



EFRA ANNUAL GENERAL MEETING
HOTEL Holiday Inn,
Brussels Belgium
5th – 6th of November 2011

AGENDA GENERAL MEETING

SATURDAY 5th OF NOVEMBER 2011.

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 2010 ANNUAL GENERAL MEETING

6-7th of November 2010— Brussels, Belgium

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2010.

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

4. SECRETARY'S REPORT

Mr Willy Wuyts

- a) Correspondence received
- b) Handbook 2012

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

3 EFRA SANCTIONS

DELETE THE LAST SENTENCE:

- 3.2.1. Each section may run a maximum of 4 European Championships per year and in the event of there being more than 2 classes, it is the sections responsibility to decide which class shall be raced as secondary to the main class in any particular year. The section shall decide at the section meeting. ~~The venue of the European Championships is to be decided at the Section Meeting.~~

Remarks: The last sentence not needed as it is covered in following rule 3.2.2.

Proposed by EFRA

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

EXISTING RULE:

- 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 has 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 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. In case of camping at track site, the organiser have to deal directly with the campers. Team managers cannot be asked to take any responsibility for booking, payments, etc.
- 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).
- q. web address of the organizing club

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.

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 Association ~~must submit all details (as per a to g below) to the valid Section Chairman and the EFRA Secretary by 31st August latest. The Section Chairman and the EFRA Board will evaluate the proposed venue, facilities, personnel and dates. A list of acceptable applications will be presented to the section.~~

Accepted applications must be presented at the EFRA AGM Section meeting by the National Association in electronic format, preferably PDF, and a paper version must be given to each EFRA member country.

The Section Meeting will decide the venue after the presentations.

Each application must contain:

q. The organiser's name, address, fax and.....

.....
r. web address of the organizing club

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.

Remarks: First paragraphs amended. Their needs to be a deadline for submitting applications and currently this is not given in Rule 3. EFRA officers need time to check that venue details/personnel are acceptable and date clashes will not occur.

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with** for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

DELETE AND AMEND THE RULE TO READ:

3.2.3. The host Club proposed by the National Association must have successfully organized one Major EFRA European event with EFRA Sanction, in the last 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. At that year an **observer-official** of the organizer of the next European Championship must be present at least 3 days at the previous European Championship of the same kind.

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

The AGM Section meeting may waive any of these requirements.

Remarks: It should be an Official of the next EC organising club that attends. An observer is not adequate as this could be a driver or mechanic etc.

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with** for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

EXISTING RULE:

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.

AMEND THE RULE 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.

Limit strictly to 4 EFRA GP per year, from January 1st 2012, with 3 results held for the attribution of European Champion Title in Formula1, and to obtain the ranking list in Touring Cars. (4 EFRA GP instead of 3 will allow a right to make mistakes, or an absence on 1 EFRA GP).

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.

Remarks: Organize 6 EFRA GP in LS, as this year is:

- At first outside the rule.
- Then "a little bit stupid" when we meet with 10 Drivers engaged in Formula 1 and in Touring Cars, as in Zagreb, and it's not the only case.

Objective: by limiting the number of EFRA GP, we can hope to enrich plateaus, and "to protect" so the Organizers, and limit the increase of the costs again.

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with** for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

EXISTING RULE:

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 . 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 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 in order to pay the correct number of allocations to the Organiser, otherwise EFRA pays the number of allocated places through the AGM.

DELETE AND AMEND THE RULE TO READ:

3.6.9. 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~~ **allocated fees** 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 . 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 allocated to the country in question is still less than, or the same as, the original application made (see rule 3.6.2). ~~If the date and venue location of an EC or WC has been confirmed to all Federations minimum 4 months before the AGM EFRA will invoice Federation based on the allocations agreed at the AGM. EFRA will use the same numbers to pay the organizing country. If the date and venue location of an EC or WC is decided at the AGM (or within the 4 months before the AGM), Federations are required to submit allocations at the AGM (rule 3.6.2) but will be allowed 30 days to confirm final numbers.~~

~~EFRA will invoice Federations based on the final confirmed numbers submitted within the 30 day period. EFRA will use the same numbers to pay the organizing Country. EFRA will inform the organizing country of the confirmed numbers by 1st January. If additional reallocation places are awarded that increases the number of event entries to more than agreed at the AGM or 30 day confirmation period, EFRA will pay the organizing country the additional numbers.~~

~~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. # Section Chairman is responsible for controlling event allocations and must inform 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~~ in order to pay the correct number of allocations to the organizer, otherwise EFRA pays the number of allocated places through the AGM.

Remarks: It can happen that venues or dates are not finalised until the AGM. In this case it is not fair to expect Federations to give accurate numbers at the AGM.

In some cases numbers are reduced after the AGM which can give EFRA a financial problem as EFRA has to pay the organising country based on allocation numbers at the AGM.

The proposal covers these situations and gives a fair financial result to all parties.

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with** for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

4 INTERNATIONAL DRIVERS LICENCES

DELETE

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.

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

If for very special reasons however, An EFRA licence-holder wishes to change the nationality of his licence 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 licence has been taken back by his parent National 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.

Remarks: There are no physical licenses any more...

Proposed by SBF, Sweden

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with** for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

DELETE

4.1.3. All competitors at EFRA Grand Prix and other EFRA sanctioned events (apart from EC's) must either have a valid EFRA drivers license, or a valid National License issued by their National organization. ~~The license must be produced personally at registration. The organiser will register the license numbers of all drivers and record these in the final results.~~

Drivers with an international EFRA licence take precedence over non-EFRA licensed drivers at EFRA Grand Prix in the event of over subscription.

Remarks: There are no physical licenses any more

Proposed by SBF, Sweden

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with** for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

DELETE

THE RULE SHOULD BE AMENDED TO READ:

4.4.2. EFRA additionally reserves the right to cancel or withdraw an International Licence from any driver who:-

- a) Has been adjudged to have flagrantly and repeatedly broken EFRA or IFMAR rules.
NOTE: The issue of Warnings for driving offences during a race would not in normal circumstances constitute grounds for cancellation of an International Licence.
- b) Has been excluded from his National Federation.
- d) ~~Has participated at International events not recognized by EFRA.~~

Note: See rule 8.14.10.

Remarks: SBF had the same ruling, but lost a case about this with the Swedish court of commerce. We believe that if this rule stands, and would be executed by EFRA, EFRA stand i high risk to be sued, and loosing such a case.

Proposed by SBF, Sweden

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with** for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

5 GENERAL REQUIREMENTS EFRA EVENTS

AMEND THE RULE TO READ:

5.2.1. Driver's area must accommodate all drivers and be equipped with tables, **chairs** and protection against bad weather (outdoor racing). The drivers rostrum must be accessible from the drivers area.

Remarks: The lack of chairs has been deeply considered as a negative point, at least there should be a chair for every driver at the paddock, I am not suggesting also chairs for mechanics, but at least for the driver it should be mandatory

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with** for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

DELETE AND AMEND THE RULE:

5.2.4. 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 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 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.~~

The area must be protected against bad weather.

EFRA will supply EC organizers with car numbers, it's compulsory to use the provided numbers

Remarks: Car numbers are provided by EFRA

Proposed by EFRA

Secoded by: Not Secoded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

6 ORGANISATION OF EFRA EVENTS

DELETE AND AMEND THE RULE TO READ:

6.2.2. For European Championships the National Federation is responsible for sending the entry-forms of their national team to the EFRA Section Chairman, at the latest 60 days before the event. They may send in entry-forms for up to 4 drivers additional to their country allocation for reallocation purposes. Those extra entry-forms must be marked clearly "FOR REALLOCATION".

A list of the team members, mentioning their EFRA DRIVERS LICENCE numbers, must be send to the EFRA Section Chairman at the same time. Family Names must be written in Block letters. eg: MARTIN Angus. **The name of the team manager of the country who is sending the list for the EC must also be mentioned at the entry form.**

Remarks: Now the organizer of an EC don't know who the team managers are. When they know they can prepare there organization on it. Also the federations have with this rule the opportunity to check if the team manager is the right person for this job.

Proposed by NOMAC, Netherlands

Secoded by: Not Secoded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

DELETE AND AMEND THE RULE TO READ:

6.2.3 55 Days before the event any places not taken will be re-allocated by Section Chairman, 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~~-allocation fee.

Remarks: It is not clear if the normal re-allocation is 1.5 times or 1 times. An allocation is clear 1 time.

Proposed by EFRA

Secoded by: Not Secoded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

8 GENERAL RACE PROCEDURE

AMEND THE RULE TO READ:

8.6.8. Should the Race Director and Organiser decide not to have a compulsory Transmitters Impound, then he (Race Director/Organiser) will be fully responsible for any situation that may occur (interferences, loss 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/Organiser) must immediately instigate the use of a compulsory transmitter impound.

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. **In event of drivers marshalling, there must be a place next to the rostrum where they can place their transmitters while acting as marshalls.**

Remarks: It is not good to see the drivers going to the paddock to leave their transmitters at their tables and it is not good neither to see the transmitters besides them track side at their marshalling points.

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with** for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

AMEND THE RULE TO READ:

8.7.3. Technical inspection must include a thorough check-out of the car, weight limit, motor, muffler, tank, batteries, tyres, homologation of bodies, spoiler and overall dimensions. At European Championships, also of the transmitter (see 8.6.2.).

Any tank found illegal after a heat or final shall be removed from the car and inspected for a second time after an initial "cool down period" of app. 15 minutes. This period of 15 minutes is only necessary in case the temperatures are above 20° C. **The use of artificial aids to cool the car, tank and/or the fuel in the cool down period is forbidden.** Only EFRA approved equipment for measuring are allowed.

Remarks: During the 2011 B European Championships the mechanic of a driver with a tank that had found to be illegal during initial inspection following a final was observed to run into technical inspection area with a fuel bottle wrapped in a cloth from which pieces of ice were falling in his haste. Whilst assessed as a quick piece of thinking it is believed that it was not in keeping with the spirit of the rules.

Proposed by BRCA, Great Britain

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with** for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

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). **In the event of any time penalty having been correctly given in a race, the officials must study the results before publishing them and taken in consideration the driver's average lap time must delete a lap from the driver if the time penalty would have caused this if the penalty would have been applied as a stop and go on the last lap.**

Remarks: During the 2011 A European Championship a time penalty of ten seconds was given to a driver when a stop and go was applicable ie not in the last 2-3 laps of the race. The ten second penalty was added to the driver's time at the end of the race and this resulted in no actual penalty at all. This was due to the fact that the driver had started another lap, whereas other drivers who were definitely within ten seconds of the penalized driver at the end of the race had not.

Proposed by BRCA, Great Britain

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with** for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

8. APPENDIX 8 HOMOLOGATION

EXISTING RULE:

1 GENERAL

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

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.

The use of the 3000 series of mufflers is allowed, the manifolds are free.

The use of partly the mufflers of the 2007 list, from i.e. EFRA2040 till 2060, with or without an extra silencing unit. EFRA will do some tests to search for the better mufflers and give a list for the season 2009.

Use of any new 3100 series of a minimum of 2-chamber mufflers which are equipped with an extra silencer or comply to a far better noise level as the 3000 series.

DELETE AND AMEND THE RULE TO READ:

1 GENERAL

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

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.

For 1/8th IC track races only EFRA homologated 3-chamber mufflers from the 2011 list are allowed on EFRA sanctioned events with or without an extra silencing unit or any new designed muffler with the 3100 number that meets the better specifications. The EFRA homologation number must be engraved on the sidewall of the muffler.

For 1/8th Off Road, only EFRA homologated 3-chamber mufflers from the 2011 list are allowed on EFRA sanctioned events or any new designed muffler with the 3100 number that meets the better specifications. The EFRA homologation number must be engraved on the sidewall of the muffler.

For 1/10th IC track, only EFRA homologated 2-chamber mufflers from the 2011 list are allowed on EFRA sanctioned events or any new designed muffler with the 2800 number that meets the specifications. The EFRA homologation number must be engraved on the sidewall of the muffler.

The sections will use a so called "noise trap" to check noise level on the events. Depending on the track layout the noise trap will be installed and used to take out cars that make too much noise. The final noise limit for an event must be set prior to timed practice.

The 2011 muffler list will not be extended with mufflers of the same design. The old 2011 list will not be valid anymore after 2013. From 2014 only new 3100 mufflers and 2800 mufflers will be allowed for on road racing.

The homologation time is limited to 2 years and needs to be renewed after that period. The homologation fee and re-homologation fee will be reviewed.

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with** for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

AMEND THE RULE TO READ:

4. TECHNICAL DETAILS

A very important factor in the control of the noise level of a muffler is the design of the mandatory 2nd chamber and the total length of the outlet pipe.

The first cone may be trimmed by the individual user within a small range to set up the best total system length.

The first cone may be trimmed by the individual user within a small range (max. 5 mm) to set up the best total system length. **The side wall of the exhaust and the exhaust stinger must be a minimum of 1,50 mm thick in all areas.**

Remarks: We think that making the exhaust thicker will result in lower noise levels. This is something that should be added as homologation criteria. It's also something we can check on events if needed (we need to cut the exhaust for this).

Proposed by NOMAC, Netherlands

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

AMEND THE RULE TO READ:

5. TECHNICAL DETAILS

A very important factor in the control of the noise level of a muffler is the design of the mandatory 2nd chamber and the total length of the outlet pipe.

The first cone may be trimmed by the individual user within a small range to set up the best total system length.

The first cone may be trimmed by the individual user within a small range (max. 5 mm) to set up the best total system length. **The exhaust stinger should be 20,00 mm of length and a wall thickness of 3 mm.**

Remarks: We think we can reduce noise by making the stinger longer and thicker.

Proposed by NOMAC, Netherlands

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

AMEND THE RULE TO READ:

7 EFRA APPROVED MUFFLER

Updated lists of mufflers which do comply with the noise rules 2008 will be found on the EFRA-website. **Exhaust that have been on the homologation list will automatically be removed after 2 years. Re-homologation must take place to be added to the list again. Re-homologation of the same exhaust is with a special fee.**

Remarks: Having old exhausts on the list does not help the noise problem. Older exhausts (that are homologated with older engines) now make more noise. They might have been under the noise level 4 years ago, but might not be under that level at this time. Re-homologation is needed. This will also purge the list of very old exhausts. The 2 years is just an example, could be 4 or even 1 year if we feel the need to make the list very short.

Proposed by NOMAC, Netherlands

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

AMEND THE RULE TO READ:

8 EFRA APPROVED MUFFLER

Updated lists of mufflers which do comply with the noise rules 2008 will be found on the EFRA-website. **Every year the exhaust will be ranked by noise, with the lowest exhaust being on top. Only the top 15 exhaust will remain on the list of homologated mufflers.**

Proposed by NOMAC, Netherlands

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Was Rejected with for, against and abstentions. o Amended

9. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen

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

- f) Electric Buggy Election of Chairman

10. IFMAR 2011 WORLD CHAMPIONSHIP REPORTS

- a) 1:8 IC Track Miami/ USA
b) Electric off road Vaasa/Finland
c) Large scale Brest/France

11. ELECTION OF EXECUTIVE OFFICERS

- a) President Mr E Dallas Mathiesen Sweden
b) Secretary Mr Willy Wuyts Belgium

12. GENERAL DISCUSSION ITEMS

CONSTITUTION OF EFRA

What happened with the discussion about the constitution? Is it not time to discuss it again? Or are we all happy as it is?

There was a suggestion presented to the AGM two years ago, what happened since then? SBF believes that this is a discussion that must be kept alive. We would, for example, like to see a smaller board, maybe with a President, Treasurer, Secretary and one chairman for IC and one chairman for electric. 1 vote for each member, regardless the amount of licenses....

Could we assign a task group to go on with this?

We have a unique situation regarding the two major federations within our sport, EFRA and IFMAR. Why is it that we still do not have the same rules??? What has been done, and what can we do to eliminate those problems? This is an important task regarding our drivers and producers!!

Proposed by SBF, Sweden

EFRA SANCTIONS

Due to the fact that all the GP's are not collecting enough drivers and many of the top drivers are not participating to the GP's because without value, I would like to discuss the possibility to organize the EU A based on more than one race, maintaining the current rules regarding the allocation but changing the fee rate.

If we decide that the 3 Gp done in the year are valid to assign the title of European Championship A it will be possible at first to use the top driver as an advertising tool for the model car activity and at second the race will be not done with 30 - 40 drivers like now.

The top drivers are always good to attract other drivers and increase the participants..

Proposed by FMM

Rule 3.2.1, 3.3.2, 3.3.4 and 6.1.2

Extend the maximum number of three (3) GP to five (5).

GP have precedence on "Warm Up races"

Any races to be included in EFRA Race calendar must have had application made by the Federation of the Host country.

Proposed by FVRC

Suggestion:

During the AGM to allow ranking of the top 5 drivers in each section to participate in meetings.

Proposed by AMSCI

1 CONTRACTS

EFRA and IFMAR contracts must be signed within two months of allocation dates

Contract draft must be handled to federation upon allocation.

Deposit must be invoiced and paid within two months of allocation dates.

2 OPEN EC

Such as EC 40+. Entree fees for these type of EC need to be raised as the work is the same as for a normal EC-B

Proposed by FVRC

2 CONSTITUTION OF EFRA (rule 4.1.a – f General Meeting)

Under provision of § 2. rule 4.1.a - f of EFRA General Rules (EFRA Handbook 2011, page 45), FVRC propose that the EFRA AGM name a commission in charge to elaborate for next AGM latest:

A new voting chart (voting rights and procedures). (present rule is 2.4.1.b).

Necessary modifications of rules affected by a new voting rights chart.

This commission to be composed of: Chairman: EFRA President + Seven working members.

Four (4) between: Germany, France, Great Britain, Switzerland, Italy.

Two (2) between: Austria, Spain, Netherlands, Sweden, Belgium, Finland, Norway, Denmark, Portugal, Czech Republic, Croatia, Poland, Luxembourg.

One (1) between: Russia, Slovakia, Hungary, Eire, Estonia, Greece, Monaco, Slovenia, Cyprus, Bulgaria, Georgia, Turkey, Romania, Lithuania.

The commission will nominate one secretary in charge to administrate the work and publications between the members. He will produce (latest June 30th 2012), the final proposals for the 2012 AGM.

If necessary, one (1) conclusive meeting of the commission members may be organized. (Travelling costs, board and lodging will be supported by EFRA).

Working members names to be sent to Chairman latest December 15th 2011.

Licence Numbers per Federation, Valid for year: 2011

Federation	Nr. of license	Group	%
Germany	275	882	54%
France	212		
Great Britain	165		
Switzerland	125		
Italy	105		
Austria	97	644	39%
Spain	73		
Netherlands	70		
Sweden	65		
Belgium	55		
Finland	50		
Norway	45		
Denmark	40		
Portugal	40		
Czech Republic	34		
Croatia	31		
Poland	24		
Luxembourg	20		
Russia	15		
Slovakia	15		
Hungary	12		
Ireland (Eire)	11		
Estonia	9		
Greece	9		
Monaco	7		
Slovenia	7		
Cyprus	5		
Bulgaria	5		
Georgia	5		
Turkey	5		
Romania	5		
Lithuania	5		
TOTAL	1641	1641	100%

Proposed by FVRC

7 RACE OFFICIALS

We would like to discuss and ask to EFRA to introduce in this chapter the profile of the race director describing how, when he can operate and reporting in the profile that it will be mandatory that only the rules reported into the HB can be used by the RD. All the decision done by the RD need to have the justification reported into the EFRA rules.

Proposed by FMM

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

Media partner presentation

14. DATE/VENUE OF THE 2011 ANNUAL GENERAL MEETING

Presentation of candidates to host the EFRA AGM 2011