



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: 9.15

1. PRESIDENT'S WELCOME

Mr Dallas Mathiesen

Good morning and welcome to the 2011 EFRA AGM..

...I certainly hope that all of you are prepared and willing to make this to a successful, inspiring meeting, with a friendly atmosphere in order to bring our sport forward with new, exiting ideas.

Please remember that some persons might have a problem to follow the English language and I kindly ask you to respect that, have patience and give everyone the opportunity to speech.

If I feel that the discussed subject is going in circles might it be that I will stop it in order to come to a conclusion...

...on the other hand is it my feeling that we have plenty of time looking on the number of items on the agenda.

During this year have I been to a number of races organised under the flag of EFRA, Czech Republic, Croatia, 2 X Germany, Luxembourg and still in our bloc but IFMAR races like Finland and France and a "clean" IFMAR Worlds in USA.

I do thank you all organisers for the kind hospitality I have met; the tone has been very friendly but...

...there has also been occasion when I have been thinking; *"Is this really a European Championship or a World Championship?"*

NOT, because the standard has been poor, or the event has been bad organised – it was more the atmosphere, it didn't felt like a race on the highest level of our sport.

I'm not saying this to make any complains even if it sound like that but if we want to get more persons involved in RC Racing for the future should we at least try to make our top events very spectacular to watch, and make everyone thing: *"Wow, I would like to part of that in the future"*

Talking to drivers during these events have I also realised that there is a growing dissatisfaction linked to our rules, not that they actually disagree with having rules but a general feeling is that they are getting more and more complicated to follow.

It might be that I now commit political suicide but..

...my very personal feeling is that we too often give penalties instead of use common sense. Should a driver be disqualified if his wing is 2 – 3 mm to high, or if his tank hole is a couple of mm to wide?

Does this really affect his cars performance on the track?

Yes, yes, I know, these are the rules by why not just give him/here a warning and ask them to fix the "fault" before his next start of a heat or final.

And further more should it even be possible for another participant to make a protest and get acceptance for a thing like this

Hearing all these comments from drivers all around the world have I decided that my motto for the coming years will be to:

BRING BACK FUN TO RACING AGAIN!

Talking about fun, I guess that you all have realised that there is series far more popular then the races we organise inside the EFRA family.

By this am I note referring to events arranged by manufacturers, and guess that you understand that I mean ETC and with start this year also EOS with pure private interest.

I have very mixed feelings linked to these series, should we find a way to cooperate or should we just ignore them?

I really don't know why they are so popular; there are a number of things that off course could have an effect.

- drivers don't need to have any license
- there is no limitation of number of drivers participating
- rules are very flexible
- there is a big commercial interest, well covered on internet.
- A lot of manufacturers advertise, as well at trackside as on the web
- it's a series, with a lot of the "big shots" attending

As I said, I have very mixed feelings; in some occasions might it also influence the national race calendar. So far have we discussed the matter inside the board but no clear solution (way) have been taken and it's up to you to give us advice how we should handle this situation.

Another thing that has been on the table this year has been the tire treatment. Yesterday did we have a manufacturers meeting and we discussed this a lot, and I guess it will be discussed further during the section meetings.

This is a very, very, delicate matter; I have seen various pictures of complicated machines needed for treating the tires. I don't know why it has been such an explosion this year because the rule not to allow tire treatment has been in the handbook for many, many years.

If we not find a solution to this problem might it be that there will be less and less new drivers coming in to our sport or even that we lose drivers since the stuff used to treat tires not is harmless for the health.

I certainly hope all of you understand how serious this matter is and come up with good solutions during the section meetings.

At this point would I like to express thanks to the EFRA board for the work they have done during the past year, a special thanks to Willy for his tremendous effort to keep us all in line and even a bigger thanks to Jackie for the incredible work she does to keep our financial figures in balance.

Just a few days ago did I ask her how many transactions she does per year and her reply was: *"in round figures about 250"*.

Well, looking on the stack of paper I got from the bank during this year can I ensure you that her figures need to be multiply with 4 giving at least 1000 transactions, more than 1 per day...

...I would like all of you to join me in a big applaud for Jackie, Willy that also could be shared by the rest of the committee.

Finally...

...sadly did the founder of EFRA and IFMAR and the Honorary Life President of EFRA, Mr Ted Longshaw peacefully passed away in his home during the afternoon 6th of October.

During all years as a racer, IFMAR President and his honorary positions was Ted a well known and inspirational personality during events and meetings. His well known knowledge of our sport was much appreciated and he always was willing to share his experience.

His enthusiasm for RC Car racing was outstanding and very obvious when he, in his miraculous way, managed sneak his way up on the rostrum in order to have the best view of the race.

We all know what Ted has done for Radio Controlled Racing World wide, but I don't think you know what an amazing person Ted actually was also outside the RC family. I was honored to be present during the memorial service of Ted when his son Roger completed the picture of Ted by giving all present the history of his life.

Unfortunately is it not possible for me to share Ted's history with you but what I did hear during the ceremony in the church was a wonderful story of a man that was deeply dedicated to all he managed to succeed during his earlier years.

I was a great honor for me to know Ted for more than 25 years and I'm grateful for all his support and advice during these years and he will always have a special place in my heart.

Our greatest RC Car personality has passed away but he will still persist in our memories.

At the AGM last year did our media partner made an interview with Ted that we would like to share with you and then have a silent minute with the memory of TED in our thoughts.

Honorary life president Mr Ted Longshaw was remembered by showing a video, followed by 1 minute of silence.

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Lithuania, Czech Republic, Greece, Hungary, Bulgaria, Estonia, Slovenia, Ireland, Russia

Member Countries presents:

AUSTRIA	x	FINLAND	x	IRELAND	0	ROMANIA	0
BELGIUM	x	FRANCE	x	ITALY	x	RUSSIA	0
BULGARIA	0	GEORGIA	0/x	LITHUANIA	0	SLOVAK REPUBLIC	0
CROATIA	x	GERMANY	x	LUXEMBOURG	0	SLOVENIA	0
CYPRUS	0	GREAT BRITAIN	x	MONACO	x	SPAIN	x
CZECH REPUBLIC	0	GREECE	0	NORWAY	x	SWEDEN	x
DENMARK	x	HOLLAND	x	POLAND	x	SWITZERLAND	x
ESTONIA	0	HUNGARY	0	PORTUGAL	x	TURKEY	0

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 Federations were elected to check the minutes of this year: Netherlands, Great Britain

4. SECRETARY'S REPORT

Mr Willy Wuyts

Good morning my dear friends, I will keep my report as short as possible.

I would like to thank Jackie, and Dallas and our board members for the time they spend running this organisation. I am not complaining, but each year I see a bigger workload on some peoples shoulders, and although we try to do things the best possible way, it can be that something slips through.

If that something did effect you, please accept our apology.

In the future we will have more tools on the website for filling in forms and applications, the licensing tool works fine, and although we have refined the proposal tool, that tool will be reworked even more for next year, for better readability. All federations proposals but one, reached us the electronic way, so in order to make our administration a bit easier, no more proposals will be accepted that are filled in on the old document.

Later this year I will ask you for an update for the handbook, I do hope everyone will provide me with the information as soon as it comes available. If anything changes during the year, you are always welcome to let me know.

As you know it is not my first task to interfere with decisions that are made by the sections, but since I have been called to the rescue on a few occasions at the EC's, I feel I have the right to point out the urgency of a wise decision later on at the section 1/8 and 1/10 on road, regarding tire treatment. I am counting on your wisdom to provide us with a good solution, so we can continue with racing in good sportsmanship, and to bring back EFRA races to the high level they deserve to be!

I believe this is all I have to say for now, but remember, I am always one mail away from you, if you have an issue, please let me know, so we can try to solve it.

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

a) Presentation of Annual Accounts

Firstly I have to say thank you very much that you are here. Obviously not all members could come with mostly the excuse - it is the economic situation. I have also felt during the year that it was not easy for all federations to pay in time, so payments arrived very late and I had also some federations asking me to pay in portions. It seems also a fact that when the financials are not working fine also the organizational administration lacks in sending in all the allocations. Often was this year the case that the entry list was firm 2 days before the event starts, but we have the rule that 1 months prior the event the list must be produced.

This year EFRA had 12 Euros and 2 Worlds. All the Euros have been supported with the Direct Support money. Further we will pay an additional race help money for 4 races. Those 4 organizers had present a budget overview to us. So it is up to you to present a budget next year then you will get the additional race help money. The media team had covered all these events excellently with more information as we did last year. They were also better involved at your various race tracks and are known when they arrive.

All these efforts had resulted in a loss of 15957.31 EUR, the budget 2010/2011 had expected the loss 11000 EUR. This is actually the case that EFRA is spending money to bring down the capital for following reasons.

- With the aim to solve the tax issue in Sweden - Last year's figures (balance statement by 30.09.2010) has been presented to the Swedish tax authority in written form. We have the written response for these figures with 0 EUR tax.

- To give more race help to you

- To improve the race coverage at all

What are the main drivers this year on the spending side:

~ 85000 EUR for administration costs, tools, clothes, stickers, licence card, handbook, printing media coverage and ~ 26'000 Direct Support

And on the earning side:

~ 65'000 Associate Members and Homologation

To analyse in detail all the figures, you have received the detailed information in the financial report in the beginning of October 2011.

In this financial report is also a budget estimation what end in a controlled loss of 21'000 EUR. This budget will be reviewed after the decisions made in the section and Main meeting.

Tomorrow morning we would like to ask you to accept this or the revised budget 2011/2012.

For all business what we had together I say you thank you very much. And thank you for your trust.

b) The Audit was done by Great Britain and France. Sweden gave the acceptance to the board for the account, seconded by Switzerland and that passed unanimously

c) Election of auditors for 2012 Great Britain and France

6. IFMAR LIASON OFFICER'S REPORT

Mr Willy Wuyts

Paul Worsley made a short report of the Vaasa WC.

Before starting voting on proposals:

Nick Daman showed a presentation and season overview regarding the achievements and races from the past season.

Views On Internet only:

- 2010 – 96 Videos, 147,000 views by AGM
Now – 341,000 Views
- 2011 – 66 Videos – Already 225,900 views
- *Plans for 2012*
- *Live Streaming*
- *Commentary at the Events*
- *Special "Getting Started" Videos*
 - *Made during the season*
 - *In association with the Associate Members*
 - *4 Separate '30' Minutes edition – Covering different classes*

Creation of a website to attract also new people in the RC world.

7. PROPOSALS REGARDING GENERAL RULES

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	115	7%
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

Seconded by: Switzerland

Amended by Sweden:

Ask for volunteers to enter the commission.

Amended by EFRA:

It should be 2 representatives from each block, the President, Treasurer, and Secretary and seven working members.

Was Rejected with .. 5 .. for, .11.. . against and ..1 .. abstentions.

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: Germany

The proposal: Passed Unanimously

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.
- m. Voltage used in host country. Drawings of plug types.
- n. 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
- o. Marshaling details if needed (availability of marshals for practice/qualifying/ finals).
- p. 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: Sweden

The proposal: Passed with ...16... for, ...0... against and ...1... abstentions.

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: Finland

The proposal: Passed Unanimously

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 (postponed till Sunday morning) because it is also section matter.

Seconded by: Sweden

The proposal: Passed

Amended by EFRA seconded by Belgium: For large scale section only: limit strictly...

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: Denmark

The proposal: Passed with 16 for and ...1... abstention.

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: Germany

The proposal: Passed with ...14... for, ...1... against and ...2... abstentions.

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

Withdrawn

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: Holland

The proposal: Passed Unanimously

At this moment the Meeting was postponed to Sunday morning

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: Finland

The proposal: Passed with ...16... for,0.. against and ...1... abstentions.

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

Seconded by: Belgium

Amended By Denmark

Keep the rule and add the line EFRA will supply.....

The proposal: Passed Unanimously

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

Seconded by: Finland

The proposal: Passed Unanimously

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

Seconded by: Sweden

The proposal: Passed Unanimously

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 marshaling, there must be a place next to the rostrum where they can place their transmitters while acting as marshals.**

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 marshaling points.

Proposed by EFRA

Seconded by: Netherlands

The proposal: Passed Unanimously

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: Denmark

The proposal: Passed Unanimously

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 refueling 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

Proposal was withdrawn and passed to the EFRA board and sections to review.

8. APPENDIX 8 HOMOLOGATION

All the following Proposals will be taken in discussion with manufacturers and put on the agenda for next year

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

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

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

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

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

It was brought to our attention that we have skipped 3 items from the minutes 2010, that needed to be picked up again this year:

Rule 7.1.7 7.1.17 and 7.1.21.

NOMAC now withdraws those items.

9. SECTION MEETING REPORTS

All rules are ratified and the following chairman are (re)elected

- | | | |
|-------------------|---------------------------|--------------|
| a) 1:8 IC Buggy | Election of Chairman | Carlos Gomez |
| b) Large Scale | Election of Chairman | Ian Oddie |
| c) 1:10 IC Track | Election of Chairman | Franky Noens |
| d) 1:8 IC Track | Election of vice Chairman | Franky Noens |
| e) Electric Track | Election of vice Chairman | Russ Giles |
| f) Electric Buggy | Election of Chairman | Paul Worsley |

10. IFMAR 2011 WORLD CHAMPIONSHIP REPORTS

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

All federations have given their best effort to have a successful event, and all deposits will be given back to the federations.

At this time our treasurer presented her budget for 2012. The figures were accepted by the floor.

11. ELECTION OF EXECUTIVE OFFICERS

- | | | |
|--------------|-----------------------|---------|
| a) President | Mr E Dallas Mathiesen | Sweden |
| b) Secretary | Mr Willy Wuyts | Belgium |
- Both Executives were unanimously re-elected.

Mr Gary Culver was elected as Honorary Life President.

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

A taskforce will be formed by the following persons:

Dallas Mathiesen, Gary Culver, Frederick Scholander, Jean Luc Retornaz, Frans Heinsbroek, Jussi Luopajarvi

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

The 1/8th off road section, will use a new race format. This format can be used by other parties and is available on the website, under the tab Inside EFRA, Annual general meeting.

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

Withdrawn

Suggestion:

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

Proposed by AMSCI

It is free to bring technical advisers to the meeting.

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

This has been noted by the treasurer.

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

Withdrawn

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

The EFRA tools for technical inspection will be made visible on the website, It must be kept in mind that we have to get an order of 5 items of the same type, to make it economical interesting.

14. DATE/VENUE OF THE 2012 ANNUAL GENERAL MEETING

AGM 2-3-4 of November 2012 will be held in Holiday Inn Diegem again. Enclosed is a list of requirements for future applications.

	Hotel		
	Date (Basis 80persons)		
Description	#	#pr/unit	Price
Rooms			
Single			
Double			
Breakfast			
Breakfast for second person			
City rate (per room and night)			
Packages for Meetings			
Manufacturer Meeting Lunch & Coffee Breaks			
General Meeting & Section Meeting (Sat&Sun)			
Welcome Dinner or Welcome Walking Buffet			
Saturday Evening Dinner			
Sunday Lunch			
Offices			
EFRA office (10 / 3 days)			
Manufacturer Meeting (30 / 0.5 day)			
General Meeting (100 / 1.5 days)			
Section Meeting VLS (30 / 0.5 day separate room)			
Section Meeting OR (30 / 0.5 day split possibility)			
Section Meeting Track (30 / 0.5 day split possibility)			
Section Meeting Elektro (30 / 0.5 day split possibility)			
Microphone (2)			
Beamers (4)			
Internet (costs / capacity)			
Shuttle Friday & Sunday coverage			
Parking possible & and costs			
Total			

The Meeting was closed at 12.00

