



EFRA ANNUAL GENERAL MEETING
HOTEL Aristos, Zagreb.
Croatia
2nd and 3th of November 2013

AGENDA GENERAL MEETING

SATURDAY 2nd OF NOVEMBER 2013.

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 candidate for the 1/10th Electric Vice Chairman position

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents:

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

Other Present:

3. MINUTES OF 2012 ANNUAL GENERAL MEETING

November 2012— Brussels, Belgium

Matters arising from the minutes: Constitution of EFRA.

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

4. SECRETARY'S REPORT

Mr Willy Wuyts

Correspondence received.

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

- a) Presentation of Annual Accounts
- b) Audit Report
- c) Approval of the presented figures for 2013
- d) Election of auditors for 2014
- e) Matters arising

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

The accounts were approved

And Nick Daman video report

7. PROPOSALS REGARDING GENERAL RULES

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.

2. CONSTITUTION OF THE EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES EFRA

DELETE:

Existing Rule:

4.4. Other officers

Delete MUFFLER and BODY SHELL HOMOLOGATION OFFICER

REPLACE WITH THE FOLLOWING:

HOMOLOGATION OFFICERS:

EFRA has a homologation or registration process for various products that are used in EFRA races.

For the various task officers are appointed. Products for homologation or registration are bodies, mufflers, batteries, INS boxes. Other products may be add in the future.

The aim for homologation or registration is to protect the products of manufacturers, to avoid products that are unsafe or do not follow international agreements (f.i. GBS for bodies) or environmental laws.

The task of the homologation officer is the following

- 1 Receives and acknowledges the products from Manufacturers wishing to have their products homologated or registered by E.F.R.A.
- 2 Passes invoice order to the E.F.R.A. Treasurer.
- 3 Checks the products against pictures, drawings or measurements or agreements provided by the Manufacturer. A 10% tolerance is acceptable in some occasions.
- 4 If the product is acceptable under E.F.R.A. standards, he sends a certificate to the Manufacturer. The certificate will bear the homologation or registration number which the Manufacturer must use to mark the product. Should there be any discrepancies, he will advise the Manufacturer in writing as to the exact reasons why the product was refused.
- 5 Copies of the homologation certificate and detailed drawings are passed to the General Secretary and IFMAR Liaison Officer.
- 6 Retains the original products for specification purposes during the life of the certificate and 2 years more.
- 7 Advises the E.F.R.A. Treasurer of homologation or registration expenses incurred.
- 8 At no time and under any circumstance will the product received for homologation or registration, including drawings and specifications be shown to or handed over to anybody involved with the manufacturing of model cars or parts for modelcars.

REMARKS: Update and modifying the homologation rules

Proposed by EFRA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

3. EFRA SANCTIONS

Existing Rule:

3.2. EUROPEAN CHAMPIONSHIPS

AMENDED THE RULE TO READ:

3.2 EUROPEAN CHAMPIONSHIPS Replace with 3.2 European Championships NOTE:- Rules 3.2.3 & 3.2.4 do not apply to Open Entry EC's

Proposed by BRCA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

Existing Rule:

3.2.5. For a European Championship a contract will be signed by EFRA, the National Federation and the Organiser. It must be received by EFRA by 1st January.

AMENDED THE RULE TO READ:

3.2.5. For a European Championship a contract will be signed by EFRA, the National Federation and the Organiser. It must be received by EFRA by 31st January.

If after the 15 December any of the classes of an European Championship event is having an allocation under a 25 % of the maximum number of entries with a minimum of at least 5 countries, then EFRA may consider the cancellation of the event, fully or in part, due to the lack of interest.

Remarks: With this rule we cover undesired situations of a very low attendance leading us problematic scenarios.

Proposed by EFRA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

Existing Rule:

3.2.11. OPEN ENTRY EUROPEAN CHAMPIONSHIPS

Open entry EC's are:

- 40+ 1:8 IC Track
- 40+ 1:10 IC Track
- 40+ 1:8 IC Off Road

DELETE AND AMENDED THE RULE TO READ:

3.2.11. OPEN ENTRY EUROPEAN CHAMPIONSHIPS

Open entry EC's are determined by the section conferences annually.

Proposed by BRCA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

THE PROPOSED RULE IS NEW:

3.2.11.1 For each entry the organiser will pay EFRA €5 - the total amount will be settled with the deposit

Remarks: This only clarifies, as rule 3.5.7 already state this (input from the EFRA Treasurer on this amount would be acceptable, to a max of €10

Proposed by BRCA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

Existing Rule:

3.2.11. OPEN ENTRY EUROPEAN CHAMPIONSHIPS

Open entry EC's are:

- 40+ 1:8 IC Track
- 40+ 1:10 IC Track
- 40+ 1:8 IC Off Road

AMENDED THE RULE TO READ:

3.2.11. OPEN ENTRY EUROPEAN CHAMPIONSHIPS

Open entry EC's are:

- 40+ 1:8 IC Track
- 40+ 1:10 IC Track
- 40+ 1:8 IC Off Road
- 1/12 Electric Track

Remarks: The current 1/12 EC is not a successful event, numbers are falling and it is not seen as a 'must do' for most racers

By making it an Open EC we have more flexibility to change the format and entry process to see if the event can be made more attractive

Proposed by EFRA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

Existing Rule:

3.5.7. FEES (all amounts quoted in Euro)

Membership Fees

Annual Subscription 450 (including 5 non-renewable lics.)

.....

....transport costs for homologations to be paid by the manufacturer

AMENDED THE RULE TO READ:

3.5.7. FEES (all amounts quoted in Euro)

Membership Fees

Annual Subscription 450 (including 5 non-renewable lics.)

.....

....transport costs for homologations to be paid by the manufacturer

Open Entry Championship - Fee determined at section conference

Proposed by BRCA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

Existing Rule:

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

AMENDED THE RULE TO READ:

3.6.7. The defending section/class Champion is allocated 1 place with the sole exception of the B class Champion who is allocated 1 place at the immediate next year European Championship A

Remarks: Suggestion track side by a "busy" federation.

Doubt: Can EFRA subsidize those 2 entries and not charge the Member Country for those of the Champions?

Proposed by EFRA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

4. INTERNATIONAL DRIVERS LICENCES

Existing Rule:

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 license take precedence over non-EFRA licensed drivers at EFRA Grand Prix in the event of over subscription.

AMENDED THE RULE TO READ:

4.1.3 All competitors at **EFRA Open Entry European Championships**, EFRA Grand Prix and other EFRA sanctioned events (apart from **allocated entry** 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 license take precedence over non-EFRA licensed drivers at EFRA Grand Prix in the event of over subscription.

Remarks: Rule 3.5.7 already suggest the concept for this is in place

Proposed by BRCA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

5. GENERAL REQUIREMENTS EFRA EVENTS

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

READ:

5.1.8. An EFRA Press Area must be put in place by the Organizer of any EFRA European Championships, that must be protected against bad weather and must be equipped with tables, chairs, electricity supply and MUST HAVE an **powerful** Internet connection **high speed line with enough bandwidth**In event of more than 3 different EFRA registered media companies confirmed their attendance to the event a **second powerful dedicated Internet High speed line with enough bandwidth must be put in place.****Remarks: The standard of all EFRA EC events now needs enough bandwidth to serve to live TV coverage purposes and when more media are attracted a second one should be mandatory so the image of our events is properly shown.**

Proposed by EFRA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

THE PROPOSED RULE IS NEW:

5.4.15. The clubs that apply for an EFRA event must guarantee (mandatory), that the software to be used for time-keeping provides the capability of online streaming of the lap times (lap by lap, in real time). The software used must also have the capability to store, and show online, through the hole event, the reports (including general classification) after the different heats or finals. **Remarks: If we want to turn our sport more global, and visible, we have to reach people that are interested in following closely the major EFRA events. The work done by RCRacingTV/EFRA is excellent, but can only be complete if people can see the "live timing" of the event online. Note that we are talking about live timing (lap by lap classification in real time) and not just the reports after the heats or finals. Turning this feature mandatory for clubs that want to organize an EFRA event would make them more attractive to online viewers** Proposed by FEPA, Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

8. GENERAL RACE PROCEDURE

Existing Rule:8.6.7. Transmitters must be impounded at all times whilst the race is in progress, unless the Race Director and organiser, together with the EFRA representative present, decide that due to weather conditions or transmitter security that the transmitter compound is not fit for purpose.

DELETE AND AMENDED THE RULE TO READ:

8.6.7. Transmitter impound is not mandatory. It's up to the Race director in accordance with the EFRA representative to have an impound or not.

Remarks: With GSM there is not necessary to have a mandatory impound for the radios. Worked without it in the last 4 IC Track and electric track ECs.

Proposed by EFRA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

Existing Rule:

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

AMENDED 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.).

Only for IC track: Any tank found illegal after a heat or final will remain installed in 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: The chance to manipulate the tank during removing it (stretched installed) from the tank is much too high. The tank size should be also always the same installed in the car.

Proposed by EFRA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

Existing Rule:**8.15. MARSHALLING**

Positions for marshals must be spread equally around the track and may not obstruct the vision of the drivers.

The positions must be numbered. When a position is located at a dangerous part of the track (i.e. the straight or a fast corner), this position must be equipped with protection for the Marshal (a wall, tires, a gate etc.).

The marshal's position must be furnished with gloves and/or other protection and a safety jacket which is compulsory to wear. For IC events, it is preferred that the marshal position is also equipped with a plastic or wood baton as an aid to kill a running engine.

If a host club is not able to provide marshals the following rules take effect:

AMENDED THE RULE TO READ:**8.15. MARSHALLING**

Positions for marshals must be spread equally around the track and may not obstruct the vision of the drivers.

The positions must be numbered. When a position is located at a dangerous part of the track (i.e. the straight or a fast corner), this position must be equipped with protection for the Marshal (a wall, tires, a gate etc.).

The marshal's position must be furnished with gloves and/or other protection and a safety jacket which is compulsory to wear. For IC events, it is **mandatory (safety reasons)** that the marshal position is also equipped with a plastic or wood baton as an aid to kill a running engine.

For IC track events, the organizer has to provide the marshals for the finals. For all the other classes: If a host club is not able to provide marshals the following rules take effect:

Remarks: It's always difficult to organize marshals by the teams at such events. Like the last EC-A 1/10 th in Austria we had always delays during the racing because there were not enough marshals at the finals

Proposed by EFRA Seconded by: **Not Seconded**

The proposal:

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

Was rejected with **for,** **against and** **abstentions.**

Was amended:

Existing Rule:

8.15.2 Failure to marshal or provide a competent substitute will result in the loss of the driver's best qualifying time if qualifying by Fastest Time is in operation. The loss of the best points score will be the result if qualifying is by the Round by Round system.

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

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

- Notification of the substitute must be made to the Race Director prior to the start of the race which the driver is racing in.
- If a substitute is being used for the whole event, notification must be made prior to the beginning of the first Time Practice Round.
- The driver who is substituted must stay at the Race Director's disposal in a designated area (not in the pit) up to the end of each race where he is substituted.

Failure to comply with these provisions will result in the same losses as if a driver does not comply with his marshalling duty.

AMENDED THE RULE TO READ:

8.15.2 Failure to marshal or provide a competent substitute will result in the loss of the driver's best qualifying time if qualifying by Fastest Time is in operation. The loss of the best points score will be the result if qualifying is it is by the Round by Round system.

If competitors are required to marshal Finals, then failure to marshal in a Final will result in being placed last in the appropriate Final. Failure to marshal is clarified as: not being at the correct marshalling point 30 seconds prior to the start of a controlled practice, qualifying heat or final.

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

- Notification of the substitute must be made to the Race Director prior to the start of the race which the driver is racing in.
- If a substitute is being used for the whole event, notification must be made prior to the beginning of the first Time Practice Round.
- The driver who is substituted must stay at the Race Director's disposal in a designated area (not in the pit) up to the end of each race where he is substituted.

Failure to comply with these provisions will result in the same losses as if a driver does not comply with his marshalling duty. Designated marshals who repeatedly fail to marshal will be excluded from further participation at the event on the basis of Unsporting Behaviour and their Federation will be informed to take corrective action.

Remarks: We have rules for failing to marshal in Qualifying, but there is no guidance for Finals. Need to cover marshals that repeatedly do not do the job.

Proposed by EFRA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

Existing Rule:

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

AMENDED THE RULE TO READ:

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

Remarks: This third alternative system is the German system and works quite well, if the marshalling position is not covered the penalty can be easily there... the driver don't drive 50 minutes later...

Proposed by EFRA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

Existing Rule:

8.15.5 It is the Team Manager's responsibility to ensure that drivers marshal finals. Country allocations will be decided pro-data

AMENDED THE RULE TO READ:

8.15.5 It is the Team Manager's responsibility to ensure that drivers marshal finals. Country allocations will be decided pro-data. **Team Managers who do not fulfill their duties regarding the organisation of marshals will be reported to their Federation with the intention that they are not nominated at future events.**

Remarks: Some Team Managers to not attend to this duty in the correct way.

Proposed by EFRA Secended by: Not Secended

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

9. STARTING PROCEDURES

Existing Rule:

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

- a) Any of the cars complete a full lap. Or:
- b) Maximum one (1) minute after the designated first car was called to start.

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

AMENDED THE RULE TO READ:

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

- a) Any of the cars complete a full lap. Or:
- b) Maximum one (1) minute after the designated first car was called to start.

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

Flying Start: Timing/counting starts for each car separately the first time that car passes the start-line or as maximum as when a 150% of a standard lap-time for the track has passed since the clock is running.

Remarks: The only purpose of a Flying start is to make race easier for organizer and drivers allowing them to spread the cars all over the track and not to concentrate all of them in a few meters with very short distance among them. If it is so then a driver can be forced to run and compete during his warming moments because another driver has passed the lap counting antenna so they are not to be overtaken by the driver who has opened the clock so they, at warming moments, can block or harm or be obliged to race versus the other car when it is not needed.

Proposed by EFRA Secended by: Not Secended

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

APPENDIX 8 HOMOLOGATION OF MUFFLERS

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) meters distance and one (1) meter high for a single car. EFRA's definition of a noise level is always final.

but one important point must be mentioned: The 2nd cone must be in line with the outlet pipe, if this is a feature of the original design. The outlet pipe may have a minus-tolerance of 2 mm. To check the total length of the outlet pipe use a tool similar to that shown below.

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7. EFRA REGISTRATED MUFFLERS

Updated lists of mufflers which are registrated each years will be found on the EFRA-website. 8. INS box dimensions. The performance of the INS box is based on its form and measurements. Therefore it is strictly forbidden to change anything on its internal dimensions. The INS box for 1:8 and 1:10 are the same, only the foam filter has another dimension to fit the carburetor. A list of the approved INS-Box will be published on the EFRA webpage.

Reasons to change this rule: Deadlines to motor manufacturers for more than a number of years, mufflers with a special design, and 4 minutes heats it all did not help It only brought us motors that barely could run 4 minutes on a tank of fuel. With the current rule all mufflers would be out starting 1st of January 2014, this way we can continue. Due to changes in the manufacturing process some new mufflers look a little bit different after 2 or more years, sometimes the change is only cosmetic and sometimes it was a small change to have a different performance.

It is proven that out of a batch of 100 muffler there are 3 or 4 mufflers that perform better than the other 96, simply because of changes in tolerances. With a good combination motor/muffler/manifold you can get up to 2000 RPM more, resulting in more noise level. By shortening the length of the registration process we can control the changes better. It is not that we are looking for more money out of the registration, because the fees are much lower.

Large scale has used the noise trap system now for 2 years and also during the last WC it was in use. Large scale has been using a system now for 2 years which showed it can work. By placing a dB meter on the track, near a counting loop (or an extra loop) connected to a small computer system we can monitor the noise level of each car.

The system produces a list with noise levels for each car. By starting to use the system and to slowly bring back the maximum level every new season we hope we can bring the noise level down year by year. 2014 will be to learn the system, 2015 we are going to enforce penalties. It will not be easy but it is a fair solution for everybody.

The 83Db rule at 10 meters means over 100 dB noise level near the car, which is a level where ear protection is strongly advised when you rev your engine too long General rules and Section rules. All the rules where now we talk about homologation in the EFRA handbook must be changed to registration where we refer to noise limits and muffler.

Proposed by EFRA Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

Existing Rule:

7. EFRA APPROVED MUFFLER

Updated lists of mufflers which do comply with the noise rules will be found on the EFRA-website.

AMENDED THE RULE TO READ:

7. EFRA APPROVED MUFFLER

Updated lists of mufflers which do comply with the noise rules will be found on the EFRA-website. The report of the test results with information like noiselevels based on the used engine(s) and manifolds but also drawings with dimensions will be listed in an online database

Remarks: Today many pipes look the same, only real dimensions (and noise levels) can give a better sight if the number on the pipe is as it is homologated, it will give a better control by the technical inspection. The EFRA has stopped to publish drawings a while ago and only a number is not a water tight method to check the used exhaust

Proposed by NOMAC Seconded by: Not Seconded

The proposal:

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

Was amended:

8. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen's

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

9. IFMAR 2013 WORLD CHAMPIONSHIP REPORTS

Large scale	Lostallo / Switzerland)
Electric Off Road	Chico / USA
1/8 IC Track	Tokyo / Japan

10. ELECTION OF EXECUTIVE OFFICERS

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

11. GENERAL DISCUSSION ITEMS

Suggestion: The EFRA website should have a menuitem "Results of EC/WC", where you can download the results in PDF-format. Sometimes it is hard to find the result of an EC and WC and therefore it seems to be good for the promotion of ECs to find these on the EFRA website. **Proposed by**

DMCSuggestion: This year the EC 1:5 had place during the 4 Grand Prix's. At the last GP in Groningen, where the prizes where been given for the European Champion, the president or vice-president of the 1:5th couldn't attempt because there was an Efra meeting! We think it's a bad story when Efra meetings are at the same day as the final of an EC and want to discuss about this.

Proposed by NOMAC

Suggestion: Numbers with COLOUR CODE

1-2-3-4.....Black numbers on white background

5- 6-7-8.... Black numbers on yellow background9-10-11-& 12 shown as 9-0-11-X..... Black numbers on pale pink background. **Proposed by EFRA**

Suggestion: Nitro EU law : http://eur-lex.europa.eu/smartapi/cgi/sga_doc?smartapi!celexplus!prod!CELEXnumdoc&lg=EN&numdoc=32013R0098

The rule is named: "Regulation (EU) No 98/2013 of the European Parliament and of the Council of 15 January 2013 on the marketing and use of explosives precursors Text with EEA relevance".

From 2nd September 2014, the products able to be a primary part of explosives , like Nitromethane or Nitrathe amonium etc etc are under suspicious eyes... and all EU members must look carefully after the trade over those.

For Nitro in short resume the situation is:

A.- Under 30 % all OK;

B.- From 30 % to 40 % not possible unless there is a registered record of every single commercial transaction (if such is authorized by the EU country member).

C.- From 40 % up.... not possible to shell it to the public.

Our fuel is normally 25% nitro measured by volume. In this new rules they measure in weight.

Due to the fact that nitro is a bit more dense than water and methanol quite a bit less dense than water, 30% by weight is something like 22-23 % by volume leading towards our so called "25 %" fuel out of standard markets

Do not forget there are also National regulations that might be harder than EU rules and that more or less all RC dealers if they wish to deal with nitro in certain percentages needs to have adequate facilities and a special permission.

Anyhow, the matter is not so urgent, and so that considered as matter of General Discussion as the Regulation itself contains at article 16 the following provision:

"Transitional provision" : "The possession and use by members of the general public of restricted explosives precursors shall be allowed until 2 March 2016.

Proposed by EFRA

Suggestion: RULING Standard wheel fix size Valid for all classes, to be discussed under general discussion.

After a discussion and possibly after input from the manufacturers we can try to make some specific rule changes to be effective from 1.1.2015?

It makes it more of a hassle and more expensive when different brand cars have different solutions for fixing the wheels to the outdrives.

Some classes have standards already like electric touring, fuel track 200mm, 1:8 Off-road and 1:12 Track. It would still be good even for these classes to have this firmly in the rules.

For 1:8 Track there are "Mugen" and "Serpent" rims. We propose to standardize on "Mugen" rims for all brands of cars.

For 1:10 Off-road there are way too many solutions: Short pins, long pins, and hexes of different sizes.

(Not sure about Large Scale)

We also need to discuss off-set for the rims. Should we regulate this also? That would 100% guarantee that all rims fit all cars. AND perform equally.

Proposed by NMF

12. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

13. APPROVAL MINUTES

After reading the minutes they were approved by