



AGENDA GENERAL MEETING

SATURDAY 1st OF NOVEMBER 2014.

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.

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents:

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

Other Present:

3. MINUTES OF 2013 ANNUAL GENERAL MEETING

November 2013— Zagreb, Croatia

Matters arising from the minutes:

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

- Presentation of Annual Accounts
- Audit Report
- Approval of the presented figures for 2014
- Election of auditors for 2015
- Matters arising

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

The Executive Committee proposes to grant discharge of liability to the treasurer for the business year 2014.

The Annual Report, the Annual Accounts and the Group Accounts for the 2014 financial year are approved and discharge is granted to the treasurer, Jackie and to the auditors,....

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

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.

3. EFRA SANCTIONS **THE RULE IS NEW:**

Existing Rule:

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 and open entry EC fee for EFRA/driver	5

Entry Fees

European Championship	100
European Championship 2 classes	150
Open Entry Championships max.	50
Grand Prix (maximum)	40

Handling fee World Championships + 10% of the IFMAR fees

Homologation Fees

Mufflers	120 (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 1:10 Electric Touring Stock & Modified 60

Remarks: The number of drivers who attend the European Championships 1:10 Electric Touring is lowering every year but in the ETS the number of registrations is growing.

60€ Fee + 30€ International Licence - means 40% reduction costs for all drivers (ETS is 65,00€ including 1 set of tires and 1 bottle 50ml additive).

Proposed by FEPRFA Federação Portuguesa de Rádio Modelismo Automovel

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

- 3.6.2 .At the Annual Conference, each Section establishes the allocations for next years Championships, following written application from member countries.

Proposal:

- 3.6.2 At the Annual Conference, each Section establishes the allocations for next years Championships, following written application from member countries.

Final Numbers must be confirmed to the relevant Section Chairman by 15th.Dec.following the conference.

Remarks: To include the full requirement.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

- 3.6.3 Whilst determining the allocations for each country, the following points should be discussed, in order of priority:
- a. total number of drivers
 - b. international results at E.C./ W.C./ Grand Prix
 - c. places taken up at the last E.C.
 - d. number of International Licenses issued
 - e. participation in international racing
 - f. length of membership of EFRA.

Separate procedure exist for Electric off road (see Appendix 3)

Proposal:

- 3.6.3 Whilst determining the allocations for each country, the following points should be discussed, in order of priority:
- a. total number of drivers;
 - b. international results at E.C./ W.C./ Grand Prix;
 - c. places taken up at the last E.C.;
 - ~~d. number of International Licenses issued;~~
 - d. participation in international racing;
 - e. length of membership of EFRA.

Separate procedure exist for Electric off road (see Appendix 3)

Remarks: Delete reference to number of licences issued. In recent years, it appears that some countries issue EFRA licences to all members, regardless of them entering EFRA events. Therefore the number of licences issued is no longer relative.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

- 3.6.8. For each European Championship (not including Open EC), places will be allocated at the AGM. Federations MUST then confirm their Final Number for each event to the relevant Section Chairman no later than 15th. Dec. following the AGM. EFRA will invoice the Federations according to the Confirmed Final Numbers (submitted by 15th. Dec.), with the amount being as detailed in GR 3.5.7 for the current year. Invoices will be sent to the Federations by the end of January and must be paid to the EFRA Treasurer no later than end of February.

EFRA will pay the Organising Federation the full amount of the entry fee value (100%), based on the Confirmed Final Numbers (submitted by 15th. Dec.). EFRA takes NO portion of the allocated entry fees.

The allocated entry fees will be paid to the Organising Federation at least one month before the event, unless a written agreement has been received by the Treasurer to effect payment in a different

manner. EFRA will inform the Organising Federation the Confirmed Final Numbers that will be paid, by 1st. January.

Proposal:

3.6.8. For each European Championship (not including Open EC), places will be allocated at the AGM. Federations MUST then confirm their Final Number for each event to the relevant Section Chairman no later than 15th. Dec. following the AGM. EFRA will invoice the Federations according to the Confirmed Final Numbers (submitted by 15th. Dec.), with the amount being as detailed in GR 3.5.7 for the current year. Invoices will be sent to the Federations by the end of January and must be paid to the EFRA Treasurer no later than end of February.

EFRA will pay the Organising Federation the full amount of the entry fee value (100%), based on the Confirmed Final Numbers (submitted by 15th. Dec.). EFRA takes NO portion of the allocated entry fees.

The allocated entry fees will be paid to the Organising Federation at least one month before the event, unless a written agreement has been received by the Treasurer to effect payment in a different manner. EFRA will inform the Organising Federation the Confirmed Final Numbers that will be paid, by 1st. January. **The Section Chairman is responsible for controlling all event allocations and must inform the EFRA treasurer the Confirmed Final Numbers in order for EFRA to invoice Federations and pay the correct number of allocations to the organiser.**

Remarks: To clarify who is responsible for controlling all the entries.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

3.6.9. Allocated places not paid by end of February may be reallocated to other countries by the Section Chairman. Re-allocation money will be paid to and retained by EFRA. EFRA will invoice each reallocation to the member countries without specifying the drivers' name etc. No money is allowed to be paid at the track. Reallocation money will be 1.1/2 times the normal entry fee, unless the final number of places allocated to the country in question is still less than, or the same as, the original application made (see GR 3.6.2).

If additional reallocation places are awarded that increases the number of event entries to more than allocated at the AGM or the Confirmed Final Numbers (submitted by 15th. Dec.), EFRA will pay the organising country the additional numbers.

The Section Chairman is responsible for controlling event allocations and must inform the EFRA treasurer the Confirmed Final Numbers for each Federation in order to pay the correct number of allocations to the organiser, otherwise EFRA pays the number of allocated places through the AGM.

Proposal:

3.6.9 **European Championship places (not including Open EC) that are allocated at the AGM and confirmed as Final Numbers (by 15th. Dec.) that are not paid by end of February may be reallocated to other countries by the Section Chairman. Reallocated entry fees will be paid to and retained by EFRA. EFRA will invoice each reallocated entry to the member countries without specifying the drivers' name etc. No money is allowed to be paid at the event. Reallocation entry fees will be 150% the specified entry fee (GR 3.5.7), unless:-**

a) The final number of places allocated to the country concerned is still less than, or the same as, the Final Number agreed (submitted by 15th. Dec.).

b) The country concerned has places on an official Reserve List due to the event being over subscribed and such places were requested at the time when the Final Numbers were confirmed (15th. Dec.). If additional reallocated places are awarded that increases the total number of entries at the event to more than the Confirmed Final Numbers (submitted by 15th. Dec.), EFRA will pay the organising country the additional numbers.

The Section Chairman is responsible for controlling all event allocations/reallocations and must inform the EFRA treasurer the Confirmed Final Numbers including any reallocated places for each Federation, in order for EFRA to invoice the Federations concerned and to pay the correct number of allocations to the organiser.

At EC events where places are allocated/reallocated, any places not filled by the stated deadline dates (due to cancellations or reduced entry numbers) can be allocated to late entries subject to the agreement of the Section Chairman. Such places must be requested by a member Federation and

will be charged at the 150% rate. Late entry requests may be declined if all entry details have been 'frozen' and submitted to the organiser.

Remarks: Updates, clarifies what we actually do. Includes situation for late entries.

Proposed by EFRA

Seconded by: **o Not Seconded**

The proposal: **o Passed Unanimously o Passed with for, against and abstentions.**

Rejected with for, against and abstentions. o Amended

4. INTERNATIONAL DRIVERS LICENCES

THE RULE SHOULD BE AMENDED TO READ:

Proposal: Add to the rule 4.1.6 International drivers licence enables a driver to race EFRA members championships with this licence

Remarks: Too expensive to be just an EFRA licence valid for (EC's, GP's and Open's), international, means using it anywhere not only in EC', e.g. Portuguese driver don't need to obtain a german licence if he wants to race there. He has already an international licence.

Proposed by FEPRA Federação Portuguesa de Rádio Modelismo Automovel

Seconded by: **o Not Seconded**

The proposal: **o Passed Unanimously o Passed with for, against and abstentions.**

Rejected with for, against and abstentions. o Amended

5. GENERAL REQUIREMENTS EFRA EVENTS

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

5.2.1. Drivers area must accommodate all drivers and be equipped with tables, chairs and protection against bad weather (outdoor racing). The drivers rostrum must be accessible from the drivers area.

Proposal:

5.2.1. Drivers pitting area must accommodate all drivers and be equipped with tables, chairs and protection against bad weather (outdoor racing). The drivers rostrum must be easily accessible from the drivers area. Based on the Final entry list supplied by the Section Chairman, the organiser will allocate pitting spaces so that drivers from the same country pit together, providing the pitting area allows.

Remarks: Pitting areas allocated to Manufacturer Teams is not conducive to a good atmosphere at EC events. It can mean that one driver is pitting alone due to others from the same country pitting with Manufacturer Teams. It gives Team Managers with large Teams a problem with communication.

Proposed by EFRA

Seconded by: **o Not Seconded**

The proposal: **o Passed Unanimously o Passed with for, against and abstentions.**

Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

5.3.12. In the interest of safety any battery pack carried on a modelcar must be able to be disconnected quickly in an emergency.
Note: Direct soldering of battery packs is not acceptable.

LiPo/LiFe drive batteries should be charged in a Lipo sack at all times.
LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

Proposal:

5.3.12. In the interest of safety any battery pack carried on a modelcar must be able to be disconnected quickly in an emergency.

Note: Direct soldering of battery packs is not acceptable.

All racing batteries, car and radio equipment, irrespective of the kind of material of its composition, must be charged in a Lipo sack at all times.

LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

Remarks: The race officials, not any neighbor in the pits, should not have to be obliged to touch a battery to find out if it is a Nimh or a LiFe or a LiPo (many times you have to turn it to find out the kind of battery), other times the battery has lost its label.

The cost of the Lipo sack is rather affordable, always lower than 20 euros and most of the times around or under 10 euros.

Proposed by EFRASecoded by: o Not Secoded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

Rejected with for, against and abstentions. o Amended

7. RACE OFFICIALS THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

7.1.8.a Bad sportsmanship during racing, i.e. impeding the progress of other participants, deliberate slowing down or waiting for another car, deliberate crashing into another car, deliberate cutting of corners and reckless driving in general.

Proposal:

7.1.8.a Bad sportsmanship during racing, i.e. impeding the progress of other participants, deliberate slowing down (including deliberately slowing down and/or coasting past any noise testing equipment with the intention of avoiding the checks) or waiting for another car, deliberate crashing into another car, deliberate cutting of corners and reckless driving in general.

Remarks: The noise testing equipment being used can only give true, accurate and repeatable results when drivers drive normally past the meter. If a driver deliberately lifts off the throttle and coasts past the test meter/s with the intention of avoiding the test then it should be deemed as bad sportsmanship and suitable penalties should be given by the officials.

Proposed by EFRASecoded by: o Not Secoded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

Rejected with for, against and abstentions. o Amended

8. GENERAL RACE PROCEDURE

THE RULE IS NEW:

Existing Rule: 8.1.PRACTICE AT EUROPEAN CHAMPIONSHIPS

Proposal:

8.1.8. During Free and Control Practice drivers must follow Race Director instructions -may be given in a written paper prior to the event start-, specially all instructions related to marshalling and technical inspection -e.g. go to his marshalling position after a practice, or mark chassis prior to the start of the qualifying...-. If a driver does not follow those instruction he will loose his best qualifying result

Remarks: This new rule should be of course written in a better way. The purpose is to give Race Director a rule in the handboob to allow him to ask drivers to do marshalling, pass technical inspection and so on during the free and controlled practice if necessary or if the race demands it. There is no existing rule about this, so any driver now could not attend his instructions and Race Director could not do nothing to gain his respect...

Proposed by AECAR Asociacion Española de coches a radiocontrol

Secoded by: o Not Secoded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

- 8.6.2. It is not allowed to use any form of telemetry with active transmission.
Clarification: It is not allowed for any wireless signals to be transmitted from the car to an external source during the race that is judged to give the driver a competitive advantage during that particular race!

Proposal:

- 8.6.2. **Electronic driving aids : Steering and driving/brake can only be operated by direct action of the driver using the Radio. The use of traction control devices, active suspension devices and any steering control aided by gyroscopes or 'G'-force sensors is strictly forbidden. Sensors are only allowed for the purpose of passive data recording and not for adjusting the performance of the car whilst in motion. It is not allowed to use any form of telemetry with active transmission.**
Clarification: It is not allowed for any wireless signals to be transmitted from the car to an external source during the race that is judged to give the driver a competitive advantage during that particular race! **Drivers found using any of the above forbidden items/devices will be subject to disqualification from the event where the items are used and can be banned from all EFRA and IFMAR events for a period of 5 - 10 years.**

Remarks: The statement from Dallas earlier in the year needs adding to the EFRA rules.

Proposed by EFRA

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE IS NEW:

Proposal:

- 8.6.2.b) Radio communication is allowed between Driver and Mechanic.
Radio Communication Rules:
a: Only designated public service bands with a maximum power output of 500 mW are allowed.
b: Radio communication can only be used by the driver their pit crew, only while their driver is on the drivers' rostrum for the duration of the race.
c: A single ear piece or one sided head set type that is not audible to others and does not reduce the ability to hear the referees' calls must be used.
d: All equipment must comply with the local & country radio communications rules.
e: Not allowed, any 2.4 GHz radio equipment.
f: Radio equipment cannot be used at any other time within or around the complex.
g: Race management has the right to test, decline or withdraw the use of any and all equipment without question.

Note: Rules, b, c & f, do not apply to race management.

Remarks This rule has been passed in IFMAR and it is felt as a good rule.

Proposed by EFRA

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing rule:

- 8.6.8 Should the Race Director and Organiser decide not to have a compulsory Transmitters Impound, then he (Race Director/Organiser) will be fully responsible for any situation that may occur

(interferences, loss of control, injuries to persons, damages to equipments, etc...). This decision cannot be made through a vote of the Team managers.
In case of any problem that could be considered as due to the lack of transmitter impound, then he (Race Director/Organiser) must immediately instigate the use of a compulsory transmitter impound.
If a Transmitter Impound is not mandatory, then drivers can only switch on the transmitter when on the rostrum, or under supervision at Technical Inspection. In event of drivers marshaling, there must be a place next to the rostrum where they can place their transmitters while acting as marshals.

Proposal:

8.6.8 Should the Race Director and Organiser decide not to have a compulsory Transmitters Impound, **then such decision can only be changed following a request of at least 3 Team Managers present.**
If a Transmitter Impound is not mandatory, then drivers can only switch on the transmitter when on the rostrum, or under supervision at Technical Inspection. In event of drivers marshaling, there must be a place next to the rostrum where they can place their transmitters while acting as marshals.

Remarks: The requirement of at least 3 countries was used in the last IFMAR WC following a decision of the International Jury with a good success.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

Rejected with for, against and abstentions. o Amended

THE RULE IS NEW:

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 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:

Proposal:

8.15.8 **For 1/10th Electric on Road the preferred marshalling shall be drivers descend from rostrum and go to their corresponding marshall numbers position. If there is a short fall in marshalls the organization should make arrangements.**

Proposed by AECAR Asociacion Española de coches a radiocontrol

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

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Proposal:

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: Delete the sentence.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

Rejected with for, against and abstentions. o Amended

8. BUDGET & AGM VENUE & PRESENTATION

9. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen's

1:10 IC Track	Election of Chairman
Electric Track	Election of Chairman
1:8 IC Buggy	Election of Vice Chairman
1:8 IC Track	Election of Vice Chairman
1:10 EL Buggy	Election of Vice Chairman
Large Scale	Election of Vice Chairman

10. IFMAR 2014 WORLD CHAMPIONSHIP REPORTS

1/10 IC On Road	Bangkok/ Thailand
Electric On Road	Kissimee/ USA
1/8 IC Off road	Messina / Italy

11. ELECTION OF EXECUTIVE OFFICERS

a) President	Mr E Dallas Mathiesen	Sweden
b) Treasurer	Mrs Jaqueline Aebi	Switzerland

12. GENERAL DISCUSSION ITEMS

Suggestion:

We are now discussing noise measurements at the race track of EFRA events for some time.

Cause several sections are affected by these noise measurements, a vote in the general part of the EFRA AGM is recommended.

EFRA has further developed the Noise Trap-measuring system in the recent months. The experience, however, in particular of the DMC, shows that so far no reproducible and unambiguous measurements are obtained. Before these measurements can now enter into force in the rules, clear and well-defined

measurement procedures must be developed, which allow reproducible measurements. According to our experience, it recommends a measurement with a microphone about 2 m centered above the track.

The DMC therefore submitted the following proposal to a vote in the general part of the AGM:

The EFRA Executive Committee is instructed to develop a unique and clearly defined measurement method which enables comparable readings for the noise trap measurement. This should be done together with the national federations and if necessary with an external specialist in noise measurement.

This method of measurement should be presented at the AGM in 2015 and then transferred into the rules of the individual sections.

Proposed by DMC

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

Rejected with for, against and abstentions. o Amended

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

14. APPROVAL MINUTES

After reading the minutes they were approved by