUSTRIA

This item was covered in the sections.

Discussion 2 (Transmitter)

Since with most International Events ever more transmitter within the GHz range send 2,4, a dump for these devices is dispensable.

The few owners of transmitters with individual frequencies do not disturb thereby and the organizers of this Events need no dump and also no monitoring personnel.

Ask this circumstance with the next meeting of the EFRA executive Committee and with the EFRA AGM to discuss.

Proposed by: OFMAV AUSTRIA

Withdrawn

The EFRA website address has been changed from www.efra.se to www.efra.ws.

- We have been informed that one of the reasons was to have a cheaper provider.
- It seems a bit strange that the provider for EFRA website is situated in Samoa Islands.
- Could it be the reason why, at numerous occasions, it has been difficult to get a connection with www.efra.ws especially during weekends?

Proposed by: F.V.R.C. France

The registration is at the Samoa islands, not the provider. From the 15th of August a second server for the EFRA website has been taken into service, no more access problems have occurred since then.

Appendix 8 Homologation of muffler

It is AMSCI - ITALY opinion that, the current EFRA muffler homologation is not a sure and reliable method and give many problems to the Inspection Officials.

The noise level at 83 dB's, and the engraved homologation number are a sure and fast mode to check the mufflers compliance with EFRA homologation, but to be sure that a muffler used in a race is regular , sometime this must be sectioned to see if his inside parts are as homologated.

This procedure take a big amount of time ,

Proposed by: A.M.S.C.I ITALY

Withdrawn

14. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

BRCA mentioned that a couple of years ago the EFRA Board got a mandate to just clear up the typographical errors.

To break them in 3 parts,

- 1 only typo's, no amendments allowed
- 2 typos that could change rules slightly, no amendments are acceptable on those.
- 3 the real proposals made

15. DATE/VENUE OF THE 2009 ANNUAL GENERAL MEETING

A chart with the presentation of candidates to host the EFRA AGM 2009, and all prices was shown by Jacqueline.

A vote took place to determine the date.

The Italian proposal was declined, because the hotel will be not available at that date.

Another vote was needed to decide between Lyon and Brussels.

The next EFRA AGM shall take place in Brussels, Holiday Inn. 30-31 October-1 November.

The President thanked everyone, and ended the meeting at 12.45.