



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: 09.10

1. PRESIDENT'S WELCOME

Mr Dallas Mathiesen

Good morning, it's really nice to meet all of you again and I'm looking forward to these two days together with you.

Please be aware of that not everybody in this room have English as their natural language so show respect, have patience and give everyone the opportunity to speak and understand the discussion.

This year have I visit three EC's, Switzerland, Spain and Austria and also the Worlds in Holland, With no doubt have the EC's been well organized and I do thank you for the kind hospitality from all staff at these events.

I can't avoid to say some extra words linked to the Off Road EC in Austria. The venue was amazing, marble floor on the rostrum, very nice permanent pit area and a well covered temporary pit area with wooden floor, plenty of room at the cleaning area with 10 water taps and the same for the compressed air. Nice restaurant and a special room for the referees with our own coffee machine.

Off course would I also like to take the opportunity to express my thanks the officers of EFRA for their work during this year not to forget our media people that have feed us with some exacting movies and reports from the major EFRA events.

I also would like to thanks the persons in the task group formed to have a look on our constitution for their hard work during two days in Gothenburg, as you all know will this subject pop up later on the agenda for today.

One big discuss item this year have been tire treatment, and it didn't took long before we received a letter of complaint from one of our member countries who also indicated that they would like to have a postal vote linked to this subject.

Since our rules (4.1.b sentence "f") states that a postal vote *"not should apply to any decision taken at the last AGM"* was this not possible

Believe me, I'm personally 100% against tire treatment at IC track events but I also realise the complication to detect this however can I not find that the wording in rule 5.4, accepted last year, actually state that it's allowed to use tire treatment regardless that it claims that this has been verbal accepted.

I guess that the sections involved will spend some time on this item later.

Another item that has been on my table this year is the situation that has accrued in Denmark. A lot of drivers and clubs has formed a new federation and addressed us in order to become members of EFRA.

Since we only allow one official federation per country and the fact that DASU,(the "old federation") still wanted to be one of our member federations was this not possible with complications for drivers that had left DASU and now don't have the possibility to participate at EFRA events.

The situation is a bit delicate and I understand the frustration of the new federation since they claim that they have more members than DASU. This said with a warning finger raised - if any clubs/drivers would like to go this way please make sure that you "clean the book" with the actual EFRA member federation.

Those of you that have a good memory (or updated yourself by reading the minutes from last year) might remember that I touched the subject of the ETS and EOS. From my experience this year is it my feeling that persons involved in these series has declared a war against as well EFRA as IFMAR.

This makes me personally feel very sad since I had the trust that we could find a way to work together during the winter season but it seems like those persons are on a mission with the goal to poison the atmosphere at our events.

I was also very annoyed when it recently came to my knowledge that Franky Noens, who resigned from EFRA due to personal reasons, have started to negotiate with some manufacturers and clubs with the task to start his own series of races for IC Track cars.

It is my honestly hope that organisers around Europe don't open their tracks for this series that could be the death of EFRA events. From what I know are he/they actually just waiting for EFRA to finalize our calendar in order to "fill in" their own races.

To meet this do we need to be much better (I'm not saying that we are bad) and organise our events so they are a bit more spectacular in order to attract spectators and future RC drivers to our sport.

For instance is BRCA organising a big event at the Autosport International Show during mid January 2013, this is a big chance to promote our sport to probably the biggest audience RC car racing has ever seen.

Another idea could be to bring our sport to the people by having the registration and pre technical control at the town square in connection with a big event, perhaps could you also negotiate with the local bus company and have 1 or 2 busses (free of charge) to bring spectators to you event BUT this also means that you need to give them a good value for the visit.

I said it last year, and i say it again this year...

...LET'S BRING FUN BACK TO RC RACING AGAIN!

Perhaps should we also consider to change the formula of the EFRA AGM in the future, i.e. start with all the section meetings Saturday morning, give a lecture over a interesting subject preformed by a well known profile and only take care of the general part during Sunday.

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2. APOLOGIES FOR ABSENCE

Apologies have been received from: Luxembourg, Poland, Slovenia, Ireland, Estonia, Czech republic

Member Countries presents:

AUSTRIA	x	FINLAND	x	IRELAND	0	ROMANIA	0
BELGIUM	x	FRANCE	x	ITALY	x	RUSSIA	0
BULGARIA	0	GEORGIA	0	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	0	SWITZERLAND	x
ESTONIA	0	HUNGARY	0	PORTUGAL	x	TURKEY	0

Other Present: LRP, Mugen, Serpent, Mylaps, Robitronic, Novarossi, RcracingTV, Gary Culver

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. This will be discussed later at this meeting

The following person are elected to check the minutes of this year: Holland Great Britain.

At this point the 3 candidates for the chairman 1/10th IC track position introduced themselves.

4. SECRETARY'S REPORT

Mr Willy Wuyts

Good morning,

I am not going to bother you with a long speech, as we will need all available time.

Just a few notes: After the resignation of Franky Noens as chairman of 1/10th Ic Track, I stepped in to relieve some of the tasks of Sander de Graaf. At races that I attended in Portugal and Italy, it was shown once more how bad the tire treatment issue was dividing the racers. It really hurts to see how the on road classes are suffering from this. How we approach this in the future, will be crucial for the health of those classes, and I hope that we can solve this at the section meeting.

About the work in the EFRA board: Like every year you provide me with tons of emails, and I try to answer those as fast as possible. I feel we have a well oiled team, who do the best they can with the tasks given. That is why I want to warn you, to study carefully the constitution proposal, to avoid the fact that you will vote in something just because it is proposed.

Application for membership Malta

IRMCC has been running all these years by volunteers whose main scope is to spread the word of this wonderful hobby and organise events to cater for all enthusiasts. IRMCC caters for the on road section at 2 state owned tracks however also organises off road events at privately owned tracks.

In 2013 the building of a brand new rc complex (incl on road and off road track) shall be built to EFRA standards with the aim to be able to offer Maltese current and future members the opportunity to practise and race at higher standards. If you are interested in seeing any of these plans feel free to ask.

The ultimate aim of IRMCC is to be given an EFRA representation so that finally Maltese can actually participate in European and World Championships in various categories and represent Malta.

Membership accepted 1 abstention 15 in favour

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

- a) Presentation of Annual Accounts
- b) Audit Report
- c) Approval of the presented figures for 2012

Dear members

Hello everybody, I look forward to seeing you every year here at the AGM. I'd like to say thank you to you and also to your treasurers doing all the business through the year.

I have the expressions that we had another difficult year behind us, so I can state that we have federations not anymore able to send drivers to the events. We have federation more or less sleeping in EFRA this means no communications at all. Again some federations are paying very late what leads to more efforts on my administration side. Please try to meet your deadlines in future.

At the events we have not anymore the maximum drivers at the start except Buggy IC Off-road. Also the registration of the drivers is very late, the only what seems to work is the licensing of the drivers. This is working when our chairmen check this list and compare with registration list. Not all chairmen do this as it is planned.

Now I will stop with my complaint list, in the main parts we had worked very well.

This year EFRA had planned 13 Euros the first 1 has been cancelled and 1 Worlds in Europe. All the Euros have been supported with the Direct Support money for the organizers further 4 organizers received the race help money for their budgets being sent in.

This year the media team had covered 10 Euros and was present with 4 live streams what pushes up many hits on the EFRA Website. We can say the sport has a lot of pleased follower and we understand that we have to increase the presence on the media channels and probably also social channels.

About 3 years now we hand out the financial report 1 month prior the AGM so you have enough time to check figures and think about the given information. Questions have never been raised up during this period perhaps you have some questions where I can answer here today.

In this financial report is also a budget estimation what ends in a controlled loss of 22'800 EUR. This budget can vary and 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 2012/2013.

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

Financial Report and analyses of the financial data are written by Jackie.

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

The floor approved the figures unanimously.

d) Election of auditors for 2013

Belgium and France will be auditors for next year.

e) Matters arising: no other matters mentioned.

6. MEDIA PARTNERS REPORT

Nick Daman

Nick Daman showed his report that can be found separately in the 2012 minutes, and also showed a compilation video of the races followed by the media partner this year.

7. PROPOSALS REGARDING GENERAL RULES

2 CONSTITUTION OF EFRA

At the last AGM a working group was formatted with the task to look over the EFRA constitution and present their work at the EFRA AGM 2012. This group was formed by: Frederick Scholander, Jean Luc Retornaz, Frans Heinsbroek, Jussi Luopajarvi, Gary Culver, Dallas Mathiesen

The proposed reconstructed EFRA constitution can be found as a separate PDF file, in the minutes.

Frederick Scholander explained:

The task was to look in to the possibilities to make EFRA a more efficient organization with focus on the development of the sport.

IS it possible to make the leadership of EFRA more efficient knowing that all persons involved are working on a voluntary basis?

How could we achieve a situation where the board / committee could focus more in strategic and long term matters?

We believe that the proposed changes of the current constitution will strengthen the leadership of EFRA.

It will give it better possibilities to act quicker on the day to day business, as well as putting needed time and effort to work on the long term tasks as developing the sport.

It could be future race formats, future cooperation with the commercial side of the sport etcetera.

It is our hope and wish that the floor will accept our proposal for the revised constitution.

Proposed by the Working Group

Seconded by: Finland

After trying to create several amendments, there was a proposal to make a vote in principal.

Seconded by Austria.

The proposal was then divided in 2 parts.

The proposal of a vote in principal: **Rejected with ...9.. for, 3..... against and 4..... abstentions.** (No 2/3 majority)

The proposal to accept the whole package: **Rejected with ...5.. for, 10... against and 1..... abstentions.**

At this moment the meeting was postponed till the next morning, and the AGM continued with the section meeting.

On Sunday morning, it was brought up that some guidelines where formed by the former Taskgroup, to be able to continue reforming the constitution, with a councilgroup.

The group should now be formed like this: a former president, the current president, the secretary, the treasurer, a representative of the manufacturers, a referee, an organizer, and a representative of a member country.

This meeting could be held together with the EFRA board meeting in September, to be able to form proposals in time for the AGM, without having a vote on those.

This was accepted with 13 for and 2 abstentions.

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: Finland

The proposal: Passed Unanimously

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 being 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

This sentence was in the handbook, and was already rectified in the proposal tool.

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 in spite of 180 for double events....

Proposed by EFRA

Seconded by: Belgium

The proposal: **Amended:** An additional fee for open entry: 5 Euro

Seconded by: Spain

Passed with 15..... for, ...1... against

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: Belgium

The proposal: Passed Unanimously

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 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: Holland

The proposal: Passed with15. for, and1. abstentions.

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

Secoded by: Belgium

The proposal: Passed Unanimously

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

Secoded by: Switzerland

The proposal: Passed with ...6.... for, ...5... against and ...2... abstentions.

Amended : **An electronic score board is recommended.**

Secoded by: Belgium

Passed with ...13.... for, ...1... against and ...1... abstentions.

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

No rule, suggestion to be taken into consideration

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

No rule, suggestion to be taken into consideration

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: Switzerland

Seconded by: Finland

Amended: Switzerland

Seconded by: BRCA

Only if requested by the referees and technically possible, video devices could be able to be used by the referees to judge racing incidents they have seen. In this cases the referee will official announce during the race "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 20 minutes after the race was terminated.

Rejected with ...6... for, ...7... against and ...2... abstentions.

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: Spain

The proposal:

Passed with ...11.... for, ...2... against and1. abstentions.

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

Not Seconded

SECTION MEETING REPORTS

Ratification of Rules.

A short report from the section meetings

Election of Chairmen

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

- | | | |
|----|---------------------------------|--------------------|
| a) | Electric track Chairman | Heiner Martin |
| b) | 1:10 IC Track Chairman | Josef Dragani |
| c) | 1:8 IC Buggy vice chairman | Alexander Fellner |
| d) | Large Scale vice chairman | Wolfgang Petermann |
| e) | Electric Off road Vice Chairman | Frank Mostrey |
| f) | 1:8 IC Track vice chairman | Josef Dragani |

9. IFMAR 2012 WORLD CHAMPIONSHIP REPORTS

Electric Track (1:12 & 1:10) Heemstede / Netherlands) A report of this event was made by Frank Mostrey

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 described? (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 delete 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 and Croatia announced their willingness to organise the 2013 AGM.

After voting the date for the AGM 2013 will be November 1-3 in Zagreb Croatia.

15. APPROVAL MINUTES

After reading the minutes they were approved by: BRCA and Holland

Meeting closed at: 12.00