



AGENDA GENERAL MEETING

SATURDAY 1st OF NOVEMBER 2010.

The meeting started at:

1. PRESIDENT'S WELCOME

Mr Dallas Mathiesen

Welcome speech and short introduction

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents:

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

Other Present:

3. MINUTES OF 2009 ANNUAL GENERAL MEETING

31st October–1st of November 2009— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2009.

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

4. SECRETARY'S REPORT

Mr Willy Wuyts

- a) Correspondence received
- b) Handbook 2011

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

- a) Presentation of Annual Accounts
- b) Audit Report
- c) Election of auditors for 2011
- d) Matters arising

6. IFMAR LIASON OFFICER'S REPORT

Mr Willy Wuyts

7. PROPOSALS REGARDING GENERAL RULES

At the AGM last year was concerns raised regarding the Swedish Taxauthority linked to the fact that EFRA have registered as a non profit sport seated in Sweden. The EFRA committee has taken that in to account and investigate the possibilities to registered in another European country.

It has been found that there is a possibility to “move EFRA” into Spain but in order to do that does the EFRA constitution need to be changed according to the two (2) following proposals.

2 CONSTITUTION OF EFRA

EXISTING RULE:

1. **Name:**

The name of the Federation is the European Federation of Radio Operated Model Automobiles (hereinafter referred to by the acronym EFRA)

AMEND THE RULE TO READ:

1. **Name:**

The name of the Federation is the European Federation of Radio Operated Model Automobiles (hereinafter referred to by the acronym EFRA)

The same is constituted with aim of unlimited duration and will have its address in Bilbao, street Lezeaga 8, 48002 6º D. BILBAO or in any other place as determined by resolution of the AGM with an initial foundational patrimony of 6,000 Euros.

Remarks: A) *The aim of the duration of the Federation is mandatory, it can be done for 1 year, 10 years, 100 years, or with unlimited duration.... Unlimited is our aim.*

B) *If we are going to register it in Spain a direction there is mandatory.*

C) *The mention to an initial foundational amount is required, we can say whatever figure, but the 6.000 one is a rather prudential one. Normally the Federation will not be obliged to dissolution unless the money goes below that figure, and even so situation will solve by reaching that amount within 6-12 months.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

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

Rejected with for, against and abstentions. Amended

EXISTING RULE:

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.....

a) The election of....

.....

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

AMEND THE RULE TO READ:

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..... is received.

b) The election of....

.....

g) Where appropriate, to decide by two thirds majority the dissolution of the Federation giving to the funds of the Federation a destiny been worth for the promotion of the sport of the radio controlled model auto racing in Europe (this is a new scope of the AGM Assembly powers).

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

Remarks: *It must be forecasted the destiny of the funds of the Federation in event of a dissolution of the Federation. Normally such decision will mean the creation of a new EFRA and so that the funds will go towards that "new Efra".*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

3 EFRA SANCTIONS

3.2 EUROPEAN CHAMPIONSHIPS

DELETE

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, at least 6 weeks before the AGM and must contain:

a. The organiser's....

.....
p. Marshalling.....finals)

The Section Chairman 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.

AMEND 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 presented at the AGM in electronic format, preferably PDF, and a paper version must be given to each member country.

Each application must contain:

a. The organiser's....

.....
p. Marshalling.....finals)

q. web address of the organizing club

Remark: *The present rule sounds okay but is hardly followed and therefore does it seem useless to have in our rules. The proposed amendment is more in line with the adopted procedure.*

Furthermore, as we live in this century, should every organizer be able to produce a website.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

3.3 EFRA GRAND PRIX

DELETE

3.3.2. Each EFRA member-country may organize 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 EFRA ***i.e. the section concerned, at least 6 weeks before the AGM*** and must contain relevant information such 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.

AMEND TO READ

3.3.2. Each EFRA member-country may organize 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 to be received at 31st of August the latest.**

At the AGM must each presumptive organizer make a presentation containing relevant information such 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: *The General Secretary is the central point of coordination towards the AGM, the limit date for rule proposals is normally 31 August, so to propose events it should be the same one as well.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

DELETE

3.3.3. **The EFRA Committee meeting will discuss and finalize 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 organizer of an EFRA GP, the host club should be sent a copy of the EFRA handbook. Any EFRA Grand Prix Organizer 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 organizing club is liable to be accepted for discussion by the EFRA Committee.

AMEND TO READ

3.3.3. **Following proposals from the sections will the EFRA Race calendar be finalized and presented at the AGM during the Sunday morning session.** As soon as practical after the decision confirming the organizer of an EFRA GP, the host club should be sent a copy of the EFRA handbook. Any EFRA Grand Prix Organizer 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 organizing club is liable to be accepted for discussion by the EFRA Committee.

Remark: *To avoid clashes that unfortunate has happened previous years when the calendar has been finalized after the AGM. It's also decent that country delegates do have an accurate calendar in their luggage after the AGM since this in most cases is one of the first questions they get when they come home.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

DELETE

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

AMEND TO READ

3.3.4. The dates of the 3 EFRA GP of each year must be respected by the different national calendars, **National Championships will only be allowed to organize on the same date as an EFRA GP if approved by the valid Section Chairman.**

Infraction of this rule may lead to the loss of allocated entries.

Remark: *The new sentence clarify the scenario, making express reference to National Championship dates and the rule still allows that under exceptional circumstances the Section Chairman allows such kind of collision. There was no penalty indicated for such situation.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

AMEND THE RULE:

EXISTING RULE:

3.5. EFRA SANCTION FEES

3.5.2. EFRA will invoice the applicant for the EFRA Sanction fee from the 1st of January of the year the race is scheduled. The invoice must be paid to EFRA within 30 days of the invoice date.

Proposal: Add the following.

If the fee is not pay into the 30 days the applicant will lose the right of vote at the following AGM and all the requested race of the applicant will be deleted.

Remarks: *That is to avoid to have frequently some federation that are paying in delay the fee. That is not acceptable in the federation. Discipline is necessary.*

Proposed by FMM

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

AMEND THE RULE:

EXISTING RULE:

3.5.3. The organizing country-member must pay all fees for World Championships, European Championships, Grand Prix's and International Races at the beginning of the year of the Championship within 30 days of the invoice date.

Proposal: Add.

If the invoice will be not paid into the 30 days after the invoice the organizing country will lose the applications and the events will be reallocated. The organizing country shall be chosen on the basis of the ranking acquired during the section meetings.

Remarks: *Just for discipline*

Proposed by FMM

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

AMEND THE RULE:

3.5.7. FEES (all amounts quoted in Euro)

Proposal: To increase the drivers entry fee to EC from €75 to €100. For a back to back EC ie: 1/10th Off Road both classes €180

Remarks: *This topic has been discussed for the last 3 years with no decision made. With the cost of a world championship entry fee at \$220.00 American dollars and EFRA expecting an organizer to provide the same facilities, if not better, and the difficulty in obtaining manufacturers sponsorship this increase will help to make EFRA events the best in the world.*

Proposed by BRCA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

DELETE:

3.5.7. **FEES (all amounts quoted in Euro)**

Membership Fees	
Annual Subscription	450 (including 5 non-renewable lics.)
Section Fee....	

AMEND THE RULE:

3.5.7. **FEES (all amounts quoted in Euro)**

Membership Fees	
Annual Subscription	300
Section Fee ...	

Remarks: *Just to avoid to have 5 free licenses that could be used without to be registered by EFRA*

Proposed by FMM

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

PROPOSED RULE IS NEW

3.5.8 **ECONOMIC HELP TO ORGANISER OF EFRA EUROPEAN CHAMPIONSHIP**

EFRA's proposal for this new rule will be distributed during next week, unfortunately was the outline for the rule not completed when it was time to distribute the AGENDA for the EFRA AGM 2010

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

PROPOSED RULE IS NEW

3.5.8 EFRA will contribute a minimum of €3,000 Euros to all European Championships as an up front payment to assist organizers to create a quality event.

Remarks: *Due to the world wide recession and the difficulty of obtaining manufacturers sponsorship. If EFRA funds go below €100,000 Euros than this will cease.*

Proposed by BRCA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

AMEND THE RULE:

3.6. **ALLOCATION PROCEDURE FOR EUROPEAN AND WORLD CHAMPIONSHIPS**

3.6.5. The 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 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.

Proposal: **add.**

All the drivers reported in the list must be registered in the EFRA web site "licensed driver" before to enter in the definitive entry list. If some are not registered the place will be re-allocated

Remarks: *just to avoid to have driver in the final list without having the right.*

Proposed by FMM

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

AMEND THE RULE:

3.6.7. The defending section/class Champion is allocated 1 place.

Proposal: **Amend to :-**

The defending section/class European Champion is allocated 1 place at the next EC.

Remarks: *Rule 3 deals with World and European Championships. The additional words clarify that this rule applies to EC events.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

4 INTERNATIONAL DRIVERS LICENCES

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

4.1.2. All competitors at European Championships and World Championships must have a valid EFRA driver's license.

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

Each National Federation shall be entitled to issue EFRA licenses

- 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 license originally issued if such exists.

No person authorized by their parent National Federation to apply for an EFRA license from some other National Federation shall hold an EFRA license from their parent National Federation valid for the current year.

If for very special reasons however, An EFRA license-holder wishes to change the nationality of his license during the current year, he would only be able to do so after having obtained his parent National Federation's consent and once his old license has been taken back by his parent National Federation.

A National Federation may also grant an EFRA license 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 license 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 driver's license must be produced personally at registration, at World Championships the licenses should be checked by the EFRA Official.

The organizer will register the license numbers of all drivers and record these in all results.

AMEND THE RULE:

4.1.2. All competitors at European Championships and World Championships must have a valid EFRA driver's license.

Application for entries at EC's or WC's must be made by the National Association that have granted the EFRA license, using the model delivered by EFRA, bearing the initials of the National Federation and the license number. The EFRA license has to be returned to the National Association by EFRA reporting the initials of the national association the license number and the name of the driver. These data have to be reported on the license only by EFRA.

Every person living in EU and Schengen country can request an EFRA license at one of the National association member of EFRA without restriction.

It is not allowed to have for the same current year more than one EFRA license. If the driver has more than one license this one will be disqualified for two years.

If for very special reasons however, An EFRA license-holder wishes to change the nationality of his license during the current year, he would only be able to do so after having obtained his parent National Federation's consent and once his old license has been taken back by EFRA.

A National Federation may also grant an EFRA license 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 license 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 driver's license must be produced personally at registration, at World Championships the licenses should be checked by the EFRA Official.

The organizer will register the license numbers of all drivers and record these in all results.

Remarks: *The modification is needed based on the EU regulation just to avoid some liabilities.*

Proposed by FMM

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE IS NEW:

4.1.5. Any European driver holding an EFRA license for the past years, in any class, and who had participated in an EC in any class for the past years, is not entitled to participate in a World Championship, in any class, for another block as EFRA.

Any driver found in this position, will not be able to get an EFRA license for the next 2 years.

Remarks: *The EFRA Committee had to study for an appropriate rule to be presented at the AGM, as asked by FVRC last year.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

DELETE:**EXISTING RULE:**

- 5.1.8. An EFRA Press Area must be put in place by the Organizer of any EFRA European Championships that must be protected against bad weather and must be equipped with tables, chairs, electricity supply and **preferably** an Internet connection.

AMEND THE RULE TO READ:

- 5.1.8. An EFRA Press Area must be put in place by the Organizer of any EFRA European Championships, that must be protected against bad weather and must be equipped with tables, chairs, electricity supply and **MUST HAVE** an Internet connection.

Remarks: *In 2010 we need media to expose our sports/hobby and that is most directly done over the WWW*

Proposed by NOMAC

Seconded by: **o Not Seconded**

The proposal:

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

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

THE RULE SHOULD BE AMENDED:**EXISTING RULE:**

- 5.2.4. The transmitter impound must be close or if possible on the rostrum. Transmitters must be protected against bad weather and stored in a safe way.

PROPOSAL:

The storage of transmitters in impounds needs further guidance. Modern transmitters are costly and often have delicate antenna on the rear of 2.4G transmitters.

Associated rules 8.6.4, 8.6.6, & 8.6.10 should also be considered. 8.6.10 contradicts 8.6.6.

Remarks: At a recent EC, it was deemed necessary to abandon the transmitter impound as it was felt the storage conditions could possibly result in damaged transmitters.

Drivers were instructed that transmitters could only be 'switched-on' when on the rostrum or under supervision at Tech. Inspection. This was applied to ensure no cars were being used in the pits or any area except the track.

Proposed by EFRA

Seconded by: **o Not Seconded**

The proposal:

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

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

THE RULE SHOULD BE AMENDED:**EXISTING RULE:**

- 5.3.11. In the case of a race which is interrupted for more than 60 minutes for reasons beyond the control of the organizers (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.

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 organizers (e.g. bad weather conditions with safety risks for all persons at the meeting), the referees together with the Race-director will decide, after consulting with the EFRA Representative (if present) whether to cancel or continue the meeting.

If the planned number of:- practice rounds, qualifying rounds and finals not being possible to complete, then priority will be given in the order of :-

One Controlled Practice Round.

Minimum number of Qualifying Rounds as detailed in Section rules.

Finals. (Finals take precedence over additional Qualifying Rounds).

Remarks: *There appears to be no General rule that details the procedure if weather conditions result in a major reduction in the program. This situation was encountered at a recent EC with no guidelines to help organizers decide what format the revised schedule should be.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

5.3.11. In the case of a race which is interrupted for more than 60 minutes for reasons beyond the control of the organizers (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.

Proposal: Add the following

In case of bad weather, the referee(s) together with the race director, can decide, after consulting the EFRA representative at the meeting (if present), to continue the race meeting directly into the finales if a minimum of qualifying heats has been completed so that a race meeting can be completed.

Remarks: *Race officials can change the racing format if necessary. As these are most often experienced people we should give them a rule they can use in these situations.*

Proposed by NOMAC

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

EXISTING RULE:

5.3.12. In the interest of safety any battery pack carried on a model car must be able to be disconnected quickly in an emergency.

Note: Direct soldering of battery packs is not acceptable.

AMEND THE RULE TO READ:

5.3.12 In the interest of safety any battery pack carried on a model car must be able to be disconnected quickly in an emergency.

Note: Direct soldering of battery packs is not acceptable.

A charge safety bag must correctly be used when a lithium battery is connected to a (dis)charger. It doesn't matter if the battery is being (dis)charged or not.

A charge safety bag must be specially made for this. It's the race director/ organizing club's responsibility to check if the safety bag is up for the task. No home made bags etc are acceptable

Remarks: *safety first*

Proposed by NOMAC

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

6 ORGANISATION OF EFRA EVENTS

6.3. INVITATION AND ENTRY FORMS FOR EFRA GRAND PRIX ETC.

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

- 6.3.1. Invitations, Entry forms and time tables with additional information must be published on, or linked from, the EFRA web site at least 60 days before the event.

AMEND THE RULE TO READ:

- 6.3.1. Invitations, Entry forms and time tables with additional information must be published on, or linked from, the EFRA web site at least 60 days before the event. **This information must be at least in English language.**

Remarks: *Obviously as English is the official EFRA language the information must be available in such language at least, An invitation in the local language of a country will not help to attract international drivers.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

- 6.3.2. The National Association distributes the entry forms to the interested drivers, filling in the form and sending it to the organizing Club is the responsibility of the individual driver.

Closing date for the entries must be marked on the entry form but should not be later than 7 days before the event.

AMEND THE RULE TO READ:

- 6.3.2. The National Association distributes the entry forms to the interested drivers, **completing** the entry form and sending it to the organizing Club is the responsibility of the individual driver. **The organizer may request payment of the entry fee in advance. If this is requested the entry form must specify the methods of payments. Among those an IBAN number with all data needed for international Bank transfer is required; other methods of electronic payment (e.g. credit card or pay-pal) are also acceptable.**

If payment in advance is requested the entry is not confirmed until payment is done.

Only due to exceptional circumstances the payment might be refunded in the event of a no-show previously communicated.

Closing date for the entries must be marked on the entry form but should not be later than 7 days before the event.

Remarks: *The distribution of forms is no longer an issue, those must be or at the EFRA web or able to be linked from it. The non-shows at EFRA GPs is a big problem for organizers receiving 120 entries, making all necessary for an event of such dimensions, rent tents, tables, buying food and drinks and then only 60 people turn out.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

- 6.3.3. The maximum number of entries at an EFRA Grand Prix may not exceed 120.

AMEND THE RULE TO READ:

- 6.3.3. The maximum number of entries at an EFRA Grand Prix may not exceed 120 **under normal circumstances or 144 in the event of heats and finals of 12 drivers or more.**

Remarks: *There are classes that can allow 144 drivers on a GP format.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

6.4. PROMOTION AND SPONSORING

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

6.4.1. EFRA events must be organized in such a way that the sport is well represented to both the spectators and the competitors. Enough advertising must be made in the area to draw spectators and to interest the Press in the EFRA event.

AMEND THE RULE TO READ:

6.4.1. EFRA events must be organized in such a way that the sport is well represented to both the spectators and the competitors. Enough advertising must be made in the area to draw spectators and to interest the Press in the EFRA event. **An event website for EC's should be made. Life feed of results and probably picture's / film is advisable**

Remarks: *We cannot promote a race without the WWW*

Proposed by NOMAC

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE IS NEW:

6.5. CONVENIENCE AND SECURITY

6.5.5 : Animals in pits and working areas are strictly forbidden.

Remarks: Normally a track owner can make decisions like that by himself, (but as usual he wants' to avoid a conflict). For sure, it's better to go to see the Officials, and let them trying to solve the problem, when they really have other thing to be made.

The word becomes generic "animals" is voluntarily used here. Indeed, some are today capable of arriving with a rat or a ferret on the shoulder, or which knows what of the other one...

The generic word blocks any "original" initiative.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

7 RACE OFFICIALS

7.1. REFEREES

DELETE:

EXISTING RULE:

7.1.3. Two EFRA referees, (see approved list) appointed by the section chairman after consultation with the national federation, are required for all EFRA EC's with allocated places. At least one of them must be from abroad and will be head referee. The hosting federation must provide suitably qualified substitute(s) to assist and stand in.

For GP's and open EC's one EFRA referee will suffice (see approved list). A second referee, known by name and approved by the national federation but not necessarily on the approved list may be accepted. The hosting club must provide a suitable qualified substitute to assist

and stand in. EFRA **does not pay any** referee expenses for GP's or sanctioned International races.

AMEND THE RULE TO READ:

7.1.3. Two EFRA referees, (see approved list) appointed by the section chairman after consultation with the national federation, are required for all EFRA EC's with allocated places. At least one of them must be from abroad and will be head referee. The hosting federation must provide suitably qualified substitute(s) to assist and stand in.

For GP's and open EC's one EFRA referee will suffice (see approved list). A second referee, known by name and approved by the national federation but not necessarily on the approved list may be accepted. The hosting club must provide a suitable qualified substitute to assist and stand in. EFRA **will pay the** referee expenses for GP's or sanctioned International races.

Remarks: *For cost reduction and due to the low numbers of drivers*

Proposed by FMM

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

DELETE:

EXISTING RULE:

7.1.5. EFRA should pay the travelling costs (agreed in advance) of one non-national referee appointed to European Championships with allocated places at the AGM. Other costs to be supported by the organizer.

Referees are entitled to claim a maximum of **92 A**, (or equivalent) for **lodging**, sundries and meals per 24H period from the organizing club. Higher costs will be the responsibility of the referee or to be arranged in advance with organizer. All claimed costs, as far as possible, must be duly documented (e.g. bills, tickets, receipts etc.) **However it may be assumed that** the organizer reserves decent hotel accommodation and provides comfort at trackside (Lunches, refreshments, dinner-party etc.)

AMEND THE RULE TO READ:

7.1.5. EFRA should pay the travelling costs (agreed in advance) of one non-national referee appointed to European Championships with allocated places at the AGM. Other costs to be supported by the organizer.

Referees are entitled to claim a maximum of **30 euro's**, (or equivalent) for sundries and meals per 24H period from the organizing club. Higher costs will be the responsibility of the referee or to be arranged in advance with organizer. All claimed costs, as far as possible, must be duly documented (e.g. bills, tickets, receipts etc.) The organizer reserves decent hotel accommodation and provides comfort at trackside (Lunches, refreshments, dinner-party etc.) **The hotel room and trackside drinks/food has to be paid by the race organizer.**

Remarks: *This is the way it's commonly done.*

Proposed by NOMAC

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

7.1.6. REFEREES DUTIES

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

7.1.7. Both referees always work together, they take decisions and issue warnings and instructions.

The referees may take action after an initial warning, but in all cases a maximum of 3 warnings means automatic disqualification.

AMEND THE RULE TO READ:

7.1.7. Both referees always work together, they take decisions and issue warnings and instructions.

The referees may take action after an initial warning, but in all cases a maximum of 3 warnings, **or penalties**, means automatic disqualification.

Remarks: *clarification /*

Proposed by NOMAC

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

7.1.16. REFEREES AUTHORITY

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

7.1.17. Warnings and instructions are announced by the referee himself and he keeps a record of the warnings and instructions issued (referee-notes).

3 Successive warnings lead to disqualification (black flag).

Instructions issued by the referee must be observed immediately.

AMEND THE RULE TO READ:

7.1.17. Warnings, **penalties** and instructions are announced by the referee himself and he keeps a record of the warnings, penalties and instructions issued (referee-notes).

3 Successive warnings/**penalties** lead to disqualification (black flag).

Instructions issued by the referee must be observed immediately.

Remarks: *rule clarification*

Proposed by NOMAC

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

7.1.21 The warnings and instructions issued by the referee are indisputable and final and may not be interfered with by anyone.

Under no circumstance may a warning or an instruction from the referee lead to the interruption of the whole race.

AMEND THE RULE TO READ:

7.1.21 The warnings, **penalties** and instructions issued by the referee are indisputable and final and may not be interfered with by anyone.

Under no circumstance may a warning or an instruction from the referee lead to the interruption of the whole race, except when safety requires.

Remarks: *rule clarification*

Proposed by NOMAC

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

7.3. RACE OFFICIALS **THE RULE SHOULD BE AMENDED:**

EXISTING RULE:

7.3.2. Qualification of Officials.

All Officials must be properly trained and experienced persons, with the main positions held by persons with international experience and a good knowledge of the rules and the English language.

AMEND THE RULE TO READ:

7.3.2. Qualification of Officials.

All Officials must be properly trained and experienced persons, with the main positions held by persons with international experience and a good knowledge of the rules and the English language. **All main Officials must be able to converse in English.**

Remarks: *complaints from drivers at EC's that the officials from the club could not speak English so the racers were not aware what was mentioned by the official.*

Proposed by NOMAC

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

7.4. **INTERNATIONAL JURYDELETE:**

7.4.3. Responsibilities of the International Jury: a. to adjudicate in unforeseen situations.

b. to adjudicate in the case of protests if needed.

c. to amend the schedule.

d. to check that the race is run according to the official EFRA rules.

THE RULE IS PROPOSED READ:

7.4.3. Responsibilities of the International Jury:

a. to adjudicate in unforeseen situations.

b. to adjudicate in the case of protests if needed.

c. to check that the race is run according to the official EFRA rules.

Remarks: *the schedule for the race meeting is in the EFRA book. If needed the race director can, after consulting the EFRA rep and Referee(s) make changes to the schedule*

Proposed by NOMAC

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

CORRECTION OF A TYPO ERROR:

AMEND THE RULE WITH ONE WORD TO READ:

7.4.6. The International Jury may only adjudicate in the interpretation of the official **EFRA** rules. It may not either alter or ignore the rules and may not instigate it's own rules.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

8 GENERAL RACE PROCEDURE

8.2. PRACTICE AT OTHER EFRA SANCTIONED RACES THE RULE SHOULD BE AMENDED:

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

AMEND THE RULE TO READ:

8.2.1. At least one day of practice **in heat format** for all drivers who wish to take part is recommended; normally Friday.

Remarks: *to give all drivers the same practice time*

Proposed by NOMAC

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

8.4. REGISTRATION

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

8.4.3. Driver's registration must involve:

- paying the entry fee (G.P.'s only);
- checking the international drivers license;
- receiving a list with the heat arrangement/timetable, including the frequencies used;
- receiving other necessary information.

AMEND THE RULE TO READ:

8.4.3. Driver's registration must involve:

- paying the entry fee (G.P.'s only, **if not previously collected in advance**);
- checking the international drivers license;
- receiving a list with the heat arrangement/timetable, including the frequencies used;
- receiving other necessary information

Remarks: *To make clear that payment can be done in advance, a track side entry still be possible if spots open.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

8.4.4. At every EFRA event, pre-registration may be requested by the organizers. Limit date for pre-registration must be 72 hours before the official limit time for registration. Pre-registration must involve:

- Name of driver
- Country
- EFRA License number
- At least two (2) frequencies

AMEND THE RULE TO READ:

8.4.4. At every EFRA event, pre-registration may be requested by the organizers. Limit date for pre-registration must be 72 hours before the official limit time for registration. Pre-registration must involve:

- Name of driver
- Country

EFRA License number
At least two (2) frequencies

**And may involve: Payment in advance
Sending a picture for accreditation.**

Remarks: *To collect all data in advance makes easier the work for the organizers, payment and picture (not compulsory but at their criteria "may, not must").*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

8.6.10. Should the Race Director and/or Organizer decides, not to have a compulsory Transmitters Impound, then he (Race Director/Organizer) will be fully responsible of any situation that may occur (interferences, lost of control, injuries to persons, damages to equipments, etc...).

- This decision cannot be made through a vote of the Team managers.
- In case of any problem that could be considered as due to the lack of transmitter impound, then he (Race Director/Organizer) must immediately come back to a compulsory transmitters impound.

Proposal: Add :

- If a Transmitter Impound is not mandatory, then drivers can only switch on the transmitter when on the rostrum, or under supervision at Technical Inspection.

Remarks: *For safety reasons, this will ensure that no cars are being used in the pits or any area other than the track.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

8.9. FLAGS

CORRECTION OF WORDS DELETED BY MISTAKE

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

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

8.12. LAP COUNTING PROCEDURE

CORRECTION: The wording below was agreed at the 2009 AGM, but the Handbook does not reflect this change.

The rule will require renumbering.

8.12.1. At EFRA sanctioned events, the lap counting is to be done automatically by means of an automatic lap counting system and a transponder fitted inside the cars body shell.

All competitors must supply their own Personal Transponder and are responsible for ensuring that the organizer is advised of the unique number.

8.12.3. The fitting of the correct transponder inside the cars body shell is the responsibility of the driver.

Proposed by EFRA

Seconded by: Spain

The proposal Passed Unanimously

8.15. MARSHALLING

THE RULE SHOULD BE AMENDED 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 it is by the Round by Round system.

Failure to marshal is clarified as: not being at the correct marshalling point 30 seconds prior to the start of a **controlled practice**, qualifying heat or final.

A substitute marshal is only allowed if the driver is physically disabled

- Notification of the substitute must be made to the Race Director prior to the start of the race which the driver is racing in.
- If a substitute is being used for the whole event, notification must be made prior to the beginning of the first Time Practice Round.
- The driver who is substituted must stay at the Race Director's 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.

Remarks: *as the controlled practice is a part of the race it should be included. 8.1.3 states that during controlled/organized practice, all EFRA rules have to be followed seriously.*

The above addition will clarify the situation for referee's

Proposed by NOMAC/EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

8.15.3. The organization of drivers marshalling for the final will be the responsibility of the organizer.

For finals, large teams provide the most marshals; maximum 2, smaller teams 1 and very small teams none (but may volunteer to help). Marshals will be allocated designated points marked by their country names. Team Managers to insure that these points are covered at all times by drivers.

Only drivers taking part in the competition may and must marshal finals unless a substitute is allowed by the Race director due to physical disability.

AMEND THE RULE TO READ:

8.15.3 The organization of drivers marshalling for the final will be the responsibility of the organizer. The main system for such will be the following one: For finals, large teams provide the most marshals, maximum 2, smaller teams 1 and very small teams none (but may volunteer to help). Marshals will be allocated designated points marked by their country names. Team Managers to insure that these points are covered at all times by drivers. Only drivers taking part in the competition may and must marshal finals unless a substitute is allowed by the Race director due to physical disability. Alternative secondary systems like: Each driver taking part in a final must provide a marshal for his car number position or Drivers not bumping-up to the next sub final will marshal the positions of their car number in the immediate next sub final (descent form rostrum and go to marshal), the non-filled spots to be covered by the club can be used following a decision made by the Race Director together with the referees and the Section Chairman if present.

Remarks: *The system indicated for finals is not valid for EFRA GPs without Team Managers, we have to give alternatives, the 2 mentioned are the most common ones, the first one helps to get friendship among drivers, they need to ask a favor and will pay-back the favor as well, second*

one is widely used as well although it has the inconvenience of some upset drivers due to non bumping-up.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

9 STARTING PROCEDURES

THE RULE SHOULD BE AMENDED:

EXISTING RULE:

9.3. Timing/counting starts for each car separately the first time that car passes the start-line. All individual clocks will start at latest when the first car completes a full lap. Actual start therefore has to be a few meters before the start-line.

AMEND THE RULE TO READ:

9.3. Timing/counting starts for each car separately the first time that car passes the start-line. **For any cars not starting when directed, the latest that their individual clocks will be started is when:-**

Either:- a) Any of the cars complete a full lap.

Or:- b) Maximum one (1) minute after the designated first car was called to start.

The actual starting position has to be a few meters before the start-line.

Remarks: *Current rule allows all cars to wait on the start line and disrupt the schedule.*

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

8. APPENDIX 8 HOMOLOGATION

8. INS box dimensions.

DELETE

EXISTING RULE:

The performance of the INS box is based on its form and measurements. Therefore it is strictly forbidden to change anything on its internal dimensions. The INS box for 1:8 and 1:10 are the same, only the foam filter has another dimension to fit the carburetor. **Homologated**

INS boxes:

Serpent box

Picco box

Mielke box

NovaRossi box

Mielke modified (modified with 2 x 4 holes 4mm inside)

AMEND THE RULE TO READ:

The performance of the INS box is based on its form and measurements. Therefore it is strictly forbidden to change anything on its internal dimensions. The INS box for 1:8 and 1:10 are the same, only the foam filter has another dimension to fit the **carburetor**.

A list of the approved INS-Box will be published on the EFRA webpage.

Proposed by DMC

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

9. APPENDIX 9 PROCEDURE OF BODYAPPROVAL

THE RULE SHOULD BE AMENDED:

11. Special Homologation rules for 1:8 scale.
The body must be a replica from an original race car.
Cars must have raced in either Sports Can Am classes, Proto-type, Group-C, Le Mans, American Le Mans or GT1/GT2 classes.
Once homologated by the homologation officer the name of the body can be changed to a name or production reference from the manufacturer. This name or reference will be used at the EFRA body list.
The rear of the body after the rear axle is free and does not have to be within the measurements of the original.
The following differences from the original are allowed;
Side dams on the model after the rear axle may not be higher than 40 mm.
Side dams from the front axle till the rear axle may have the following dimensions;
From front axle over the first 150mm, not higher than 8 mm and not more than 20 mm over the next 100mm.
Behind the driver the body may be adapted to suit fuel tank. Driver may be moved slightly to the front or to the left or right to avoid conflicts with tank. Driver may not be cut because of fuel tank opening.
All bodies will have the EFRA number engraved into the body at such a place that it is visible all the time.
For minor changes the body will get an extension on the number, for instance, EFRA2004001 will be EFRA2004001A after the changes. After a second change it will be EFRA2004001B.
All changes must be submitted to the homologation officer and need to be accepted by EFRA and will be charged with 40% of the original homologation fee.
Different bodies with the same number are not possible.
After 5 years a body will disappear from the list unless the manufacturer asks for a license for another period of 5 years. The fee for an extra period is 40% of the normal homologation fee.
Bodies must be presented to the homologation officer latest end of February and will be published on a list on March 31st the latest.

PROPOSAL:

We are working on uniformed body specs like the 200mm electric and IC track. A proposal will be made for IFMAR to follow that rule. We see more and more proto types that have nothing to do with real car racing but due to license money we can accept that. However more and more side dams are now projected on the cars and this should be not possible and cleared with a basic drawing with dimensions.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED:

11. Special Homologation rules for 1:8 scale.
The body must be a replica from an original race car.
And so on, same as above....

PROPOSAL:

Overall dimensions of the car:
Wheel base: 270.00-330.00 mm, overall width max 267.00mm
Overall width of the body max.: 267.00 mm, measured on top of the wing and on top of the sides and the lower front side.
The lower sides between the two front and rear wheel arches will not be taken into account for technical inspection as long as they are not wider as 277mm.

Remarks: *Extra explanation what is allowed with the 267mm max width. Since the lexan part between the front and rear wheel arches is loose on the lower part it always comes out. However the front of the body in front of the front wheels has a maximum of 267mm.*

Proposed by EFRA

Seconded by: o **Not Seconded**

The proposal:

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

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

THE RULE SHOULD BE AMENDED:

11. Special Homologation rules for 1:8 scale.
The body must be a replica from an original race car.
And so on, same as above....

PROPOSAL:

Bodies must be a 1:8 scale in character reproduction of vehicles that exist or have existed in the last five years. There will be an allowance of (10%, skip the 10%) tolerance in all dimensions.

Proposed by EFRA

Seconded by: o **Not Seconded**

The proposal:

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

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

10. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen

- | | |
|-------------------|-------------------------------|
| a) 1:8 IC Buggy | Election of Vice Chairman |
| b) Large Scale | Election of Vice Chairman |
| c) 1:10 IC Track | Election of Vice Chairman |
| d) 1:8 IC Track | Election of Chairman |
| e) Electric Track | Election of Chairman |
| f) Electric Buggy | Election of Vice and Chairman |

10. IFMAR 2010 WORLD CHAMPIONSHIP REPORTS

- | | |
|---------------------|------------------|
| a) 1:10 IC Track | Houston/ USA |
| b) Electric Touring | Burgdorf/Germany |

11. ELECTION OF EXECUTIVE OFFICERS

- | | | |
|--------------|-----------------------|-------------|
| a) President | Mr E Dallas Mathiesen | Sweden |
| b) Treasurer | Ms Jacqueline Aebi | Switzerland |

12. GENERAL DISCUSSION ITEMS

The BRCA would like to discuss the possibilities of change to the Electric ON Road World Championships.

This would separate the 1/12th and 1/10th Events. There is no firm proposal for the EFRA Handbook as this is a matter to go forwards to IFMAR.

This BRCA will outline some possible scenarios at the AGM and would like time on the agenda to discuss this matter

Suggested by BRCA

Race formats:

RC racing has successfully used existing race formats for several decades. The sport has gone forward but we are still using the same race formats. In Finland we have successfully tried a very different race format for 1/8 scale buggies and it is a proof of concept that we can have something more interesting for spectators and drivers. We would like to open a discussion about race formats in the future. This applies to all sections.

Suggested by AKK

EFRA Handbook, and its technical rules, must be the reference rule for RC manufacturers; they should use it when developing any of their products for EFRA member countries.

Any product developed according and under EFRA rules should be accepted in the particular EFRA member countries Handbooks and/or rules.

Particular EFRA member countries rules can be more relaxed and soft than the EFRA rules to promote RC but NEVER more restrictive than EFRA rules.

Once approved this rule National Handbooks and their technical rules not complying with this rule must be modified for the incoming season

Suggested by EFRA

We would like to suggest the creation of an award denominated "Constructors Award", and is designated for the constructor of chassis and engines, who have more than 5 drivers running in a EC, which have the best average position. This position is calculated with basis on the arithmetic mean of the positions of all drivers running in the EC, with the same brand.

Arithmetic mean is calculated adding all positions of the drivers with the same brand and then dividing this number with the number of these drivers.

We think that this award is a good way to make a better relation between the constructors and the non-professional drivers, which represent at least 60% of the drivers that participate in the EC's. This way the drivers that are not racing for top positions have a new motivation to make a better result and if the constructor make a better support to all drivers the probability of getting a better average position is greater.

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

14. DATE/VENUE OF THE 2011 ANNUAL GENERAL MEETING

Presentation of candidates to host the EFRA AGM 2011