



EFRA ANNUAL GENERAL MEETING
HOTEL Holiday Inn, Brussels.
Belgium
3rd – 4th of November 2012

AGENDA GENERAL MEETING

SATURDAY 3rd OF NOVEMBER 2012.

The meeting started at:

1. PRESIDENT'S WELCOME

Mr Dallas Mathiesen

Mr Dallas Mathiesen will open the meeting welcoming all delegates, associated members and special guests.

Introduce candidates for the 1/10th chairman position

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 2011 ANNUAL GENERAL MEETING

5th and 6th of November 2011— Brussels, Belgium

Matters arising from the minutes: Constitution of EFRA see attached report.

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

4. SECRETARY'S REPORT

Mr Willy Wuyts

- a) Correspondence received
- b)

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

- a) Presentation of Annual Accounts
- b) Audit Report
- c) Approval of the presented figures for 2012
- d) Election of auditors for 2013
- e) Matters arising

The precedent figures related to cash positions balance and budget are submitted for approval at the EFRA General Annual Meeting.

Nick Daman video report

7. PROPOSALS REGARDING GENERAL RULES

2 CONSTITUTION OF EFRA

At the last AGM was a working group formatted with the task to look over the EFRA constitution and present their work at the EFRA AGM 2012.

The proposed reconstructed EFRA constitution is attached as a separate PDF file.

Proposed by the Working Group

Seconded by: Not Seconded

The proposal:

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

3 EFRA SANCTIONS

RULE 3.2.11

DELETE THE RULE

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

REMARK: Obviously the "live" and updated list of EFRA licence holders can be found at the EFRA web

Proposed by EFRA

Seconded by: Not Seconded

The proposal:

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

RULE 3.3.2

THE RULE SHOULD BE AMENDED TO READ:

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.

Proposal:

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.

[A complete sentence beeing part of the printed version is missing here ! Starting with: For large scale section only ... Should be replaced by:] For the large scale section strictly limited to 4 EFRA GP's 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: *This part of the rule is already valid, rest missing text to be moved to APPENDIX 5, Chapter 1.1.
This does make it more easy to read the rulebook.*

Proposed by ZMOS

Seconded by: **Not Seconded**

The proposal:

- Passed Unanimously** **Passed with** for,
- Rejected with** for,
- Amended**

RULE 3.5.7

PROPOSAL TO CHANGE A FEE

3.5.7. FEES (all amounts quoted in Euro)

Membership Fees

Annual Subscription	450 (including 5 non-renewable lics.)
Section Fee	75
Full membership	850 (annual + all sections)
Associate membership	1000
Drivers License	30

Sanction Fees

European Championship	460
European Championship, Open	230
International Race	200
Grand Prix	150

Deposits

European Championship	600
European Championship, Open	600
Grand Prix	600
Additional Fees	
GP fee for EFRA/driver	5

Entry Fees

European Championship	100
European Championship 2 classes	180
Open Entry Championships max.	50
Grand Prix (maximum)	40
Handling fee World Championships + 10% of the IFMAR fees	

Homologation Fees

Mufflers	500 (50% discount for Associate)
Bodyshells	500 (50% discount for Associate)
Large Scale Bodyshells	500 (50% discount for Associate)
INS-Box	800 (50% discount for Associate)
Batteries	500 (50% discount for Associate)
All transport costs for homologations to be paid by the manufacturer	

Proposal: European Championship 2 classes **150 Open**

REMARK: *150 euros inspite of 180 for double events....*

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal:

- Passed Unanimously** **Passed with** for,
- Rejected with** for,
- Amended**

5 GENERAL REQUIREMENTS EFRA EVENTS

RULE 5.2.2

THE RULE SHOULD BE AMENDED TO READ

Existing Rule:

- 5.2.2. The drivers rostrum must accommodate 10 drivers with minimum 80cm space for each driver.
Width of the rostrum must be minimum 1.25 mtr.
Height of the rostrum floor to be:-
Standard Between 2 and 3 mtrs

1:12 Electric Track Section Between 1 and 3 mtrs
1:10 Electric Off Road Section Between 1.5 and 3 mtrs

Access to the rostrum must be by a solid stair, with a minimum width of 1.20 mtr. A strong parapet is mandatory. The rostrum must be protected or capable of being protected against bad weather.

Proposal:

5.2.2. The drivers rostrum must accommodate 10 drivers with minimum 80cm space for each driver. Width of the rostrum must be minimum 1.25 mtr.

Height of the rostrum floor to be:-

Standard Between 2 and 3 mtrs
1:12 Electric Track Section Between 1 and 3 mtrs
1:10 Electric Off Road Section Between 1.5 and 3 mtrs

Access to the rostrum must be by a solid stair, with a minimum width of 1.20 mtr. A strong parapet is mandatory. The rostrum must be protected or capable of being protected against bad weather.

A sand box and a fire extinguisher must be placed upside in the rostrum when transmitter impound is placed there

REMARK: *Many drivers are using Lipo & Life batteries on their transmitters, safety is the remark*

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal:

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

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

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Proposal:

5.2.2. The drivers rostrum must accommodate 10 drivers with minimum 80cm space for each driver. Width of the rostrum must be minimum 1.25 mtr.

Height of the rostrum floor to be:-

Standard Between 2 and 3 mtrs
1:12 Electric Track Section Between 1 and 3 mtrs
1:10 Electric Off Road Section Between 1.5 and 3 mtrs

Access to the rostrum must be by a solid stair, with a minimum width of 1.20 mtr. A strong parapet is mandatory. **The use of individual stands on the rostrum is only valid for people under 160 cm.and on their own risk.** The rostrum must be protected or capable of being protected against bad weather.

REMARK: *To limit the abuse of stands by big drivers.*

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal:

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

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

RULE 5.2.4

DELETE AND AMEND THE RULE TO READ:

- 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.

REMARK: Since all organisers of EFRA GP's use their own sets of car numbers as they have in stock is it not necessary to demand specified sizes. However is it still compulsory to use the car numbers supplied by EFRA at European Championships.

Furthermore do we not believe that any lap counting area is exposed for bad weather.

Proposed by EFRA

Seconded by: Not Seconded

The proposal:

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

RULE 5.2.6

THE RULE SHOULD BE AMENDED TO READ

Existing Rule:

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

Proposal:

- 5.2.6. A result board must be positioned at a convenient place not far from the timing and lap counting area and accessible to all competitors. The result board must be protected against rain and **wind. An electronic score board is recommended to be placed at a visible location seen from the spectators main area.**

REMARK: *So that public can follow more properly the race*

Proposed by RCACR

Seconded by: Not Seconded

The proposal:

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

6 ORGANISATION OF EFRA EVENTS

AMENDED ACCORDING TO THE REMARK

REMARK: General. Add in the Handbook a list of "licensed for EFRA events" Time Keeping software to be sure the EFRA rules and event procedures –even the online results publication- can be accomplished in the way they must be –format, quality, ...- This also makes necessary the implication of the EFRA Chairmen, they must ask for the observation of the EFRA rules in the homologated by EFRA software.

Proposed by AECAR

Seconded by: Not Seconded

The proposal:

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

7 RACE OFFICIALS

AMENDED ACCORDING TO THE REMARK

REMARK: General. Create an EFRA Time Keepers list, by country, with categories by Scale, to provide Organizers recognized Time Keepers supervisors for European Championships. Everybody agrees with the idea that if the Time Keeping works perfectly a big percentage of the event success is achieved. Also we should take in consideration a Sander de Graaf sentence: "I have seen many people using this software in many races, but not everybody achieved the result you did..." With this in mind makes sense to have this list, to have Time Keepers in EFRA able to achieve the good result in the Time Keeping an EFRA event needs.

Proposed by AECAR

Seconded by: Not Seconded

The proposal:

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

RULE 7.1.24b

THE RULE IS NEW

Proposal:

7.1.24b. If technical possible, video devices (replay, slow motion, different angle) should be able to be used by the referees to judge racing incidents. In this cases the referee will official announce during the heat "incident involving cars/s number x and xx is under investigation". the final decision about a possible penalty has to be done and communicated not later after 45 minutes after the heat was terminated.

REMARK: *Thanks to the rising "video" capabilities of the EFRA now there is a good chance to use adequate tools to judge specific race situations like in the real motorsports.*

Proposed by DMC

Seconded by: Not Seconded

The proposal:

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

8 GENERAL RACE PROCEDURE

RULE 8.11.7

THE RULE SHOULD BE AMENDED TO READ

Existing Rule:

8.11.7. The Race Director together with either the Referee(s), the Timekeeping Supervisor or the International Jury, will deal with the protest and decide.

Proposal:

8.11.7. The Race Director together with, either the Referee(s), the Timekeeping Supervisor, or the International Jury, will deal with the protest and decide. **This decision is final.**

REMARK: *to avoid endless protest upon protest*

Proposed by EFRA

Seconded by: Not Seconded

The proposal:

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

RULE 8.15.7

THE RULE SHOULD BE AMENDED TO READ

Existing Rule:

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

Proposal:

8.15.7. All marshals must wear safe and sensible footwear that will not become detached when performing marshalling duties. (sandals, not firmly attached, are not acceptable)

REMARK: *There are sandals with strips able to be firmly attached to the foot. Suggestion arrived from a Team Manager at an EFRA EC*

Proposed by EFRA

Seconded by: Not Seconded

The proposal:

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

8. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen

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

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

9. IFMAR 2012 WORLD CHAMPIONSHIP REPORTS

Electric Track (1:12 & 1:10) Heemstede / Netherlands)

10. ELECTION OF EXECUTIVE OFFICERS

- | | | | |
|----|----------------------------|-----------------------|-------------|
| a) | President | Mr E Dallas Mathiesen | Sweden |
| b) | Treasurer | Mrs Jackie Aebi | Switzerland |
| c) | EFRA-IFMAR Liaison Officer | Mr Willy Wuyts | Belgium |

11. GENERAL DISCUSSION ITEMS

FMM, Monaco is claiming for the following items

FIRST: In the rule all the EFRA EUROPEAN CHAMPIONSHIP A or B must have a GP before the European event.

Why Thionville doesn't do that in the 2012 ????

The track must have certain facilities. Why during the EU B in France there was not power continuously? why no one knew where to wash the hands?

Why there was not power where to throw the tyres ?

Why for more that 150 peoples they was only 2 toilette???

Is that normal ???

SECOND: Why when there is a technical modification like the engine venturi EFRA have change the rule without to wait one year as decribed? (see OS 8mm venturi not available, only adapting from an other manufacture)

The same thing has not been done for the car weight, why?

THIRD: In the 2008 we will be obliged to delate a race in Fiorano because the EFRA president was describing a rule that was not in the handbook, until now this rule has not been proposed at the AGM and the only thing that we keep on our shoulders was the damages why that happen????

12. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

13. DATE/VENUE OF THE 2013 ANNUAL GENERAL MEETING

Austria, Belgium announced their willingness to organise the 2013 AGM.

The date for the AGM 2013 will be November.....

15. APPROVAL MINUTES

After reading the minutes they were approved by:

Meeting closed at: