



EFRA ANNUAL GENERAL MEETING  
CLARION OSLO AIRPORT HOTEL  
SØR GARDEMOEN, N-2060 GARDEMOEN  
NORWAY  
2<sup>nd</sup> to 3<sup>rd</sup> of November 2002

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## MINUTES GENERAL MEETING

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**SATURDAY 2<sup>nd</sup> NOVEMBER 2002**

*The meeting opened at: 09.04*

### **1. PRESIDENTS WELCOME**

Mr Gary Culver

Honorary Life President, Honorary Life Vice Presidents, Ladies and Gentlemen

Good morning and welcome.

It is always a great pleasure to open a EFRA Annual General Meeting, and this year, it is pleasing to welcome you here to Oslo in Northern Europe.

As I arrived yesterday afternoon I managed to speak with quite a few of you. I hope that you enjoyed the reception buffet. Many of you have agreed that the food was especially good. I hope that everyone is well rested and ready to take part, in what I hope will be a very interesting two days for us all.

I am sure from those of you who I did meet here yesterday, that you have all found the arrangements convenient for this year's meeting especially the close proximity to the airport. This helps us enormously.

I am glad and most encouraged to see you here to support EFRA. Although it is nice to meet our old friends every year, it is also most important to welcome new people to our annual meeting. I extend to everyone new, our very warmest of welcomes. Hopefully by being involved here, your interest and knowledge of the sport will grow, and that these benefits will be returned to your national Federations. From you we will in future years need fresh ideas and thoughts, as this is the lifeblood of any organisation and will mean that EFRA can continue to move forward, whilst also being the underpinning structure by which the sport operates throughout Europe.

Although I have said this at previous AGM's, I do not mind repeating that I firmly believe that EFRA has an obligation concerning the development of the sport. Over the past twelve months the Executive committee, has at times, come under pressure to make decisions to change rules in respect to certain developing classes. It might seem, from the surface, that such action would be in everyone's best interest. Such action would certainly be expedient, that is to say an easy option for us to implement. However, experience tells us that easy changes are rarely the best ones and that implications of change are just as important as the changes themselves.

Also we should remember, that there will normally always be opposing views. No-body has the monopoly on being right. But, it is the best long term interests of the sport, that EFRA has to base its decisions. Not I might say the particular interests of companies, individuals or even single member countries. I am sure that some people might say that all this is just all too complicated, being bureaucratic if you like. Their view is that we should look to the day, rather than the tomorrow. I disagree with that, as I strongly believe that the wisest are those that look to the future as they are the ones that form the future. We have rules, we have procedures and we have an organisation, all evolved over many years we should stick to them.

With many active classes, this past year's racing calendar has again been full. Because of this we are indebted to a few individuals who take it upon themselves to volunteer their work and to organise these events. It might not be obvious, but take it from me, acting as an organiser, acting as an Race Director, an International Jury Member, a Timekeeper or indeed a Referee takes up an unreasonable amount of some peoples valuable free time.

I make particular mention here to a man who, it has to be said, just does not understand the meaning or the use of the word "No". I do not know how he can manage it, but Dallas finds time to be Secretary of this organisation, hold down a demanding job of work, as well as attending and acting as official Referee at countless events throughout the year, not only for EFRA but also for IFMAR. Some of you might not know that Dallas was attacked earlier this year whilst in South Africa, thankfully without injury, and has also suffered from a fire which partly destroyed his home. For these reasons I think that this year more than any other, we should thank Dallas for all his work for us.

I would also like to take this opportunity to thank those of our member Federations that have hosted EFRA events in the past 12 months. And I thank those persons not present, without whose invaluable dedication, work and commitment, events such as the EFRA European Championships would simply not happen. These people are the true enthusiasts.

In respect to my situation, I have been a little busy again this year, although I have very much enjoyed attending several meetings. Firstly, back in March I attended the Electric Track event, held indoors at Clay Cross, in England. The attendance was quite frankly, a little disappointing. The organisers did a good job and really deserved a few more drivers to reward their effort. Later on in the year, I attended the Electric Off-Road Euros at Tiverton. I was particularly impressed here as I met a very enthusiastic and hard working team. The organisers certainly made a new and novel use of an Equestrian centre, but nevertheless it was a truly excellent circuit. Many thanks to the BRCA, both you and the organisers, really do deserve all credit for that event. I also attended the Worlds for 1:10 IC, but for reasons that will be reported on later, unfortunately I saw very little of the racing. However, the highlight for me this year was attending the 1:5 Large Scale race in Lloret del Mar, just outside of Barcelona, Spain. For those of you that could not be there, or have not read the magazine reports, this was a truly magnificent event for the promotion of Radio Control Model Car Racing. The full-size World Rally Championships are staged over the same week-end, in the same area, and Lloret turns into a festival of motor sport. We could not get better promotion anywhere. The whole town is full of enthusiasts and thousands of people watch the racing, held right in front of them, on the beach, over the course of the week-end. My congratulations go to the Spanish Federation for arranging and hosting such a fantastic meeting.

As always, before the start of our Meetings, I ask everyone to remember that not all those present have the same understanding of the English language. I think that it is vital that we take our time to ensure that everyone understands the issues, before and during, the voting processes. I will try as much as I can, to ensure that EVERYONE, and not just those with good English have an equal opportunity to make their views known.

Finally, I would like to personally thank the committee for all of their hard work again this year. I can tell you that they are a team of truly committed people and are a delight to work with. It is hard for me to believe, as time passes so quickly, but this meeting records my 5th year as EFRA President. I have already indicated to the committee, that I am willing to stand again for 2003 (that is if they want me of course), but I have decided that this would be my final year. I mention this now, well in advance, so that preparations can be made for the AGM next year. I have enjoyed the role a great deal, it is a great privilege to be your President. However, all things come to an end. I have a feeling that the time is right to introduce someone new. I have no reasons to step down, other than my instinct, which tells me it is time for a fresh face. But whoever the new President might, I know that they will inherit a strong organisation.

Finally, I do appreciate the support and friendship that you have given to me. Let us all have a good AGM.

Thank you very much.

## 2. APOLOGIES FOR ABSENCE

Apologies have been received from: Czech Republic, Estonia, Luxembourg, Romania, Slovenia, Russia  
Member Countries presents:

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

## 3 MINUTES OF 2001 ANNUAL GENERAL MEETING

3<sup>rd</sup> to 4<sup>th</sup> November 2001— Hotel Tryp Barajas, Madrid, Spain

a) Matters arising: The President asked BRCA how far they had gone regarding the commitment from last year to produce a list of the legal frequencies allowed in Europe.

The BRCA President Chris Hardisty confessed that perhaps not so much effort had been put down to the subject and that the feedback from the EFRA member not had been expected.

CH asked the meeting of the permission to come back with a better solution Sunday morning.

The minutes were accepted as written.

**Proposed by Austria**  
**Passed unanimously**

Well, good morning everyone...

...I hope you had a good night sleep and are prepared to help us making this AGM successful.

As you might remember did I tried last year to be a bit nice to you and not complain so much regarding late received proposal, race applications etc. It seems like that perhaps was a mistake, because this year have you really manage to make a mess of my last three month before this AGM.

I know, it's a tuff work to make proposals, fill in forms etc. But could you try to see it this way; you only have to do for your own country, I have 27 countries to take care of.

And beside this do I have a work and also try to plan my private life a bit. When you ignore the time limit do you really rock my circles and I can ensure you that even if my wife Carina sponsor EFRA with a big part of our marriage is she not so keen of EFRA at the moment.

She even claims that I'm more marriage with EFRA and that I see my computer more then her.

So for the future could you please respect the given time limit? I have also asked you not to make changes the format, fonts, colours. It might look nice in your computer but it takes quite a time to convert them back again. Okay, you could off course claim that you had read rule 4 f) on page 43 were it's stated; ".....wich a member country has given notice in writing up to the 31<sup>st</sup> of August".

That good if you have done that, but did you in that case also read the next paragraph were it that the Executive Committee will examine all proposals and where necessary prepare them. This year that meeting was held the 17<sup>th</sup> of August and even if I'm good in some cases I'm not able to turn the calendar up side down.

And finally on that subject, I beg you to send all your documents from one source and all at the same time. It's a bit confusing when I receive the information from several persons and application for races in version 1, version 2 etc....

Talking about race applications, how many of you have bother to read my instructions and role 3.2.2. (Page 50 in our handbook) That role states that you should fill in a special questionnaire and present pictures, hotel recommendation etc. at least 4 weeks before the AGM. I have received none.

The list of application is not so long at the moment but I know by experience that it will be almost the double after this AGM. It's not fair to expect delegates coming to the AGM taking decisions and asking for applications without having the valid information in time before our meeting.

Yes I know, complains, complains, does he really do everything by the book himself. Off course not, even I do mistake but I'm sorry to say that some of them for this AGM could have been avoid if the inflow had been more consistence.

So, what else have I'm been doing this year, Refereeing have been some tasks off course.

During spring was I in South Africa at the Electric Off and On Road IFMAR WC. Some of you might have heard horrible stories of what happened me down there and perhaps you have shaken your head concerning the wise of putting a big event in such a dangerous area.

Well, to be honest, what happened could have appeared anywhere in the world. I was stupid in off to walk alone and tree guys tried to rob me. Luckily they were under numbered and I manage to hold one of them until help arrived.

The event was good but suffered a bit by poor attendants, both venues was superb and the organiser did a good job.

The second event I was referee at was the 1:8 Buggy EC in Germany and my say I was really impressed of the facilities that had been organise for this event. The track was located in a private resident and part of the garden was used for pits, meeting rooms etc.

Unluckily did Mother Nature decided to show her bad side and to say it did rain was some time an understatement. To my surprise did the track hold up very good despite the flood even if it some times was tuff to se, not only the numbers but also the colour of the cars.

The final was very exiting but I must say that I felt a bit sorry for the poor Portages driver that had the title in his hand when the gearbox decided that it had in off.

I really liked the way the unofficial price ceremony at track was done. You know how it usually is! The public usually leave the venue because nothing happened for a long while after the cars have crossed the finish line. At the EC in Metz had the engines hardly been turned off before a small lorry enter the middle of the track and the prizes were presented to the temporary top tree drivers. The lorry was decorated with a nice background for good photos and I honestly think that this was the best temporarily price ceremony I have seen, a good PR for the sport and something to consider for other organisers.

On the private side did I had a small barbecue just a couple of days after I sent out package one for this AGM. It could sound nice but it actually was a fire in our house. Foolish in off didn't I had the right insurance and it had cost me beside blood sweet and tears a considerable amount of money and hard

work since I had to do all the reparation by my self. Well at least I know how my house is built from inside to outside.

The EFRA Web have suffer a bit of the fire and I must confess that the updates have not been so consistence as they should. We have now decided to do something regarding this and with the help of former German Federation President Hans-Ludwig Walther do we now have a special News Page on the web that will contain all the latest updates and is continuously updated.

I'm also happy to announce that we also this year have a new Country, Georgia, that would like to be a part of our family. Further details will be given under item 8 on the agenda.

During the spring did I also sent out a request of a postal vote regarding proposals to modify the constitution of IFMAR.

When the time limit had exceeded could we establish the fact that the votes that was in favour for the proposal, according to the answers received, with good marginal allowed us to continue with our work and send them to IFMAR. I guess that a more detailed information will be given later on during this meeting.

With this I finish my report and in the case anyone wonder did all my teddy bears survive the fire and are in good shape for further hugging.

## 5 TREASURER'S REPORT

Mr Jean-Luc Retornaz

Good morning everybody, it is always a real pleasure to be in front of you to report about the past year.

Before I make the account presentation, I would like to give the AGM participants a warm full hello from our former EFRA President André van der Linden. I have been speaking with André some days ago and could see that André is keeping well informed about the RC car world scene.

I made little travelling this year and attend the following events.

In conjunction with an Executive Meeting preparing our proposal to modify IFMAR Constitution I attended the 1/5 Spanish Grand Prix. As said before by Gary this is THE GRAND PRIX to visit!

The next one was the 1/8 Off Road Italian Grand Prix in Montsumano Italy, where the 2004 EC must be held.

The attendance could have been better for the forthcoming venue of an EC. The place is large enough to accommodate an Euro and together with the necessary improvements that have been listed with the Organiser, I am sure that 2004 will be a good vintage. Thank you to our Italian friends for their friendly hospitality and Italian cooking!

The second one was the 1/5 IC Track European Championship in Brest. I will leave to Wolfgang Stumpf and Wolfgang Petermann their task and only mention a superb facility, with great weather conditions and very dedicated organisers.

I manage to transfer the original task of representing EFRA in Cincinnati to Gary' shoulders. This was not planned and I would like to thanks Gary for taking over, despite his business load.

Let's now have a look to this year accounts. They have been audited by Jim Spencer from BRCA and Wim van Koningsveld from NOMAC. They will report to you after the presentation.

*A presentation of the accounts was done by JLR. (see attachments)*

### AUDIT REPORT (GREAT BRITAIN, HOLLAND)

The auditors Mr Jim Spencer, Great Britain and Mr Wim van Koningsveld, Holland reported to the meeting that they where satisfied with the accounts and they proposed the meeting to accept the figures from the EFRA Treasurer (*See attachment*).

After the presentation The EFRA President Gary Culver addressed the meeting and gave a personal thanks to Jean-Luc Retornaz for his dedicated work holding the EFRA accounts in good shape.

**As auditors for next year Sweden and Great Britain volunteered and where accepted**

## 6 PR OFFICER REPORT

Mr Carlos Gomez Ambrosio

This year has been the first year of this post in the E.F.R.A. committee according to the decision made at last year A.G.M.

The duties of the post were settled earlier this year and have been focused mainly on 3 areas.

**1<sup>st</sup> area has been the IFMAR rule proposal**, the P.R.O. together with other members of your Committee has been preparing the E.F.R.A. proposals for the I.F.M.A.R. rules and constitution which are a huge change in the future of the international organization of our sport. (The success of this item will be seen on 15<sup>th</sup> September).

**2<sup>nd</sup> area has been the development and growing of the figure of the Advisory Associated Members**, trying to open it to more manufacturers mainly trough their European based representatives or

distributors. Some classes have their range of manufacturers present with us, at least all the European ones, but some other don't; as well some kind of manufacturers have been ignored, i.e. the transmitter manufacturers, mainly because they were non-E.F.R.A. located. Several successful contacts have been done and for the next year we will have to give a warm welcome to our house to K.O. Propo UK, TTR Europe, BBK Software, Mad Racer and some others more.

**3<sup>rd</sup> area has been the promotion of the image of E.F.R.A. through its own main events, the different European Championships**, in this area a set of recommended guidelines have been developed and prepared and will be furnished to the different clubs and/or National Federations that will host an E.F.R.A. E.C. on the next year.

As well as these areas some work has been done in the internet image of E.F.R.A. trying to avoid public discussions on open forums, and the Committee will enforce in the future the line of communication from the E.F.R.A. site <http://www.efra.se> as our G.Secretary has previously announced.

On the studying of our racing scene some **weakness** have been detected, we, as E.F.R.A. are focused right now on the elite drivers & racing and we are losing sight of the introductory levels which are the basis of our sport community, without this new people our clubs are struggling due to a lack of personal and new vocations...

We are assisting as well to **the grown of new competitions and events**, mainly focused from the manufacturers side, and those events normally have the advantage of absolutely similar material to everyone (which equalizes the chances) and have an important presence of top drivers mixed with all kind of drivers spreading the knowledge of the racing skills and with a friendly spirit due to the heavy endorsement given by the different manufacturers.

Regarding this situation plenty of work has to be done in the next years and further more some new E.F.R.A. championships and titles may be studied as well as B events in some classes and new formats of competition attractive to manufacturers, public and new sponsors...

Web site work gonna very important.... Any information gonna pass through my eyes, I am gonna be the filter and as far as I am nearly every night on the net, I will forward any information received towards webmasters so it will be published as soon as possible.

So, member countries, every one of you... please send me all the info you feel suitable, and help me to help you

Many thanks  
Carlos Gomez.

## **7 IFMAR LIAISON OFFICER REPORT** Mr Wolfgang Peterman

The new year started very early, because the first fax from IFMAR was received January 2<sup>nd</sup>. A lot of questions regarding the IFMAR IC track 2WD World Championship and the splitting of allocations between 2WD and 200mm World Cup. Usually an IFMAR World Cup is handled by the organiser, but the Cincinnati Club decided to use IFMAR's experience in sorting the entries. EFRA had to accept that, after a long telephone conversation with Mike Mayberry, ROAR's new IFMAR Liaison Officer. John Grant has tried to tell me, that I should not contact Mike directly, but I believe, that sometimes a direct communication works much quicker and better than that around three corners way, IFMAR normally uses.

As IFMAR was not willing to hold a regular IFMAR AGM 2001 at any venue convenient, this IFMAR AGM was held by postal votes. The IFMAR constitution is very precise on postal votes, they have to be unanimous. As this is on complex themes like changes of a constitution, changing rules etc. very complicated, John Grant has decided, that these postal voting's should be made by majority. Again a blatant bending of the constitution. I have written that to John Grant January 7<sup>th</sup>. The reaction was a two page letter, that in principle told me, that he is right and EFRA wrong. So what to do? After consultation with our President I decided to ignore all voting's regarding that AGM agenda and concentrate on our proposals to re-organise IFMAR.

February 12<sup>th</sup> I received an email from IFMAR in which all blocks were informed, that the IFMAR AGM 2002 should be held during the IFMAR Electric WC in South Africa. After a short consultation with our President I have asked for a postal vote, to fix a later date either in Cincinnati or Punta del Este. This was necessary, because we were already working hard on the Constitution Proposals. We had planned a final meeting in Lloret de Mar during the EFRA GP Large Scale to finalise that work, what we then have done successfully.

The other blocks agreed to postpone the AGM to Cincinnati. Unfortunately I could already see, that this date would be impossible for me to make, but with Jean-Luc and Carlos EFRA would have been well represented.

One month later I was involved in the discussion regarding 10<sup>th</sup> IC bodyshells. I have to say, that I am not a 10thscale IC specialist and therefore only made interpretations regarding the bodyshell rules as written in the EFRA Handbook.

Before the WC in South Africa I received the request for a postal vote regarding a late nomination of a bodyshell. After consultation with Mike Haswell I have voted no. so regarding the normal procedure in IFMAR that postal vote could not pass.

Mike Haswell attended both IFMAR Worlds in South Africa and will give a summery in his report.

10<sup>th</sup> IC track was a theme during the whole year, not only because FEMCA and ROAR have tried to change the General Guidelines 200mm without any need from EFRA's point of view.

I am only the link between EFRA and IFMAR, so I have to follow the advise I was given by the relevant section chairman, what I did.

After the positive postal vote received from our member countries, I have send EFRA's proposals regarding IFMAR Constitution, General Rules and Section Rules to IFMAR on all three different ways of communication. This was felt necessary, because during the AGM in Sydney it happened, that proposals made by EFRA where disappeared.

When I received the entries for the WC off road in Uruguay, I had to ask IFMAR for some of it's discretionary places. I was very astonished, when I received JG's answer. All discretionary places were already given to FAMAR. One year before, I have asked in January for these IFMAR places regarding the Worlds in Ettlingen. At that time I was told, that this would not be possible until the deadline, because other blocks could ask for too.

Generously I received then the necessary places from ROAR's and FEMCA's unused allocations. So EFRA will now be represented with 49 drivers in Punta del Este.

In August I was invited by KZ Speedway to attend the warm up race 1:5 and give some help and recommendations for the upcoming IFMAR event next Year. The meeting was very poorly attended by only 36 drivers from the USA, Canada and Mexico. No European driver found his way to Sun Valley. It's a nice track, European Style, but some improvements must be made to host an IFMAR event. Unfortunately, shortly after my visit at the track, a big conflict started between Karlton Spindle and ROAR that lead to the decision made by ROAR to cancel his membership in ROAR. Later this was modified to a probation period of five years and by taking away the IFMAR WC's electric off road 2WD and 4WD and give them to a club in Florida.

October 31<sup>st</sup> I received, after several requests, via Dallas, a letter from IFMAR that the following events will be hosted by ROAR and held:

The 2003 IFMAR 1/8 Scale I.C. World Championships will be held from Thursday, September 11th through Sunday, September 21st, at the Tri State RC Auto Racers track in Hamilton, Cincinnati, Ohio.; USA

Website: <http://www.ifmarworlds.com>

The 2003 IFMAR 1/5 scale On-Road World Championships will be held at KZ Speedway, Sun Valley, California, from Thursday, September 25th through Sunday, October 5th.

Website: <http://www.KomatsuSpeedway.com>

The new IFMAR rule regarding practice time, will allow free practice from Thursday for both IC events.

The 2003 IFMAR 1/10 scale Off-Road Electric World Championships will be held at Minnreg RC Club, St. Petersburg, Florida, from Thursday, October 9th through Sunday, October 19th.

Website: <http://www.minnreg.com>

As far as I am informed, only the IFMAR Contract for the WC in St. Petersburg was signed up to today.

As ROAR will elect a new President in two weeks, everything will be possible.

The IFMAR AGM and the other IFMAR Meetings in Cincinnati were attended by Carlos Gomez and Gary Culver, so they will be more prepared to give a short summery. Up to today I did not receive any minutes about these meetings, but as they will be continued in Uruguay, that's not so critical.

That's all to report. If you have any questions regarding IFMAR, don't hesitate to ask me now

#### a) WC Electric Track & WC 1:10 IC Track

These were held in South Africa and we started with the two Off-Road events held indoors at Pretoria, this was the event that had been delayed from 2001. The event was poorly supported with forty drivers in 4wd and just over forty in 2wd. It was pleasing to see that a European driver, Finland's Jukka Steenari, defended his 4-wd title. Two other drivers, Craig Drescher and Neil Cragg, both from Great Britain also made the A final. In 2-wd only Craig and Neil made the A final with Neil winning one of the legs and only losing out on second on the tiebreak.

We then moved onto the On-Road events that were held outdoors at Krugersdorp. The 1/12<sup>th</sup> scale was held on tarmac that the Europeans drivers don't race on but despite this they performed very well. Britain's David Spashett did very well to finish second behind the winner, Masami Hirosaka. The Touring Car event was the best supported and it was pleasing to note that EFRA sent more drivers than Roar and Femca combined. David Spashett qualified fourth and Holland's Jillies Groskamp

finished in sixth. Overall, the events were well run but the Organisers didn't get the rewards that their efforts deserved.

## **b) EFRA Proposal to IFMAR**

EFRA representatives Gary Culver and Carlos Gómez arrived to the track on Saturday to carry out a big work on meetings

After a bad starting moment, things moved towards a collaborative and operative way, with all blocks working on a positive way towards the benefit of IFMAR and our sport.

On Monday night, thanks to the help of our EFRA Hon. Vice President P. Bervoets, a positive meeting with drivers all over the world was held with the focus on the future of modelcar racing on the international scene. At the end of it some good feedback was obtained.

Some items were adjourned to Uruguay (1/8 Off road Worlds) due to the huge work done and to our necessity to receive feedback from our AGM in November.

Minor remarks:

- 1<sup>st</sup> - FAMAR was agreed to be accepted as full right member.
- 2<sup>nd</sup> - It was agreed the non possibility to take more than one hat inside the executive.
- 3<sup>rd</sup> - Communications to be done in a safer way.
- 4<sup>th</sup> - Rule proposals to be done properly with references to existing rules.
- 5<sup>th</sup> - Bank account control agreed.
- 6<sup>th</sup> - The Section Chairman's will pay more active roles in IFMAR.
- 7<sup>th</sup> - IC Circuit rules... closed shoes + limited practice just from previous Thursday
- 8<sup>th</sup> - Agreed to buy technical inspection material by IFMAR.... ( in the future)
- 9<sup>th</sup> - On Noise on 1/8 Scale... homologated INS box has been agreed but the noise limit is still on 85 dB.
- 10<sup>th</sup> - fuel control passed (1/5<sup>th</sup> scale)
- 11<sup>th</sup> - World Champ 1/5 Scale 2003 initially allocated to KZ Speedway
- 12<sup>th</sup> - World Champ. 1/8 Scale 2003 initially allocated to Hamilton Cincinnati
- 13<sup>th</sup> - Electric Off road World Championships. 1/10 2003 allocated to Minireg Racing. Tampa Florida....., Contract signed, dates 11 to 18 October 2003

Carlos Gomez  
EFRA PR Officer

## **c) Other Matters**

Gary Culver explained upon request that the main issue of the EFRA Proposal to IFMAR was to put more responsibilities to the Section Chairmen's.

After these presentations Jean-Luc Retornaz thanked Pieter Bervoets, Gary Culver and Carlos Gomez for their great success of enforce the EFRA Proposal.

## **8 NEW MEMBER OF EFRA**

The Modelling Federation of Georgia has been in contact with the General Secretary via phone calls and e-mails indicating the interest to become an EFRA Member Country. Dallas has replied asking for further information that could be presented during the AGM.

The President declared that it's always a pleasure to welcome new members. Gary Culver also expressed the feeling and importunes of keeping our "borders" open in order to grow and become an even stronger European Federation.

Dallas was the given the opportunity to informed the meeting of the received information from Georgia and declared from his point of view there was no doubt that Georgia have as well activities as structure in it's organisation and running of there Federation.

On this stage the word was given to the floor. Pieter Bervoets questioned the fact that any new "small" member has the same right to apply for places in EC's and vote at AGM's etc. He proposed that new countries should have a "B-status" before they become full members.

Dallas pointed out to Pieter that this was not the first time he had suggested lower status for new members and the general feeling from previous meetings was that all EFRA members should have the same right and that EFRA certainly not was in favour of such ideas.

**The proposal to accept Georgia as a EFRA Member Country was proposed by EFRA Executive and seconded by Croatia.**

Georgia was voted in as a New EFRA Member Country unanimously

## 9 PROPOSALS RE GENERAL RULES

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### 2 CONSTITUTION OF THE EUROPEAN FEDERATION.....

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**DELETE AND "RE-LETTER":**

11. **Duties of Executive Board Officers**

**GENERAL SECRETARY:**

7 *Co-ordinates the production and distribution of the regular Newsletters.*

Proposed by EFRA Executive

Seconded by Sweden

The proposal was amended by BRCA, Great Britain

The Amendment was seconded by FEPR, Portugal

**THE PROPOSED AMENDMENT WAS TO MOVE THE PART "PR-OFFICER AND RE-WORD THE RULE TO READ:**

11. **Duties of Executive Board Officers**

**PR OFFICER:**

7 Co-ordinates the production and distribution of the regular *news..*

The amendment passed unanimously.

The proposal together with the amendment passed unanimously.

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**AMENDED CURRENT RULE TO READ:**

11. **Duties of Executive Board Officers**

**TREASURER:**

2 Produces a full set of accounts as at the end of the financial year for presentation and acceptance by the Member Countries at the E.F.R.A. Annual General Meeting. Expenses have to be split down into amounts around **3000 €**.

Proposed by EFRA Executive

Seconded by Norway

The proposal passed unanimously

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### 3 EFRA SANCTIONS

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**AMENDMENT:**

3.1 **EFRA Sanctions**

3.1.6. The committee is given the power (authority) to apply suitable sanctions in case of refusal of a race-organiser to cooperate with EFRA.

The European Championships should preferably be held during week's number 26 - 31. Week 1 of the year is the week that contains the first Thursday in January, a week starts on Monday. Changes to this pattern may only be made at the AGM or EFRA committee meeting.

***As in Italy as think in others countries, there are driver that compete in varied categories (1/5 -1/8 ecc); We ask if possible to outdistance the EFRA competitions of any category at least 15 days.***

Proposed by AMSCI, Italy

Seconded by Spain

The proposal was rejected with 11 against.

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**DELETE:**

3.2 **EUROPEAN CHAMPIONSHIPS**

3.2.1 EFRA's annual European Championships are:

- Sportscars 1:8 I.C.
- Salooncars 1:8 I.C. B Drivers
- Off-Road 1:8 I.C. 4WD
- Off-Road 1:10 modified Electric 4WD and 2WD
- **Track 1:4 I.C.**
- Track 1:5 I.C.



- 1:10 I.C. Track
- 1:10 Electric Saloon Cars

**Remark:** *The 1:4 class is an Open European Championship and therefore listed under 3.2.12.*

**Proposed by EFRA Executive**  
**Seconded by Croatia**

**The proposal passed unanimously**

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**AMENDED CURRENT RULE TO READ:**

- 3.2 EUROPEAN CHAMPIONSHIPS**  
3.2.1 EFRA's annual European Championships are:
- Sportscars 1:8 I.C.
  - **Sportscars** 1:8 I.C. B Drivers
  - Off-Road 1:8 I.C. 4WD
  - Off-Road 1:10 modified Electric 4WD and 2WD
  - Track 1:4 I.C.
  - Track 1:5 I.C.
  - 1:10 I.C. Track
  - 1:10 Electric Saloon Cars

**IF ACCEPTED AT THE 1:8 IC TRACK SECTION MEETING**

**Proposed by NrcBF, Norway**  
**Postponed to Sunday morning.**

---

**AMENDED CURRENT RULE TO READ:**

- 3.2 EUROPEAN CHAMPIONSHIPS**  
3.2.1 EFRA's annual European Championships are:
- **Group C/GT-P.**
  - **GT1/GT2** 1:8 I.C. B Drivers
  - Off-Road 1:8 I.C. 4WD
  - Off-Road 1:10 modified Electric 4WD and 2WD
  - Track 1:4 I.C.
  - Track 1:5 I.C.
  - 1:10 I.C. Track
  - 1:10 Electric Saloon Cars

**IF ACCEPTED AT THE 1:8 IC TRACK SECTION MEETING**

**Proposed by EFRA Executive**  
**Postponed to Sunday morning.**

---

**AMENDED CURRENT RULE TO READ:**

- 3.3 EFRA GRAND PRIX**  
3.3.2. Each EFRA member-country may organise 1 (one) official EFRA Grand Prix per year per class, **subject to a maximum number of 6 (six) per year and country.** An EFRA Grand Prix must have an EFRA Sanction (EFRA REF: SANCTION 92-1/8).

**Proposed by EFRA Executive**

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- 3.3 EFRA GRAND PRIX**  
3.3.2. Each EFRA member-country may organise 1 (one) official EFRA Grand Prix per year per class. An EFRA Grand Prix must have an EFRA Sanction (EFRA REF: SANCTION 92-1/8).

**AMEND THE RULE TO READ:**

- 3.3 EFRA GRAND PRIX**  
3.3.2. Each EFRA member-country may organise 1 (one) official EFRA Grand Prix per year per class. **Each section may run a maximum of 6 (six) EFRA Grand Prix per year.** An EFRA Grand Prix must have an EFRA Sanction (EFRA REF: SANCTION 92-1/8).

**Remark:** *The effort with 10 EFRA GP of the section 5- LS was very high last year with the effect of the cost increasing and member decrease. Other sections are in a suitable range of maximum 6 EFRA GP*

Since the two proposals above was very similar the meeting decided to handle them combined, after a small discussion the preference were given to the wording of the proposal from Switzerland

**Proposed by: SRCCA, Switzerland  
Seconded by Norway**

**The proposal passed unanimously**

---

**3.5.7 FEES (all amounts quoted in Euro)**

**Deposits**

European Championships 365

**Entry Fees**

European Championships 50

**AMENDED CURRENT RULE TO READ:**

**3.5.7 FEES (all amounts quoted in Euro)**

**Deposits**

European Championships **600**

**Entry Fees**

European Championships **60**

**Open Entry Championships 40**

**Grand Prix 30**

**Proposed by EFRA Executive  
Seconded by Finland**

A long discussion followed, BRCA suggested that the entry fee should be settled by the relevant section. Another suggestion was to have a minimum fee up to a maximum and leave it to the organiser to settle the sum.

JLR pointed out that a fixed sum had to be defined since he had to send out invoices a long time before the event take part. Austria feared that a lot of organisers would appeal to the maximum sum.

Belgium raised the question of which section that the highest costs for running an event and Mick Hill explained the amount of costs for the organiser of the 2002 1:8 Buggy EC.

**BRCA proposed that this matter should be taken under consideration during 2003 and decision, after proposals from the EFRA Executive, should be taken at next AGM**

**It was discussed and agreed that the EFRA executive would prepare proposals for the 2003 AGM, including minimum and maximum entry fees and amounts that could be set by each section meeting**

**For 2003 the new fees proposal passed with 8 in favour, 6 against and 1 abstention.**

---

**DELETE AND "RE-NUMBER":**

**3.6. ALLOCATION PROCEDURE FOR EUROPEAN AND WORLD CHAMPIONSHIPS**

**3.6.8. After re-allocation, the maximum number of places for any country may not exceed twice their original allocation, with an absolute maximum of 20 (or 25 for 1/10 buggy) (see also 6.2.2. and 6.2.3.).**

**Proposed by EFRA Executive  
Seconded by Germany**

**The proposal passed unanimously**

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**7 RACE OFFICIALS**

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**AMENDED CURRENT RULE TO READ:**

**7.1. REFEREES**

**7.1.5. EFRA should pay the travelling costs (agreed in advance) Of one non-national referee appointed to European Championships. Other costs to be supported by the organiser.**

Referees are entitled to claim a maximum of 92 € (or equivalent) for lodging, sundries and meals per 24H period from the organising club. Higher costs will be the responsibility of the referee or to be arranged in advance with organiser. All claimed costs, as far as possible, must be duly documented (e.g. bills, tickets, receipts etc.) However it may be assumed that the organiser reserves decent hotel accommodation and provides comfort at track site (Lunches, refreshments, dinner-party etc.)

**Proposed by EFRA Executive  
Seconded by BRCA, Great Britain**

**The proposal passed unanimously**

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**7.1.6. REFEREES DUTIES**

**7.1.7a.** The Referees will agree on any time or other penalties to be awarded following consultation with the Race Director taking into account the likely advantages to be gained by Jump Starts etc. on individual tracks. **They will also decide the practical limits for numbers of pit lane mechanics. This will normally be limited to:**

- a) 1 mechanic plus Team Manager during qualification
  - b) 2 mechanic plus Team Manager during finals.
- If space permits these numbers can be adjusted upwards.

**AMENDED CURRENT RULE TO READ:**

**7.1.6. REFEREES DUTIES**

**7.1.7a.** The Referees will agree on any time or other penalties to be awarded following consultation with the Race Director taking into account the likely advantages to be gained by Jump Starts etc. on individual tracks. **The numbers of pit lane mechanics will be limited to:**

- c) 1 mechanic plus Team Manager during qualification
  - d) 2 mechanic plus Team Manager during finals.
- If space permits these numbers can be adjusted upwards.

**Remark:** *At the European Championship 1/8 Off-road the referee decided to limit the number of pit lane mechanics to 1 mechanic plus Team Manager during qualification and finals, but with rain conditions only 1 mechanic for car is insufficient*

**Proposed by FEPRA, Portugal  
Seconded by Italy**

*FEPRA, excused themselves and told the meeting that they had made a mistake when the proposal was put forward, the correct amendment should be: c) 2 mechanic plus Team Manager during qualification*

It was pointed from the floor that the existing rule already gave the opportunity to have 2 mechanics in the pit lane

**The proposal was rejected with 9 against, 3 in favour and 1 abstention.**

---

**AMENDED CURRENT RULE TO READ:**

**7.5. TEAM MANAGER**

**7.5.1.** The Team Manager or a nominated deputy, approved by the Race Director should be present during all official racing and is a member of the International Jury. The Team Manager is appointed by his national association.

***During E.C. the Team Manager will be considered as Race Official.***

***Only in the Teams of 8 or less drivers, the Team Manager can be at same time one of this drivers***

**Proposed by AECAR, Spain  
Seconded by:**

**Not Seconded**

No one recognise that they had proposed this and it was deleted

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**8 GENERAL RACE PROCEDURE**

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**AMEND THE RULE TO READ:**

**8.7 TECHNICAL INSPECTION**

- 8.7.11 The marked part of the car, normally the main-chassis, may only be changed with the approval of the Race Director, **it must be of the same type and material**, the original marked part must be left with the organisers until the racing has finished (unless the Official decides otherwise).

**Remark:** *That will avoid the changes between different types of chassis, like aluminium against Carbon fibre or heavy weight aluminium against lightweight aircraft alloy.*

**Proposed by EFRA Executive  
Seconded by Denmark**

**The proposal was rejected with 9 against, 3 in favour and 1 abstention.**

---

#### **8.8. DRIVERS BRIEFING**

- 8.8.1. A drivers briefing must be held prior to each race and per class. It must be held in the national language and at least in English.  
The Race Director must call the meeting.  
All drivers, Team-managers, Referees and other Officials must be present.
- 8.8.2. Time of the drivers meeting must be between 30 and 15 minutes before the start of the first heat.
- 8.8.3. The following points should be covered:
- security and safety items;
  - starting procedure, explanation;
  - disciplinary questions;
  - other items concerning the contestants;
  - changes in the organisation or procedures;
  - presentation of the main Officials and Referees.
  - details of the penalties that may be awarded and the circumstances that they will be awarded under.
  - details of the number of mechanics etc. authorised to enter the pit lane during racing.

#### **DELETE AND AMEND THE RULE TO READ:**

#### **8.8. TEAM MANAGERS MEETING**

- 8.8.1. A **Team Managers Meeting** must be held prior to each race and per class. It must be held in the national language and at least in English.  
The Race Director must call the meeting.  
Team-managers, Referees and other Officials must be present.
- 8.8.2. Time of **Team Managers Meeting** must be between 30 and 15 minutes before the start of the first heat.
- 8.8.3. The following points should be covered:
- security and safety items;
  - starting procedure, explanation;
  - disciplinary questions;
  - other items concerning the contestants;
  - changes in the organisation or procedures;
  - presentation of the main Officials and Referees.
  - details of the penalties that may be awarded and the circumstances that they will be awarded under.
  - details of the number of mechanics etc. authorised to enter the pit lane during racing.

**Proposed by EFRA Executive  
Seconded by Austria**

**The proposal was amended by Great Britain  
The Amendment was seconded by Norway**

#### **THE PROPOSED AMENDMENT WAS TO DELETE THE WORDING:**

#### **8.8. TEAM MANAGERS MEETING**

- 8.8.1. A must be held prior to each race and per class. It must be held in **the national language and at least in** English.  
The Race Director must call the meeting.  
Team-managers, Referees and other Officials must be present.

#### **AND CHANGE THE WORDING TO:**

- 8.8.2. **Team Manager meeting have to be completed at least 1 hour before the start of the first timed practice**

**The amendment passed unanimously.**

**The original proposal together with the amendment passed unanimously**

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**AMEND THE CURRENT RULE TO READ:**

**8.10. PENALTY CAUSES**

Time penalties should be awarded as stop and go penalties where possible. The Referee and/or Race Director should inform the driver, should be announced through the sound system, and the driver should bring the car into the pit lane in the immediate next lap where it will stay the amount of time that the race organiser have decided depending on track layout. The time should be announced at the **Team Managers Meeting**. It will not be allowed any repair or refuelling until the Referee and or Race Director allows him to proceed.

In the case that there is no possibility to call a driver for a stop and go penalty, the Referee and or Race Director will announce a time penalty of 10 seconds( Large scale: 1 lap).

**Proposed by EFRA Executive**

**Seconded by Portugal**

**The proposal passed unanimously**

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**AMEND THE CURRENT RULE TO READ:**

**8.11. PROTESTS**

8.11.5. 45 € or equivalent in the host countries currency has to be paid to the Race Director, **on behalf of EFRA**, who will only then accept the protest.

The time of receipt of the protest must be recorded.

**Proposed by EFRA Executive**

**Seconded by Denmark**

**The proposal passed unanimously**

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**PROPOSED RULE IS NEW:**

**8.13 PRIZES AND PRIZE CEREMONY**

**8.13.8 The first three Drivers under 16 years will also receive EFRA awards**

*Remark: That will, we hope, gives some support for youth drivers and their family members.*

**Proposed by EFRA Executive**

**Seconded by Croatia**

*The feeling of the meeting was that should not be a formal award but an encouragement for young drivers to participate.*

**The proposal passed unanimously**

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**PROPOSED RULE IS NEW:**

**8.15. MARSHALLING**

8.15.1 Only drivers may and must marshal the heat following their own. The first heat will be marshalled by the drivers of the last heat.

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

A substitute marshal is only allowed if the driver is physically disabled and must be notified to the Race Director.

8.15.3 The organisation of drivers marshalling for the finals will be the responsibility of the organiser. 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.

8.15.4 The organiser must provide a marshal for any unfilled position. i.e. previous heat had less drivers or marshals missing.

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

8.15.6 For large scale racing Marshals are not allowed. Mechanics will act as Marshals out from the pit lane.

**Delete the following rules:**

7.3.1k, 7.3.7, App. 1 2.9, App. 2 4.7, App. 3 6.7 and 6.11.2, App. 4 4.7 and App. 5 4.

**Remark:** *There are a lot of discussions on the money a club needs to organise a EC or a GP. Providing the marshals means a big load for the organiser. Using the above rule for all EFRA sections makes it Easier for the clubs to host EFRA GP's in I.C. Track and Off Road.*

**Proposed by DMC, Germany  
Seconded by Austria**

**The proposal was amended by Great Britain  
The Amendment was seconded by Holland**

**THE PROPOSED AMENDMENT:**

**8.15. MARSHALLING**

***If a host club is not able to provide marshals the following rule take effect***

- 8.15.1 Only drivers may and must marshal the heat following their own. The first heat will be marshalled by the drivers of the last heat.
- 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  
A substitute marshal is only allowed if the driver is physically disabled and must be notified to the Race Director.
- 8.15.3 The organisation of drivers marshalling for the finals will be the responsibility of the organiser. 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.
- 8.15.4 The organiser must provide a marshal for any unfilled position i.e. previous heat had less drivers or marshals missing.
- 8.15.5 It is the Team Manager's responsibility to ensure drivers marshal finals. Country allocations will be reduced pro-rata.
- 8.15.6 For large scale racing Marshals are not allowed. Mechanics will act as Marshals out from the pit lane.

**The amendment passed unanimously.**

**The original proposal together with the amendment passed 9 in favour and 2 against**

***The general Meeting was closed at 13.00 following by Section Meetings.***

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**SUNDAY 4<sup>TH</sup> NOVEMBER 2001    *The meeting reconvened at 09.05***

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***The President Gary Culver welcomed everyone to another exiting day and started the meeting by taken up the not finished items from Saturday's agenda.***

**A    ITEM 3 ON THE AGENDA**

***Matters arising from 2001 minutes: Frequencies***

The BRCA President Chris Hardisty informed the meeting that they will produce a "Frequencies request form" to be downloaded from the EFRA web page.

To know which frequencies that allowed in the various European countries is a valid information that could be useful but the most important thing is to know how it is controlled and if there is any special registration etc.

Dallas promised to publish the forms on the EFRA Web as soon he gets them from BRCA

**B    POSTPONED RULE PROPOSALS**

***AMENDED CURRENT RULE TO READ:***

**3.2    EUROPEAN CHAMPIONSHIPS**

- 3.2.1 EFRA's annual European Championships are:
  - Sportscars 1:8 I.C.
  - **Sportscars** 1:8 I.C. B Drivers
  - Off-Road 1:8 I.C. 4WD
  - Off-Road 1:10 modified Electric 4WD and 2WD
  - Track 1:4 I.C.
  - Track 1:5 I.C.
  - 1:10 I.C. Track
  - 1:10 Electric Saloon Cars

**Proposed by NrcBF, Norway**

**Seconded by Belgium**

**The proposal was accepted at the 1:8 IC Track Section Meeting and passed unanimously**

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**AMENDED CURRENT RULE TO READ:**

**3.2 EUROPEAN CHAMPIONSHIPS**

- 3.2.1 EFRA's annual European Championships are:
- **Group C/GT-P.**
  - **GT1/GT2** 1:8 I.C. B Drivers
  - Off-Road 1:8 I.C. 4WD
  - Off-Road 1:10 modified Electric 4WD and 2WD
  - Track 1:4 I.C.
  - Track 1:5 I.C.
  - 1:10 I.C. Track
  - 1:10 Electric Saloon Cars

**Proposed by EFRA Executive**

**The proposal was withdrawn.**

## **10 SECTION MEETING REPORTS**

*Ratification of Rules - Election of Chairmen*

- a) 1:8 IC Track Election of Chairman (*see section meeting minutes*)
- b) 1:8 IC Buggy
- c) Large Scale
- d) 1:10/1:12 Electric Track
- e) 1:10 Electric Buggy Election of Chairman (*see section meeting minutes*)
- f) 1:10 IC Track

The President Gary Culver thanked the various Chairmen's for their tremendous contributions to EFRA and congratulated the elected persons.

Sweden pointed out that there was a mistake in the Large Scale minutes, they had not applied for an Open EC.

EFRA PR Officer, Carlos Gomez, noted that there once again was a clash between several major EFRA events on the total race calendar. The general feeling of the meeting was that this was unfortunately but almost impossible to avoid with the number of classes we are running within our federation

**The proposal to accept the section meeting minutes with the change of the Large Scale race calendar was proposed by Denmark and seconded by Finland.**

**Passed unanimously.**

## **11 IFMAR 2002 WORLD CHAMPIONSHIP REPORTS**

***Electric Off and On Road WC's, South Africa***

***Mike Haswell***

These were held in South Africa and we started with the two Off-Road events held indoors at Pretoria, this was the event that had been delayed from 2001. The event was poorly supported with forty drivers in 4wd and just over forty in 2wd. It was pleasing to see that a European driver, Finland's Jukka Steenari, defended his 4-wd title. Two other drivers, Craig Drescher and Neil Cragg, both from Great Britain also made the A final. In 2-wd only Craig and Neil made the A final with Neil winning one of the legs and only losing out on second on the tiebreak.

We then moved onto the On-Road events that were held outdoors at Krugersdorp. The 1/12<sup>th</sup> scale was held on tarmac that the Europeans drivers don't race on but despite this they performed very well. Britain's David Spashett did very well to finish second behind the winner, Masami Hirotsuka.

The Touring Car event was the best supported and it was pleasing to note that EFRA sent more drivers than Roar and FEMCA combined. David Spashett qualified fourth and Holland's Jillies Groskamp finished in sixth. Overall, the events were well run but the Organisers didn't get the rewards that their efforts deserved.

***1:10 IC Track, USA***

***Carlos Gomez***

Race was held in Hamilton, Cincinnati, Ohio, fair attendance with 46 drivers in one class and 44 in the other one (official one).

Luckily pit area was asphalted but tents were small, until Sunday there were no water for cleaning body neither air compressor, nor power supply for the tire truer but everything was improving day by day.

Track was nice, even in a kind of European way, and the drivers rostrum was a nice looking one although visibility of the left part of the track was not good enough.

European drivers coming from Austria, France, Great Britain, Holland, Germany and Italy meant to be the biggest number of countries while other drivers coming from Venezuela, Australia, Japan, Canada & USA fulfilled the whole camp.

Both classes, the official one and 200 mm. were held consecutively one after the other, with prevalence of the official one. Weather was not good with really hot & humid conditions and rainy afternoons even with Tornado alerts and similar...

Rain interruptions and delays to dry the track completely caused at the end the cancellation of round 6 of qualifying on 200 mm. Cup and the full completion of the principal finals on Saturday, luckily preference was given to the official World Championship. The victory after 1 hour racing was to Roar driver Brian Berry on the European car Serpent 835 taking the leadership of the race at minute 58 from Josh Cyril hands thanks to a incredible pit refuelling work.

Immediately after the end of the W.Ch. final, the 200 mm. final took place with 5 drivers repeating in a kind of endurance racing driving at top level for more than 2 hours...., victory in this class was for Roar off road driver Mark Pavidis on Associated powered by RB, although the clear dominium held by Michael Salven during 36 astonishing minutes on the new Serpent 705. Josh Cyril repeated again a frustrating second position.

## 12 ELECTION OF EXECUTIVE OFFICERS

### a) President Mr Gary Culver Great Britain

At this stage Mr Gary Culver left the room and the General Secretary Mr Dallas Mathiesen together with Treasurer Mr Jean-Luc chaired the meeting during the voting.

Jean-Luc honouring the fantastic effort Mr Culver had made in his progress to make EFRA a very strong and good organised Federation, a feeling that was shared by the meeting.

There was no other candidate proposed and the meeting unanimously voted to elect for Mr Gary Culver as EFRA President yet another period.

When Gary Culver enters the room after the voting he was welcomed with warm applauds.

### b) Treasurer Mr Jean-Luc Retornaz France

The President pointed out that there was only one candidate for the treasurer. He reported to the meeting his opinion on the incredible work and there was no better candidate. A vote was taken and there was a unanimous vote for Mr Jean-Luc Retornaz.

### c) IFMAR Liaison Officer Mr Wolfgang Petermann Germany

Gary Culver, EFRA President took the opportunity to personal thanks Mr Wolfgang Peterman for the tremendous work he had put down as an IFMAR Liaison.

The German Federation asked for a secret ballot and when the votes had been carefully counted by The President and the General Secretary the result was a majority in favour for Mr Wolfgang Peterman to continue another period as EFRA's IFMAR Liaison Officer

**Here EFRA President suggested to have a vote on the last item on the agenda "Date & Venue of the 2003 AGM" since a lot of delegates had to catch an early flight. This was accepted by the meeting.**

## 13 DATE/VENUE OF THE 2003 ANNUAL GENERAL MEETING

Two of the EFRA Member Countries had been indicated that they are prepared to host the next EFRA AGM; Croatia and Belgium.

Documents were handled out for consideration and when the present delegates had studied the various information a secret ballot took place.

The result of the votes was 9 in favour for Croatia and 5 for Belgium.

The 2003 EFRA AGM will be held in Dubrovnik, Croatia the 1<sup>st</sup> – 2<sup>nd</sup> of November.

## 14 GENERAL DISCUSSION ITEMS

### Proposed by BRCA, Great Britain

Discuss the possibility of reducing the cost of the driver's license fee and increasing the cost of entry.

We feel that the cost of the license discourages entrants from the host country entering a European Championship. This leaves the organisers short of resources as well as EFRA. It may be more acceptable



to increase revenue for EFRA by maximising the number of participants in the meetings. This would certainly help with the funding of such events that cannot raise much revenue from “sponsorship”.

*The BRCA President was given the opportunity to make a small explanation and one of the reasons given was that a lower cost of the EFRA License could generate in more licenses issued.*

**No comments from the floor was given**

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**Proposed by BRCA, Great Britain**

We have, after several years of consultation, formed a committee for the homologation of motors and cells. We have long thought that these fundamental items should be common throughout the electric community and all would benefit from having a common policy throughout Europe. We would propose that EFRA look at the possibility of creating a body charged with the responsibility of producing homologation lists

**No comments from the floor was given**

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**Proposed by RC Autoclub of Czech Republic**

We propose That EFRA can establish A **NEW CATEGORY FOR EC. 1:6 OFF ROAD BUGGY**. We mean that the enthusiasm and the amount of drivers in this category is great. Our federation is ready to host first EC in 2003, we have three nice track available for that kind of event. Our federation have more than 40 experienced drivers in this category and we have this category in a national cup included three years ago.

**This subject was on the agenda also last year, no response have been received since that. It seems like interest of racing this class only is adaptable to a few countries in Europe.**

**Large Scale Section Chairman, Wolfgang Stumpf, reported that if any country would like to test this class a set of “Guideline Rules” could be find in the Large Scale minutes.**

**15 ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)**

BRCA Treasurer, Jim Spencer” have produced a “Club Manual” to help clubs organise themselves.

This manual is covering almost everything that is necessary for a club to have knowledge of for the successful running of their activities. The document is very impressive and well worth reading for every club in Europe (remark from the General Secretary).

What BRCA have found out producing this document is that the insurance when running an EFRA race in Great Britain cover all BRCA Officials involved. But – if there is an EFRA Official present he is not covered by the insurance.

Since EFRA is the highest responsible body and the EFRA Official present has to be seen as a Steward for the race. This Officer is therefore personal responsible for everything that happens during the event.

Due to a serious accident during a race in Great Britain BRCA raised the question regarding insurance coverage of officials involved at e race meeting.

France reported that they within their federation were working on the same subject.

Gary Culver suggested considering this matter again for further discussion at the EFRA AGM 2003, in the mean time Carlos Gomez will make further investments.

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Belgium raised the question regarding the dates for IFMAR events. It is not fair to the drivers that the dates for WC's is changing a lot of times witch also effect the EFRA Race calendar. The dates should be known and fixed at least one year ahead.

EFRA's IFMAR Liaison Officer had during this meeting received a letter with the dates, addresses etc. for next years IFMAR WC's witch was presented during his report. This information could also be downloaded on the News page on the EFRA Web.

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BRCA proposed that the EFRA AGM should be set to a later date next year.

**Since the matter was already covered under item 13 on the agenda no comments from the floor was given**

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An expression was raised that EFRA only handle the “Top spot” of drivers in Europe, meaning that we only taking care of activities on the highest level not considering what is good for the sport and the future.

It is a fact that EFRA mainly concentrates on racing on international level but it's also a fact that many countries are using the EFRA Rules on national activities.

At the moment nothing could be done to this matter, EFRA promise to have a look on the subject hoping that also the member countries could come up with some proposals to the next AGM.

The EFRA President Gary Culver thanked all delegates for a very well conducted weekend and being no further business the meeting was closed at 11.50

## BALANCE SHEET 30<sup>TH</sup> OF SEPTEMBER 2002

| 2001-10-01        | USD              | EURO              |
|-------------------|------------------|-------------------|
| BNP EURO account  |                  | 43 724,34         |
| BNP USD account   | 1 539,17         |                   |
| Incomes 2001/2002 | 19 569,65        | 107 576,93        |
| <b>TOTAL</b>      | <b>21 108,82</b> | <b>151 301,27</b> |

| 2002-09-30         | USD              | EURO              |
|--------------------|------------------|-------------------|
| BNP EURO account   |                  | 55 194,38         |
| BNP USD account    | 2 968,80         |                   |
| Spending 2001/2002 | 18 140,02        | 96 106,89         |
| <b>TOTAL</b>       | <b>21 108,82</b> | <b>151 301,27</b> |

## US DOLLAR ACCOUNT

| 2002-10-01                      | INCOMES          | SPENDINGS        |
|---------------------------------|------------------|------------------|
| Bank position 30/09/2001        | 1 539,17         |                  |
| IFMAR Yearly fee                |                  | 1 000,00         |
| Reallocation 2001 paid to IFMAR |                  | 0,00             |
| Entries paid to IFMAR           |                  | 14 418,00        |
| Entries received                | 19 569,65        |                  |
| IFMAR Referee expenses          |                  | 1 319,00         |
| Entries overpaid (2001)         |                  | 1 093,30         |
|                                 |                  |                  |
|                                 |                  |                  |
| Bank costs                      |                  | 309,72           |
| Bank position 30/09/2002        |                  | 2 968,80         |
| <b>TOTAL</b>                    | <b>21 108,82</b> | <b>21 108,82</b> |

## INCOMES

|                                    | 2002              | 2001              |
|------------------------------------|-------------------|-------------------|
| Pending invoices Year N-1          | 4 180,00          | 1 215,19          |
| Membership fees General            | 7 800,00          | 7 620,00          |
| Membership fees sections           | 7 560,00          | 7 620,00          |
| Sanctions fees EC                  | 3 680,00          | 3 450,00          |
| Sanction fees GP                   | 2 640,00          | 2 090,00          |
| Sanction fees Internationale races | 70,00             | 210,00            |
| Deposits EC                        | 3 105,00          | 3 015,00          |
| Deposits GP                        | 4 255,00          | 3 315,00          |
| Entry fees EC                      | 42 650,00         | 37 300,00         |
| Reallocation fees                  | 3 750,00          | 1 800,00          |
| Entry fees ProRace                 | 0,00              | 0,00              |
| Licences                           | 28 260,00         | 30 990,00         |
| WC                                 | NA                | NA                |
| Body homologation                  | 350,00            | 200,00            |
| Muffler homologation               | 1 500,00          | 1 250,00          |
| Associate members                  | 2 750,00          | 3 000,00          |
| Hand books & Adverts               | 1 980,00          | 1 860,00          |
| Deposits compensation              | -6 530,00         |                   |
| Foreign bank charges               | -468,07           |                   |
| Misc                               | 45,00             |                   |
| <b>Total</b>                       | <b>107 576,93</b> | <b>104 935,19</b> |

## SPENDINGS

| SPENDINGS                      | EC'S ENTRIES     | 2002             | BUDGET           | 2001             |
|--------------------------------|------------------|------------------|------------------|------------------|
| PR                             |                  | 5 900,00         | 7 000,00         | 5 707,80         |
| Equipment                      |                  | 1 002,63         | 1 000,00         | 1 806,84         |
| Handbook                       |                  | 4 515,19         | 5 000,00         | 4 729,71         |
| News letter                    |                  | 0,00             | 0,00             | 0,00             |
| Committee Meetings             |                  | 6 703,71         | 7 000,00         | 6 465,58         |
| Committee Traveling            |                  | 4 111,28         | 5 000,00         | 3 278,59         |
| AGM                            |                  | 4 508,11         | 4 000,00         | 6 844,95         |
| AGM Last Year                  |                  | 3 647,97         | 4 000,00         | 4 313,34         |
| Tel/Fax/internet               |                  | 2 540,00         | 2 500,00         | 2 666,81         |
| Office supplies                |                  | 0,00             | 0,00             |                  |
| Mailing costs                  |                  | 1 733,38         | 1 700,00         | 1 578,33         |
| Homologation Costs             |                  | 0,00             | 400,00           | 187,84           |
| 1/8 IC Track A+B               | 10 035,00        | 1 646,51         | 1 500,00         | 1 032,11         |
| 1/8 IC OR                      | 6 300,00         | 3 196,00         | 3 000,00         | 3 222,73         |
| Elec Track                     | 5 850,00         | 3 077,86         | 1 500,00         | 1 261,94         |
| Elec OR                        | 7 380,00         | 917,27           | 1 500,00         | 1 983,02         |
| 1/10 IC Track                  | 3 150,00         | 997,80           | 1 500,00         | 1 649,22         |
| Large scale                    | 6 435,00         | 1 362,58         | 2 000,00         | 1 179,56         |
| IFMAR                          |                  | 3 520,96         | 5 200,00         | 2 603,45         |
| Bank Costs                     |                  | 1 045,64         | 1 200,00         | 1 106,03         |
| Deposits                       |                  | 6 530,00         | 5 000,00         | 4 125,00         |
| Misc.                          |                  |                  |                  | 0,00             |
| <b>Sub total</b>               | <b>39 150,00</b> | <b>56 956,89</b> | <b>60 000,00</b> | <b>55 742,85</b> |
| <b>Total Including Entries</b> |                  | <b>96 106,89</b> |                  | <b>90 988,85</b> |