



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

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**AGENDA GENERAL MEETING**

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**SATURDAY 2nd OF NOVEMBER 2013.**

The meeting started at: 9.00 am.

**1. PRESIDENT'S WELCOME**

Mr Dallas Mathiesen

Mr Dallas Mathiesen opens the meeting.

Well my friends, 10 years and 1 day of my life have now passed since you elected me as President for this federation

I must admit that it was bit scary taking over the ship that so professional been steered by Gary Culver considering his smooth leadership comparing to my more straight forward way of impulsive act that was more based on feelings than deep thoughts.

During the years is it my hope that I have managed to fine tune my behavior and found a more diplomatic way of leadership, perhaps to diplomatic in some eyes.

Has it been easy - off course not! Has it been fun - hell yeah!

Even if I from time to time ask myself why on earth I'm flapping around from event to event like a bee on flowers instead of sink in to a normal and easy life on the autumn of my years.

The answer my friends are all of you in this room, all the new friends I meet every year.

Believe me, the friendly atmosphere I meet from your organisers and drivers keep me alive.

Of course do I sometimes get complains but also that keeps me alive, I believe that life would be very boring if we all think the same way.

During the past year have I had the pleasure to be present at 3 EFRA EC's and 2 IFMAR Worlds, I also managed to squeeze in a FEMCA Championship in China and some Swedish race.

My first EC took place at the excellent venue located in the beautiful town Gubbio, Italy. I really enjoyed my visit and the friendly hospitality from my host and friend Giuseppe. A funny thing happened when we visit a restaurant and some female guests took some photos thinking I was a famous wrestler.

Next stop on my tour was the 1/8 Off Road EC in Reims, France. This was a very relaxed event and it took a while before I understood why - during whole the event was there music streaming out from the loudspeakers, something to think about for future organisers.

After France was it time for Alcarras, Spain and the Large Scale Off Road EC. I must admit that my first thought when I arrived and looked at the cars on the track that it should be a long week but I confess that after the drivers had got more track time the race was very exciting, especially the 4 wheel cars.

Despite the kind and friendly hospitality from the host club was there a dark cloud arising when one of the country teams showed a very bad behavior by threaten and abuse the EFRA Large Scale Chairman. This incident has been addressed to the actual federation for further sanctions.

After a few days home was my last European venue Lostallo and the Large Scale Worlds. I believe that most of you know the capacity of this Swiss club and the event was as expected run in a smooth and well organised way.

At the FEMCA race in China was I invited as an observer on their first International event, and that was what I did - observe.

Finally did I attend the IC Track Worlds in Japan, the event went well with a few hick ups in form of expected tornados that in the end never hit the venue. IFMAR had decided to use controlled tires and my feeling is that most of the drivers was happy with this but the procedure need some adjustments.

To be notice from Japan is that the IFMAR AGM decided not to accept Argentina as host for the 1/10 IC Track Worlds 2014, the event was given back to FEMCA but I don't have any location or date at this moment.

Guess most of you have heard that I had a heart attack during November last year, on top of that was it also confirmed that my wife's granddaughter, only 3½ year old, have leukemia just a before Christmas.

This combination gave a very slow start to form a council as decided at the AGM last year, when I finally tried find persons willing to work on this task was the interest very low and I dropped this hot potato realising that changing our constitution, with a few exceptions, not have high priority.

There is, in my opinion, another thing that we should concentrate on and that's the reputation and image of EFRA.

I really don't want you to feel that I'm negative but can we honestly say that we are trying to get new blood in to our sport when we make it more and more difficult to participate with more and more complicated rules.

Why is it such an unbalance considering the thoughts of drivers contra AGM delegates?

Why do we have lower number of participants at EFRA events when on the opposite our "competitors" keep on growing as regards drivers attending their races.

Are those organisers our enemies or should we try to find a way to work together with them in order to make the sport of Radio controlled cars grow?

It might be that you don't like what I am saying - that's fine - but tell me how we should do instead.

Is there anyone willing to have a sit down during this AGM and discuss "out of the box", with the lead sentence: *"What's good for the future of the sport and how can we improve?"*

Don't leave this room with a negative feeling, I really believe that we can turn the down going curve but then we must realise that the new generation of drivers expect something else than we offer and we must dare to take steps in that direction.

I will finish my opening speech with a big thanks to our media partner RC Racing TV that present our sport outside the RC community and off course also my personal thanks to all the committee members.

I hope you will have successful section meetings and get pleasure from meeting old as well as new friends at the 2013 EFRA AGM.

Introduce candidate for the 1/10<sup>th</sup> Electric Vice Chairman position: The Candidate from Finland has withdrawn.

## 2. APOLOGIES FOR ABSENCE

Apologies have been received from: Greece, Ireland, Belgium, Poland, Russia, Luxemburg

Member Countries presents:

AUSTRIA	x	FINLAND	x	IRELAND	0	ROMANIA	0
BELGIUM	0	FRANCE	x	ITALY	x	RUSSIA	0
BULGARIA	0					SLOVAK REPUBLIC	0
CROATIA	x	GERMANY	x	LUXEMBOURG	0	SLOVENIA	x
		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	x

Other Present: My Laps, LRP, Gary Culver, RC Racing TV

## 3. MINUTES OF 2012 ANNUAL GENERAL MEETING

November 2012— Brussels, Belgium

Matters arising from the minutes: Constitution of EFRA: Dallas referred to this issue in his speech.

The following federation were elected to check the minutes of this year: BRCA and AECAR

## 4. SECRETARY'S REPORT

Mr Willy Wuyts

Dear Friends,

Once more it has been an honour to be part of the board of EFRA.

The ever growing demands of running this organisation, is taking a lot of our free time.

But the exiting world of model car racing, in all its aspects, gives us the best motivation to do the best we can for the sport.

It is EFRA's duty to give our drivers, the best facilities, the best referees, and organisation.

More and more top class racing is becoming a media event that is followed by an rapid growing audience.

During this season, YouTube had to install extra servers, and internet more or less collapsed when Nick and his crew started to broadcast.

With the live races we show not only Europe, but the world what it is like, to be a driver at an European Championship, and let them see their "idols" in action.

We all can be proud that EFRA is the absolute Nr one regarding exposing model car racing that way.

Later on today, Nick Daman will present to you some impressive facts.

We hope this is one of the ways to encourage drivers to attend our EC's, and to meet and compete with the top guys.

Last year we have welcomed Malta as member of EFRA, I regret to say, that we could not make this membership concrete.

Also we have not prolonged the membership of Cyprus and Lithuania, and Georgia

It was our intention to present to you a brand new EFRA website, but unfortunately some approached third parties could not fulfil the task.

Never the less it is one of our top priorities, and we are working on that.

I will no longer elaborate, I had a good co operation again with all of you, and as you know, I am always open and reachable for any problem you might face.

## 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: Finland and Netherlands.

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

The accounts were approved by Muriel Russell BRCA and Bruno Yasmin FVRC

### **Dear members**

Hello everybody, I look forward to seeing you every year here at the AGM. I thank you that we could do all the business through the year.

Some points I would highlight a little bit:

Payment moral is bad, or the manufacturer and federation has no money, to this some information. We had to decline the Associate Members RFI (Shanghai) Battery Co. Ltd. and King Golden LTD. This step had also include the cancellation of the batteries on the homologation list and communication to all involved parties. AM are in the handbook logos and cannot be taken out anymore logos on EC banners needs to be cleared. A lot of administration work and many questions to such actions.

We still have two companies only paid the half of Associate Member ship but they had told us to pay the 2<sup>nd</sup> half in the next days. I hope so!

Lessons learned in this action is, if the payment is not made in agreed time, you are not AM 2014 or your homologation is not reported on a homologation list 2014.

Unfortunately, we have also say good-bye to federations. Last year we did this with Cyprus and Georgia and this year we do this with Lithuania because they had not paid the sleeping fee nor they had answered any mails. Next sleeping federation is Romania, we hope that we can redo business with them in 2014 otherwise we have to drop them by the next year.

Nether the less all EC could be executed as planned and European Championships were better booked than last year. The Buggy 1:8 IC races are always fully booked.

All the Euros have been supported with the Direct & Help Support money of 20'500 EUR for the organisers. We will rethink about given all the money because not all events had the required quality, involved organisations will be discussed in the section meeting.

We handed out the financial report in the first week of October so you have enough time to check figures and think about the given information. Questions did not come up during this period perhaps you have some questions where I can answer here today.

We end in a loss of 5322 EUR. We had expected to produce a loss of 22'000 EUR but mainly because of 2 factors we could create more money as expected. 10'000 EUR more for homologation and 6000 EUR left for EFRA Meeting costs

The capital with 214'818 EUR and the cash position with 197'442 EUR is still high and in order to get to a minimum on the cash account hitting the 150'000 EUR mark by the end of year (for the tax statement) we probably will achieve this with paying the AGM fully and the cost coverage for the media team. By the way the tax statement had confirmed the year 2011 / 2012 as valid with no tax payments. We expect the same for this year. Anyhow, we still lowering the capital to not get in troubles in future.

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

The financial report has been written by Jackie in October 2013.

The budget was presented by Jackie on Sunday.

## 6. IFMAR LIASON OFFICER 'S REPORT

Willy Wuyts

Depending of where and what kind of meeting it is, EFRA uses the best placed person to defend the position of EFRA.

For the IFMAR Meeting in Chico, Paul Worsley acted as EFRA representative. EFRA's proposal for racing on carpet in 1/12 class was not supported by the other blocks.

The AGM was held in Japan, at the race venue, in different parts, and not in the best accommodations to hold a discussion, some sitting on boxes filled with fuel, and barely room to face each other.

In order to have a decent AGM, I would like to see some other arrangements from IFMAR in the future.

However, EFRA managed to get agreements on proposals made, but there are still pending issues, that will be cleared out hopefully in the soon following minutes from IFMAR.

An interesting proposal under investigation: the two way (radio?) communication between driver and mechanic.

Nick Daman video report and presentation followed.

## 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 ~~exhaust pipes~~ products from Manufacturers wishing to have their products homologated or registered by E.F.R.A.  
2 E.F.R.A.
- 2 Passes invoice order to the E.F.R.A. Treasurer.  
~~3 Measures the pipes received and maintain controlled drawings.~~  
4 Treasurer.
- 3 Checks the noise level of the pipes at track.  
~~5 If a pipe is acceptable under E.F.R.A. standards he sends a homologation certificate to the Manufacturer. Should there be any discrepancies he will advise the Manufacturer in writing as to the exact reasons why the pipe cannot be homologated.~~  
~~6 Copies of the homologation certificate and detailed drawings are passed to the General Secretary and IFMAR Liaison Officer.~~

- ~~7 Retains the original pipe for specification purposes during the life of the certificate and 2 years more.~~
- ~~8 Advises the E.F.R.A. Treasurer of homologation expenses incurred.~~
- ~~9 At no time and under any circumstance will the pipes received for homologation be shown to or handed to anybody involved with the manufacture of model cars, engines or exhaust pipes.~~
- BODY SHELL HOMOLOGATION OFFICER:**
- ~~1 Receives and acknowledges the body shells from Manufacturers wishing to have their products homologated by E.F.R.A.~~
- ~~2 Passes invoice order to the E.F.R.A. Treasurer.~~
- ~~3 Checks the body shell against pictures, drawings or measurements or agreements provided by the Manufacturer. A 10% tolerance is acceptable.~~
- ~~4 acceptable in some occasions.~~
- 4 If the body shell product is acceptable under E.F.R.A. standards, he sends a homologation certificate to the Manufacturer. The certificate will bear the homologation or registration number which the Manufacturer must mould into use to mark the production body shell product. Should there be any discrepancies, he will advise the Manufacturer in writing as to the exact reasons why the bodyshell cannot be homologated.
- 5 product was refused.
- 5 Copies of the homologation certificate and detailed drawings are passed to the General Secretary and IFMAR Liaison Officer.
- 6 Officer.
- 6 Retains the original bodyshell products for specification purposes during the life of the certificate and 2 years more.
- 7 more.
- 7 Advises the E.F.R.A. Treasurer of homologation or registration expenses incurred.
- 8 incurred.
- 8 At no time and under any circumstance will the bodyshell product received for homologation or registration, including drawings and specifications be shown to or handed over to anybody involved with the manufacture manufacturing of model cars or body shells
- AUDITORS: parts for modelcars.**

**REMARKS: Update and modifying the homologation rules**

**Proposed by EFRA**

**Seconded by: Italy**

**The proposal: Passed Unanimously**

### 3. EFRA SANCTIONS

Existing Rule:

#### 3.2. EUROPEAN CHAMPIONSHIPS

**AMENDED THE RULE TO READ:**

3.2 EUROPEAN ~~CHAMPIONSHIPS~~ 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: .Spain

The proposal: Passed Unanimously

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: Spain

Was amended by Spain: Efra, after consulting with the organizer may consider the cancelation of the event.

Amendment Accepted.

Amended by BRCA: Efra, after consulting with the organizer may consider the cancelation or the change of status of event.

Amendment Accepted.

The proposal: Passed Unanimously

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: Spain

The proposal: Passed Unanimously.

**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: Finland

The proposal: Passed Unanimously

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**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**

Was withdrawn and taken to the section meeting

On Sunday this was resumed with the following outcome from the section meeting: 1/12 Electric Track **SPEC** and 1/10 TC **SPEC** will be open EC's, to be decided annually by the section.

**The proposal:**

**Passed Unanimously**

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**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:** Spain

**Was amended:**The section can propose, the general meeting should decide

**Not seconded**

**The proposal:** Was rejected with ....1..... for, .....14..... against and .....1..... abstentions.

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**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:** Austria

**The proposal: Passed Unanimously.**

#### **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: Slovenia**

**The proposal: Was rejected with .....1..... for, ...12..... against and .....1..... abstentions.**

**Was amended:** .....The Rule will be adjusted by the board regarding the wording "producing" the license.

**New wording by EFRA:** 4.1.3 All competitors at EFRA Grand Prix and other EFRA sanctioned events (apart from EC's) must either be registered with a valid EFRA drivers license, or registered with a valid National License issued by their National organization. The license registration must be verified prior to the event or at event 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.

#### **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:** Italy

**The proposal:**

Was postponed till Sunday for further discussions.



On Sunday the follow text was amended:

**Amended:**

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. **EFRA Press Area must have a Quality of Service (QoS) capable unrestricted internet connection, which is shared using QoS between EFRA Media Partner and other media representatives. Sharing is done in way, that EFRA Media Partner has up- and downstream bandwidth, which fulfills the requirements of yearly revisited specifications agreed at AGM together with EFRA technical representative and EFRA Media Partner. These requirements will be announced during AGM and published in meeting minutes.**

Seconded by BRCA

**The proposal: Passed Unanimously.**

**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 FEPRA, Seconded by: Spain

Was amended: By BRCA ..Change the word clubs to: Federations that apply.....

Seconded by Spain

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

## 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 ~~in progress, unless not mandatory. It's up to the Race Director and organiser, together director in accordance~~ with the EFRA representative ~~present, decide that due to weather conditions have an impound or transmitter security that the transmitter compound is not fit for purpose.~~ 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: Switzerland

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

**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 ~~shall be removed from~~ [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** DMC

**The proposal:** was withdrawn to be handled by the section meeting.

Resumed on Sunday: The decision from the section meeting: **Only for 1/10 IC Track**

**Seconded by:** DMC

**The proposal:** Passed Unanimously.

**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

**The proposal:** Was withdrawn do be handled at the section meeting

Resumed on Sunday: The decision from the section meeting: Change wording to: For 1/8<sup>th</sup> and 1/10<sup>th</sup> events the organizer has to provide **competent** marshals for **the final day**.

**Seconded by:** Spain

**The proposal:** Passed Unanimously.

**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 it 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:** Spain

**The proposal: Passed Unanimously.**

**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:** Denmark

**The proposal: Passed with ...13..... for, .....1..... against and ...2..... abstentions.**

#### **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**

**Seconded by:** Finland

**The proposal: Passed with .....12..... for, .....1..... against and .....1..... abstention.**

## **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

Seconded by: Spain

The proposal: Passed Unanimously.

## 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.

For 1/8 th 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 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 will be limited to 2 years and needs to be renewed after that period. The homologation fee and re-homologation fee will be reviewed.

**DELETE AND AMENDED THE RULE TO READ:**

### REGISTRATION OF MUFFLERS

#### 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 is a combination of RPM, motor design and performance, muffler, manifold, gearing and body. The better the combination, the more performance and more RPM. Since EFRA can only check 2 of these items (muffler and INS box) there is no way to control the noise in a good way on a track without extra measurements. The only solution is measurement on the track by means of a so called "Noise Trap. For the future we will talk about registration of mufflers and no longer about homologation, simply to avoid interpretations as that a homologated muffler with INS box is always OK. The legal noise level within the European Community is 83 dB's, measured at ten (10) metres distance and one (1) metre high without the need for a single car. extra personal protection. EFRA's definition of a noise level is always final. For final.

For 1/8 th IC track races only EFRA homologated 3-chamber registered mufflers from the 2011 list with a minimum of 3-chambers 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. events. The EFRA homologation registration number must be engraved on the sidewall of the muffler. For muffler.

For 1/8th Off Road, only EFRA homologated registered with a minimum of 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. allowed. The EFRA homologation registration number must be engraved on the sidewall of the muffler. For muffler. For 1/10th IC track, only EFRA homologated registered 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. events. The EFRA homologation registration number must be engraved on the sidewall of the muffler.

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 old 2014 practice.

All mufflers on the 2013 list will not that are still sold and manufactured must be valid anymore after 2013. From registered again before March 1st 2014 only new 3100 mufflers and 2800 mufflers will to be allowed able to be used for on road racing. The homologation time the 2014 season. The registration period will be limited to 2 years and needs to be renewed after that period. Mufflers that were allowed in 2013, EFRA 2103 till 2109 do not need registration for 2014, including the RCE mufflers with the double wall and rear muffler outlet. WHY REGISTRATION. Registration is needed to be sure mufflers are made according to specific dimensions. Registration is needed to make sure there is a product available in the shops Registration is needed to avoid self made mufflers used at club level. Registration is needed to control the design and weight which are part of the noise production.

## **2. REGISTRATION FEE**

will be: see General Rules 3.5.7. >>>>>>>>>>>>>>> 120 euro (60 euro for Assoc. Members).

## **3. REGISTRATION NUMBER:**

Every accepted muffler is issued with an EFRA registration number which must be indelibly pressed or milled on de sidewall.

## **4. TECHNICAL DETAILS**

A very important factor in the control of the noise level of a muffler is the design of the mandatory 2nd and 3rd chamber and the total length of the outlet pipe. The homologation fee and re-homologation fee outlet pipe for 1/8th scale may have a maximum of 8.00mm diameter. For 1/10th the maximum is 5.20 mm

## **5. TOLERANCES**

Recognizing that the component parts of a muffler are joined together, it is quite clear, that there may be some slight differences in total measurements. This will not lead to dramatic noise level variation, 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.

.....

## **7. EFRA REGISTRATED MUFFLERS**

Updated lists of mufflers which are registrated each years will be reviewed: 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: BRCA**

**The proposal: Passed Unanimously.**



**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 noise levels 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:** BRCA

**Was amended:** Take away red text and add: photos from the mufflers will be added to the list.

**Seconded by** Denmark

**The proposal: Passed Unanimously.**

**8. SECTION MEETING REPORTS**

Ratification of Rules - Election of Chairmen's

1:8 IC Buggy	Carlos Gomez was re-elected as Chairman
Large Scale	Ian Oddie was re-elected as Chairman
Electric Off road	Paul Worsley was re-elected as Chairman
1/8 IC Track	Sander De Graaf was re-elected as vice Chairman
1/10 IC Track	Josef Dragani was re-elected as vice Chairman
Electric track	Russ Giles was re-elected as vice Chairman

**9. IFMAR 2013 WORLD CHAMPIONSHIP REPORTS**

Large scale      Lostallo / Switzerland: This was a smooth and good run event.

Electric Off Road      Chico / USA:      Eventful race, disturbed by rain, organizing team was very helpful, but lacked experience at some levels.

1/8 IC Track      Tokyo / Japan:      Despite the absence of some "big" names it was a good event, IFMAR will reconsider the tire choice, as it puts a lot of pressure on the organisers shoulders.

**10. ELECTION OF EXECUTIVE OFFICERS**

President	Mr E Dallas Mathiesen	Sweden
Secretary	Mr Willy Wuyts	Belgium

**11. GENERAL DISCUSSION ITEMS**

**Suggestion:** The EFRA website should have a menu item "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 DMC**

**Suggestion:** This year the EC 1:5 had place during the 4 Grand Prix's. At the last GP in Groningen, where the prizes were 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**



This issue was solved, the EFRA Large Section Chairman was present at the event.

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**Suggestion:** Numbers with COLOUR CODE

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

5- 6-7-8.... Black numbers on yellow background

9-10-11-& 12 shown as 9-0-11-X..... Black numbers on pale pink background

**.Proposed by EFRA**

This will be further investigated inside the EFRA board.

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**Suggestion:** Nitro EU law : [http://eur-lex.europa.eu/smartapi/cgi/sga\\_doc?smartapi!celexplus!prod!CELEXnumdoc&lg=EN&numdoc=32013R0098](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 then 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**

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**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 outrives.

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**

IFMAR is currently working on a uniform rim for 1/12. Controlled tires will add to the solution of this in other classes.

1/10 Buggy remains at the moment with a lot of different rims. This has to be approached together with IFMAR.

## **12. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)**

The Media partner will make all the videos available for all federations. Free for editing and dubbing in other languages.

The venue of the next AGM was decided to be in Valencia, Spain 1-2 November 2014

A comment was made about a decision made by the executive, regarding not to have a live broadcast for 1/12 has not been communicated enough.

It was mentioned that EFRA should adapt new race classes more quickly. But we need to know the new class is stable and not a hype.

It might have to be considered to change the format of the AGM to form an open discussion group.

The meeting closed Sunday at 12.00

## **13. APPROVAL MINUTES**

After reading the minutes, they were approved by BRCA Chris Hardisty and AECAR Javier Garcia