



EFRA ANNUAL GENERAL MEETING
HOTEL ARGOSY, DUBROVNIK.
CROATIA
1ST to 2ND of November 2003

MINUTES GENERAL MEETING

SATURDAY 1ST OF NOVEMBER 2003

The meeting opened at 09.05

1. PRESIDENTS WELCOME

Mr Gary Culver

Ladies and Gentlemen. Good Morning and Welcome to you all.

It is with a great deal of personal pleasure and satisfaction that I notice that we have a good attendance to our AGM in 2003.

I especially welcome you to this pretty town of Dubrovnik and hope that you will have time outside of our meetings to tour the town and see something of the surrounding areas. I know that our hosts are very keen that everyone enjoy themselves, but also want to encourage people to visit this area and their country. To help with that, they have made some site-seeing arrangements for you.

On behalf of all of us here in this room, I would like to thank the Croatian federation for the very warm welcome we have all received, and for all their work in making the arrangements for this year's Annual General Meeting.

Also at this point, I would like to thank those other Federations who have hosted European events. Please convey our appreciation to the all persons involved; because they are the true enthusiasts without whom EFRA events could not function. Personally too, I thank the Portuguese and Luxembourg Federations for the hospitality I received when I visited these two European Championships earlier this year.

Someone said to me in the year "you wear the EFRA shirts, but what do you really do" well hopefully, I can go some way to answer that question. As this is my final opportunity, I would like to give you my version of an end or term report.

This is how I see EFRA, the sport itself, and EFRA's relationship within it.

I believe that the principal structure of the Federation is about right. We are, as we know, connected with 28 member countries in one way or another, and the Federation functions well considering this size and the diversity of its members. I think that EFRA will continue to grow, by only by the acceptance of new member countries. I believe that this will happen naturally and slowly over the coming years as R/C ear racing becomes more established in new areas.

I also believe that the relationship EFRA has with its member countries to be positive and supportive one. EFRA should not be an organisation to intrude in member countries affairs, that is outside of its scope, but it should support and assist when that assistance is required.

As we also know, in one way or another, EFRA has a full calendar and is involved with around 40 race events per year. With extra classes, R/C car racing has expanded greatly, but this is well controlled by the executive structure that we have in place.

The specific roles of the executives are well defined and given the work that they have to do, the current structure of the executive board can cope well with that.

My only proviso to that statement is when, on some occasions, your volunteer executives take on more than they reasonable should. There has to be a balance in life and as country delegates you should remember not ask too much, from those sit on this table, and certainly not more than you yourself would be prepared to give up.

The financial affairs of the Federation are very sound, they are in admittedly very safe hands with Jean-Luc Yes, there are surpluses in our finances, but I believe these are appropriate reserves to the scale of the turnover we have The controlled budget that we have run over the last few years has been prudent and has been absolutely right for the best interest of this Federation, it has given us a secure foundation from which to operate.

I still have a question mark over the status of EFRA as a Federation and legal implications that this will have in the future. We have discussed this matter at length at previous meetings, but with a more litigious society I feel that specific work should be done in this area as soon as possible.

I am not suggesting that we go down the route of protection by Limited Liability Company status, but I am saying that the current status of EFRA as a sporting federation must be clarified more fully in the legal environment, we must understand the implications of that, not only in the way that this recognises EFRA as an entity, but also the exposure this leaves in the event of challenges that the Federation will almost certainly be facing in years to come.

A subject with which I am particularly concerned is the new tendency for a high proportion of no-shows at our events. The entry fees are paid, but the drivers never turn up. At one EC earlier this year the ratio was an incredible 23% of the drivers who did not show.

A little investigation into this trend has convinced me that in the main, no-shows are caused by sponsored drivers deciding for commercial reasons, at the last moment, that their interests are served better by being elsewhere. This is simply not acceptable.

These unused allocations are stopping amateur racers, the people paying their own way, from participating in events in which they desperately want to race. These are the very people who buy their products from the manufacturers, who in turn sponsor the top drivers.

The arrogance of the drivers involved and manufacturers condoning this practice is breathtaking. I believe that each section should pay particular attention to this area as it is a trend that should not be allowed to continue.

Without doubt society continues to change and that is having its effect on this sport.

The expectations of consumers (in our case event participants) are far greater now than they have ever been. Europeans are generally enjoying more free time, we are healthier, and are living longer. We are taking more interest in the way that we entertain ourselves. In a list of household priorities, Hobbies are high up on the list just after Motorcars & Holidays. However within this category, the world of R/C car racing has come under attack in recent years from other forms of entertainment, the most notable amongst the young being computers.

These computers provide internet access (for some people, not everyone) and the possibilities of sophisticated gaming. I would like to think that the world of R/C racing could attract back the interest from this younger generation, when they get tired of computer screens and want more social interaction.

Modern society is an impatient one. With the increased desire for instant gratification, spending hours upon hours building R/C models is something this new generation will surely avoid. As an example, consider the (RTR) ready to run car R/C market. Each and every manufacturer with whom I have spoken this year tells me of the incredible commercial successes that they have had with RTR. There are simply thousands and thousands of these being sold. EFRA needs to consider this matter very carefully and respond in the coming years.

Another important problem that I have detected in recent times is the increasing shortage of volunteers to act as event organisers. I am sure that this is for a combination of reasons, but the principal ones are that these volunteers either simply retire, they burn themselves out after working particularly hard on important races or indeed get tired of the relentless demands of the many from the very few.

We desperately need to get new people involved in our sport, on an organisational level, and anything we can do to make this happen should be considered.

The increased expectations, I have just mentioned are putting more pressure on these organisers as higher standards are demanded in all areas. However it must be remembered that we are still an amateur sport and we operate on a goodwill only basis, but with a decreasing number of these volunteer organisers.

It is therefore very serious and particularly upsetting when we witness the breakdown of normal behaviour in our sport.

Earlier this year I saw an invasion of a track by drivers, mechanics, and family members. Whether these persons felt that they had substantiating reasons for their behaviour is not relevant to us.

Consider yourself as an organiser. You volunteer to put on an event. You find that you do not have sufficient help. But you still give up your precious holiday time, that you could otherwise be spending relaxing on a beach with your family. You decide that for the greater good you will promote R/C car racing in your community and provide people with a chance to enjoy themselves on your track, and in your home country, all of which you are particularly proud.

Still with a lack of manpower you decide to press ahead, working extra hard on the project and to do your very best. Imagine your thoughts then, when after six months you are descended upon by a group of drivers, paid by the sport to enjoy themselves, and for which you are working for nothing. They openly criticise you without ever having managed an event themselves. They compare you and your best efforts to a venue and organisation that they have visited on the other side of the world.

Then to further insult you, a group of small-minded individuals decide to invade the track, and disrupt your honest attempts to conduct your race.

Think about it very carefully, how would you react in those circumstances. With this type of behaviour IT IS NO WONDER THAT WE are STRUGGLING TO FIND Volunteer ORGANISERS.

As usual at the start of our Annual General Meeting I ask everyone to remember that you do not all have the same understanding of the English Language. Although we have a busy schedule ahead of us, we should ensure that everyone understands the issues. I will do as much as I can to ensure that those that do not have such a good command of the English language have an equal opportunity to express themselves.

As you will have realised, this is my last welcoming speech to you as your President, it seems unbelievable to me, as years pass by so quickly, that that I have served on the EFRA board for 12 years and have been honoured to be your president for six of those years.

I must be honest and say to you that I am sad to be stepping down from the position. Although as I said last year, I believe that it is right and proper that faces are changed from time to time. I will miss my involvement with EFRA greatly, and in particular the great friendships I have enjoyed over these years.

However having said that, I would not like to just walk away from a organisation with which I have been so closely linked for such a long time. I would be prepared to continue with my involvement, at a reduced level, and will be pleased to make myself available on this basis, if you so wish.

I would also like to thank my committee in particular Dallas & Jean-Luc, but also those both past and present; they have been a really great team to work with.

We have had some difficult problems to solve, but more importantly it will be all the good times that I will remember most.

Finally, I would like to record my thanks to you all, the member Countries have given me tremendous support over these last six years. Many of us are friends and your friendships have really been appreciated.

Radio Control Car Racing is a great sport, it has great people in it, and it has been my privilege to be involved and to know you all.

Let us have a successful and enjoyable AGM here in Dubrovnik.

Thank you.

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Czech Republic, Estonia, Georgia, Luxembourg, Poland,

Member Countries presents:

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

Other present: Pieter Bervoets Adv Member Serpent

3 MINUTES OF 2002 ANNUAL GENERAL MEETING

2nd to 3rd of November 2002— Clarion Oslo Airport Hotel, Gardemoen, Norway

a) Matters arising: The frequencies subject raised last year was referring to be discussed later under item 13 on this agenda.

The minutes were accepted as written

Proposed by BRCA
Seconded by FBA
Passed unanimously

4 SECRETARY'S REPORT

Mr E Dallas Mathiesen

Dallas backed up his report with a power point presentation

Good morning to all of you, I hope the night has been kind to you and that you had a pleasant evening yesterday.

During my years as your General Secretary have the pattern almost been the same when we open the AGM. When the President opening the meeting is this usually with some friendly words to all of you and when it's my turn do I growl about your late reply's, incomplete applications etc.

Well, I have tried to change that this year but I just have to mention a few facts and hope you will consider them in the future. As you very well know did I sent out the first documents for this AGM in the end of July and in the invitation was some dates for reply stated.

I was quite pleased when I noticed that the first answer arrived from Slovenia, when Norway replied on second place and I also received the first proposals was I even more pleased. And when I got the info from Germany 6 days later was I really happy, even if there were no proposals at that time.

3 answers long before the first stipulated time limit, excellent!!

You see, the funny thing is that it seems like a lot of you had not read the documents in package 1 carefully in off, in the invitation document was namely two dates mentioned; the 15th of August if you had any subject that you wanted the EFRA Committee to have a "preview" on for eventually advise and the 31st of August that is the final date for proposals according to the handbook.

With that in mind can you perhaps understand that I was a bit amused of the various excuses I received with your emails when you sent the documents that in fact were in time.....

Now the ball was on the roll and the inflow was quite ok for a couple of weeks, even if I received proposal, applications and other info from several persons within some of the federations.

I hope you can understand that it is a bit time-consuming to double check all of them to make shore that not any extra proposal have been sneaked in.

Anyway, when the final date hade expired had I received approximately 95 proposals, not mention the event applications in version: One, Two, Two and a half etc. Today I think you can count about 130 proposals, do you honestly think that is fair????....

Well, I'm not here to give you a hard time and I will not embarrass any of you by publish the "bad boys" so let's continue...

This year have I in total attended 7 major events; the first was during the spring and it was the WC Warm up race in Furulund, Sweden.

Furulund is a very small village and the track it self is placed in a small "forest area" closed to a road construction company. It is in a way a beautiful track with a nice uphill section that perhaps not look as steep on pictures as it is in reality. But I can assure you that it is, and furthermore is it very slippery and dangerous for the marshals during wet conditions. In my opinion is the track to flat with a lot of concrete sections that makes it a bit unchallenging.

Some of you might remember that I two years ago discovered that green stuff, called garden, surrounding our house and I have also manage to work a bit there during this summer. I have made a small pond and arrange a garden plot, that was OK with my wife but when I booked a mobile crane to take away 12 trees at 20 – 30 meters height in the garden she was not so happy, even if there still is a lot of them left.

In the end of July I went to Luxembourg for the 1:5 EC but unfortunately I don't have any pictures from that event. Honestly could the race have been better arranged and I think that will be discussed during the section meeting. So from Luxembourg I continued direct to Oslo with a short stop in Denmark where I, as you can see, cut my hair.

Oslo, started with a rainy day and since I made some comments on the area for the referees did they immediately started to rebuilt it according to my wishes. Well, the rostrum was a bit narrow when 10 cars was on the track, but with the experience Race Director Sander de Graaf at the rudder was it, as usually when he is charge, a well ran event. The track is located in the mountains right outside Oslo with a nice view over the fjord. This event was very well covered by as well media as television etc.

So next stop was Slough, England, If any one had said to me in the beginning of the summer that it would be possible to get a sun tan in England should I almost had called him a liar, but the weather during this EC was in fact the hottest in England since they started to record temperature and I just have to show this picture of the Race Director Pete Crawley as an evidence that it in fact was possible. It was a race with a friendly atmosphere and BRCA had put in a lot of effort, as well as BRCA officials, to make it a good race.

Finally from Slough would I like to present one of EFRA's main sponsors, usually you'll find this person occupation the best spot on the track but not even bather to look on the race with the nose buried in a book. During this race did we manage to convince the person to act as the Swedish team manager, but the person was also taking the task as a runner with result and even taken care of some of the garbage, allow me to proudly present my wife Carina.

Then was it time for Hamilton, Ohio, USA and the IFMAR 1:8 IC Track WC. Track was quite nice located in some kind of recreation area and, let's say a typical American track meaning that were we usually have grass on European tracks was it green painted areas on asphalt. One of the first thing this hard working Race Director, yes it's Sander again; had to deal with was to convince the technical inspection not to use this tool (*picture of a band saw*) to confirm if the mufflers was according to the rules. Anyway, the race was quite okay even if we had some competition for spectators since there was a big RC flight meeting just behind the straight during the final days And when all the activities had calm down could we find that Lamberto Collari, Italy was back on the throne again.

Well, I went home for a few days before enter the next track in USA and this time was the venue Sun Valley, LA with the Large scale WC in sight. I must say that this location was not the most exciting in the world, we were surrounded by junk yards, cement factories etc. and the smog was so heavy that it took me a few days to realise that there was some nice looking mountains in the background. The race it self vent quite well controlled by Miguel Vives and with our friend Wolfgang Peterman in the technical inspection. In my opinion there was two flying Dutchmen that in a way dominated during the qualification and one of them, Hessel Roskam vents back to Holland with the trophy in his luggage and I'm proud to say that there was a Swede on 6th place when the chequered flag finally was waving

One of my big concerns from most of these races is the lack of information and feed back from organisers to officials (read referee), in my opinion the referee should receive the same info as the drivers in a package, I totally dislike to search on the net for that.

So finally, and even if I must end my speech with some complains I just have to say a few words regarding the race calendar, far to many of you disrespect the time limit and send applications whenever you prefer which make it very tuff to complete a accurate calendar in good time.

Anyway, learning from previous year were we have had a lot of clashes between major event have I tried to put the calendar in a format that is more easy to read and eventually "double booked" weekends could easily be seen. So this is a special message to the section chairmen. Please, before you finalise your section calendars check with this master and try not to put all the EC almost during the same two weekends like happened last year.

And for those of you that are curious of my teddy bear collection can I tell you that they are all alive and kicking.....

5 TREASURER'S REPORT

Mr Jean-Luc Retornaz

Good morning ladies and gentlemen,

Once more it is time to report about this year activity. It is always a pleasure to do so, as it is in front of friends. But at the same time I always feel a little sad as one more year has passed. Fortunately I am also quite happy as a new year is coming where I hope to achieve the things I could not do this year..

Before I go for the accounts figures, just a few words about the race meetings I had the chance to attend.

My first one was the 1/10 EI Track Italian Grand Prix. Unfortunately the attendance was low and organisers quite disappointed. The track is especially convenient for that class and has enough room around to accommodate a larger number of driver. As usual just the Italian hospitality was worth the trip. Thank you AMSCI.!

In July we combined an Executive Committee Meeting with the 1/5 Scale European Championship in Luxembourg. That race was well attended with a very nice track, friendly organisers and good weather conditions. However we could also identify how important it is to keep to the rules and to listen to experienced people.

Last but not least I also attended the first part of the 1/10 EI Buggy World Championship in St Petersburg (Florida). The purpose of the trip was the IFMAR AGM. but both event did not developed as expected . Carlos and Frank will tell you about.

As regards this year accounts, they have been audited by Sune Wall from Sweden and Jim Spencer from Great Britain. They will report to you at the end of the account presentation. Thank you gentlemen for your work and time given.

I will start with a graph showing the bank position of the € account as it shows very clearly the results of last year decisions.

This graph shows the impact as you can see, of last year decisions. Increasing the entree fee, the number of driver at EC's in some sections and creating a new EC led to a sharp increase of incoming money during the first half of the year and also a significant amount of money out when paying the entree fees to the organisers. Of course the balance is positive and EFRA financial position has again improved this year.

After the presentation and explanation of the balance sheet, incomes sheet, spending sheet and budget sheet, the auditors were call to give their report to the AGM. This audit report is attached to the present minutes.

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

AUDIT REPORT (GREAT BRITAIN, SWEDEN)

The auditors Mr Jim Spencer, Great Britain and Mr Sune Wall, Sweden 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 Italy and Great Britain volunteered and where accepted

6 PR OFFICER REPORT

Mr Carlos Gomez Ambrosio

This year 2003 has been quite long on the public relations area.

On December at Uruguay we tried to finish the IFMAR work and the meetings were completed successfully, unfortunately the minutes of the main one are not exactly as we truly believe it must be, but that's one of the inconveniences of "racing together".

We did assist on a quite uncomfortable flash trip to the Nuremberg Toy Fair were we contacted several of our actual advisory members and made conversations with future candidates to that role which normally will produce results on the 2004 year. To travel by car 8 hours to be at the fair less than 4 hours was quite demanding, probably a longer stay will result more operative.

In the first part of the year your public relations officer has been producing bulletins to create ambiance during the normal quiet months, then racing season started and the publishing has been based on the information received from the different Section Chairmen. Unfortunately only the 1/8 Track Section chairman has sent information regularly, but now it seems to be improving.

We have been working on the IFMAR matters and with the media issues on the last months while assisting to races, to get peace with the media representatives and to help organizers of next year events which have asked for advice have been major parts of the work developed.

On cooperation with magazines I have had to create my own list due to not furnishing the data from the countries, contacts have been made and a successful way of communication will be operating by next year.

EFRA history: I have received the help of a magazine so the professionals of that magazine will develop that work for later this year (non racing time)

On assistance I have been officially on duty as Referee on the GP EFRA of Italy 1/8 Off Road and the Euro champ +40 1/8 track & 1/10 IC track, both events were completed successfully and satisfactory on their respective levels.

As EFRA representative I have been at Oslo and Slough Euro champs and at both events the race had tried to reach a good level and from the drivers side the quality has been real high, although attendance at Oslo hasn't been as high as expected and at Slough it may have been too much. Victories for Fantini, Mathias and the victory for Markus Feldman on the Luxemburg 1/5 Euro champ had been all well expected during years and now had become reality, congrats to all of them and to the rest of entrants on each event.

Projects on image for our drivers and corporative image are to be developed next year together with an enforced action towards media, in both areas: specialized and general mass media.

On the advisory membership side an important problem has been detected in order to get the new ones effectively joint to our Organisation, a contract seems to be needed to get them linked to us comprehensive of their rights and duties so that an invoice can be produced according to an existing contract.

A Race Director handbook longer than guidelines and comprehensive of all the main areas will be created and distributed and a checklist fully prepared will be forwarded to all next season organisers as soon as approved by EFRA.

7 IFMAR LIAISON OFFICER REPORT Mr Wolfgang Petermann

While Mr Peterman sorted out his paperwork made Frank Mostrey a short report regarding his experience from the Electric Off Road WC in Florida. Frank mention out several points during this event that according to his opinion could have been handled in a much better way.

IFMAR Report by Mr Wolfgang Petermann

Mr Petermann feels that he during this last year as EFRA IFMAR Liaison Officer has meet two sides of IFMAR; The IFMAR Electric Section with Heiner Martin as Chairman, perfect communication, results of postal voting's and Minutes send out in time, nothing to complain.

The EFRA IFMAR Liaison Officers concern is the contact with The IFMAR President. In order to have the latest news for the EFRA AGM in Oslo, did he sent a very strong letter direct to ROAR with the request whether the 5th Scale WC should be held in USA or not. This was a action that not was liked by the IFMAR secretariat, which they made known. From that point was all further information sent to Dallas, by understandable reasons he accepted that since he was the only "open channel" to IFMAR, even if protest were done from Mr Petermann.

Mr Petermann also had some complains regarding the running of the 5th Scale WC, according to him rules was disregarded by IFMAR.

Anyway, the allocations for this years where much better handled than last year, all countries answered more or less in time, with some minor exceptions. Again this year, EFRA sent to the three IFMAR WC's the biggest number of drivers from all IFMAR blocks.

The fact that in Uruguay, once again the TQ at an 1:8 Off Road event, didn't manage to take the WC title gave EFRA the opportunity to succeed with the proposal to have no direct qualifier in the future.

EFRA drivers have been quite successful during this year: In Cincinnati at the 8thscale track WC Lamberto Collari won his 6th WC title. At the 5th Scale Worlds at Sun Valley, we had a complete EFRA podium, with Hessel Roskam NL winning, Markus Feldmann D second and finally Lamberto Collari on third place. It was amazing to see, that all three cars finished within the same lap with only 18 seconds between first and third.

The report from the last Electric Off Road WC was earlier given by Frank Mostrey, but up to today had our EFRA IFMAR Liaison Officer not receive any results from either the organiser or IFMAR.

As all IFMAR AGM's was visited and handled by Carlos Gomez, would a report been given later.

In the next year we will have again 3 IFMAR WC's, this time well spread between the Block's.

- IFMAR WC Off road IC in Furulund, Sweden, August 2nd to 8th.
- IFMAR WC 10th scale IC track in Sao Paulo , Brazil, October 7th to 17th, with a warm up race held in February 26th to 29th.
- IFMAR WC Electric track in Kissimmee, near Orlando, Florida, date not set, but I expect that IFMAR will place it end of September or end of October.

In 2005 EFRA has accepted the invitation of IFMAR to host the Electric Off Road 2/4WD .

The two other races 1/8th and 1/5th IC track are not yet decided. FAMAR will decide until February if they will host it or not. So EFRA should be ready to start preparation for these events as soon as we receive the information.

Finally Wolfgang Petermann reported that he would like to thank Carlos for his work, most of our proposals passed, so over all not to bad. Anyway, WP thought that at this stage he should hand his duties to someone, whose relationship with IFMAR is not so destroyed that his. Maybe Carlos as a Lawyer could be the best choice for EFRA.

IFMAR Report by Mr Carlos Gomez

Our EFRA PR Officer has been your representative in the main IFMAR Meetings held during the last year, September 2002 at Cincinnati, November 2002 at Uruguay and October 2003 at Clearwater Florida during the electric Off road event.

The result of the work done is there: lot of proposals made and passed and quite a successful work developed on the improving of IFMAR and the world racing scene. Out of more than 85 proposals made last year we succeed on 65 of them, 12 have been delayed and the rest were mainly withdraw by EFRA with only 4 being defeated. On this year 2003 out of 10 proposals 7 were passed, 2 were not seconded and 1 was deferred for postal vote.

His personal feeling is that we have not achieved the final result we were searching for, at least, NOT YET. We have prepared a structure able to work, still pending on some delayed proposals yet to come, but the structure is there.

Rules have been improved quite a lot, in all areas, racing and general rules, but the lack of application of those is quite a serious issue right now.

Mr Gomez personal feeling is that EFRA a the moment is the most organised block.

At this moment the EFRA President Mr Gary Culver explained to the meeting steps that had been taken regarding the proposal (*see below*) that was put forward and accepted at the EFRA AGM 2001.

The President commented, based on facts, point by point in what respect the EFRA proposal from 2001 had been successful and where the proposal had been ignored

PROPOSAL TO MODIFY THE PRESENT CONSTITUTION OF IFMAR

The Executive board of EFRA must before June 30th 2002 make a proposal (to be discussed during AGM 2002) in order to modify the present Constitution of IFMAR.

Proposal to cover specifically but not exclusively:

- **Membership** rules with a target for a better and fairer representation of member countries especially for decisions making
- **Objectives** of IFMAR with a target for real control and responsibility of IFMAR over World racing.
- **Constitution of IFMAR Executive Committee**
Executives to be different from Blocks Executive.
Number of Executives
Positions & Duties.
- **Allocations rules for World Championships events**, and re-allocation rules when necessary.
- **Allocations rules for drivers.**
- **Compulsory Warm up races** Rules and re-allocations when necessary.
- **Compulsory organisational rules and sanctions** for World Events.
- **World Championship rules.**
- **Creation of an organised body of appointed experts** covering Race management. (Race Directors, Lap counting Officers, Referees, etc...).

The 2003 EFRA AGM will study the results of the proposals made to IFMAR and will then decide about further co-operation with IFMAR.

The meeting was also informed that IFMAR's Constitution had been registered in Australia October 2003, and known by EFRA July 2003. The constitution has been signed by John Grant and T-Rex Balwin but not by EFRA. It was explained that the IFMAR Constitution is connected to Australian law which in a way is a dark area.

When the floor was opened for comments a lot of feelings were expressed in the range of: "we don't need IFMAR" let's leave" to "our responsibilities is to our members, if they have applied and would like to organise a WC we: as an European organisation, have to support them",,

As a conclusion of the above was it proposed that:

- 1 **This meeting accept the policy to produce a letter to IFMAR, pointing out areas where EFRA feels that procedures not have been followed in a satisfied correct way.**

The message should be that if this is not corrected then EFRA see no other way then take stronger actions regarding further cooperation, supply officials for events etc

Proposed by FEPR, Portugal

Seconded by DASU, Denmark

The proposal passed with 15 in favour and 1 abstention.

- 2 *One person should be elected to write this letter and assist EFRA with IFMAR matters on constitutional and legal aspects.*

Proposed by AMSCI, Italy

Seconded by FBA, Belgium

The proposal passed with 15 in favour and 1 abstention.

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

SUNDAY 4TH NOVEMBER 2001 *The meeting reconvened at 09.05*

The President Gary Culver welcomed everyone to another exiting day and re started the meeting continuing from the item where it was finished at the agenda on Saturday.

8 NEW MEMBER OF EFRA

A person from Turkey has been in contact with the General Secretary via e-mail indicating the interest to become an EFRA Member Country. Dallas has replied asking for further information and explained that if they would like to become a member of EFRA should they have a federation structure that handle the interest of all clubs within their nation, EFRA don't accept single clubs as members.

The answer was that they at the moment discussed to organise a Turkish Federation and would come back when that was finalised.

Since Dallas have had no further information was the matter postponed to 2004

9 PROPOSALS RE GENERAL RULES

3. EFRA SANCTIONS

THE RULE SHOULD BE AMENDED TO READ

3.1 EFRA SANCTIONS

3.1.6 The committee is.....with EFRA

The European Championships should preferably be held during week's 26-33. Week 1 of the is the

Remark: To have a fixed date for the EC have several advantages. The organizers can know in advance what is the date of the event they are applying to all the time. With the proposed schema, everyone is gaining, the on-road manufacturers for example can rest for one week before attending another event so they can be more supportive for the organizer, the organizers can have more national man power to help them on their events, EFRA can also concentrate in following one event at a time, etc. etc. Obviously this is a subject open for discussion and we think that the input from other federations can improve this rule in the end.

Proposed by FEPR, Portugal

Not Seconded

THE RULE SHOULD BE AMENDED TO READ

3.2. EUROPEAN CHAMPIONSHIPS

3.2.1. EFRA's annual European Championships are:

- Sportscars/GT-P/Group-C 1:8 I.C.
- Sportscars/GT-P/Group-C 1:8 I.C. B Drivers
- Off-Road 1:8 I.C. 4WD
- Off-Road 1:10 modified Electric 4WD and 2WD
- Track 1:5 I.C.
- **1:10 IC Track 200 mm**
- 1:10 Electric Saloon Cars

Remark: If accepted in the Section Meetings. Only 200mm IC track for 1:10th. The 235mm class is moved to the open entry EC's and will be combined with EC40+ for a few years.
If we see that 235mm is not existing anymore in the future than EC40+ (1:8) and 200mm (1:10th) 40+ can be combined.
With an open entry EC 1:10th for 235mm and EC40+ for 1:8 scale an organiser can have a good number of entrants (around 100 in 2 classes).

**Proposed by EFRA Executive
Seconded by Austria**

The Proposal was referred to the section meeting to decide.

THE RULE SHOULD BE AMENDED TO READ

3.2 EUROPEAN CHAMPIONSHIPS

- 3.2.1 EFRA's annual European Championships are:
- Sportscars 1:8 I.C. **to be held on week 26**
 - Off-road 1:10 modified Electric 4WD and 2WD **to be held on week 27**
 - Track 1:5 I.C. **to be held on week 28**
 - 1:10 I.C. Track **to be held on week 29**
 - 1:10 Electric Saloon Cars **to be held on week 30**
 - 1:10 I.C. 200 mm **to be held on week 31**
 - Off-Road 1:8 I.C. 4WD **to be held on week 32**
 - Sportscars 1:8 I.C. B Drivers **to be held on week 33**

Remark: To have a fixed date for the EC have several advantages. The organizers can know in advance what is the date of the event they are applying to all the time. With the proposed schema, everyone is gaining, the on-road manufactures for example can rest for one week before attending another event so they can be more supportive for the organizer, the organizers can have more national man power to help them on their events, EFRA can also concentrate in following one event at a time, etc. etc. Obviously this is a subject open for discussion and we think that the input from other federations can improve this rule in the end.

**Proposed by FEPRA, Portugal
Withdrawn**

THE RULE SHOULD BE DELETED AND AMENDED TO READ

3.2 EUROPEAN CHAMPIONSHIPS

- 3.2.2. The venue of the European Championships is to be decided by the EFRA AGM, 2 years ahead. The decision will be made after the applicant **National Associations** have presented their applications to the **Section Meeting** (~~EFRA REF: SANCTION 02-1/8~~).
- These applications must be sent to EFRA i.e. the section concerned, at least 4 weeks before the AGM and must contain the EFRA Sanction Questionnaire, pictures of the accommodation and relevant information about hotels, camping, recreation, camping areas beside the track and charges to be paid, details of facilities such as water, electric power, w.c. and showers.
- The Section Meeting** ~~EFRA working committee~~ will investigate the applications and may advise or propose acceptance to the AGM. **It is** entitled to reject applications when information is inadequate or unsatisfactory.

Remark: These amendments are necessary in order to:
1 - comply with the wording of 3.2.1.
2 – make clear that the first responsible body for an application is the hosting Federation

**Proposed by F.V.R.C.
Seconded by Denmark**

The proposal passed unanimously

THE RULE SHOULD BE DELETED AND AMENDED TO READ

3.2 EUROPEAN CHAMPIONSHIPS

- 3.2.3. The host Club **proposed by the National Association** must have successfully organised one **EFRA Grand Prix** ~~major international event~~ with EFRA Sanction, on the last 2 years, preferentially on the proposed track.
- The EFRA Referee present at this GP in the previous year before the EC will check that all EFRA Standards are met, if due to any reason he found out that Standards are not reached he

will inform directly on that subject to **the** EFRA Section Chairman & **the** EFRA General Secretary. The AGM Section meeting may waive this requirement.

An EFRA Grand Prix must be held on the same track two (2) maximum (3) months before the EC.

Remark: Running an EFRA GP on the same track 2/3 months prior to the EC has the following advantages:

- 1- All drivers have a chance to test the track prior to the EC.
- 2- The attendance to this GP will be high.
- 3- The Host Association and the organising club can therefore check their capacities a few weeks before the EC and therefore identify any remaining organisational problems.
- 4- With two major races the organising club has a better chance to pay back its investments.

Proposed by F.V.R.C. France

Seconded by Spain.

The proposal passed with 14 in favour, 2 against and 1 abstention.

DELETE

3.2.12. OPEN ENTRY EUROPEAN CHAMPIONSHIPS

Open entry EC's are:

- 2WD 1:8 IC Track (2WD & Flat chassis)
- **2WD 1:8 IC Buggy**
- 1:4 IC Track (F1 & GT/Saloon)
- 40 + 1:8 IC Track
- Sports 1:12 modified Electric
- Group C 1:10 track Electric Pro10

Remark: If the 1:8 Buggy Section accept to delete rule 1.4, App 2, then this class have to be deleted as an Open Entry European Championship.

Proposed by F.V.R.C. France

Seconded by Austria.

The proposal passed unanimously

THE RULE SHOULD BE AMENDED TO READ

3.2.12. OPEN ENTRY EUROPEAN CHAMPIONSHIPS

Open entry EC's are:

- 2WD 1:8 IC Track (2WD & Flat chassis)
- **4WD 1:8 IC Buggy EC B**
- 1:4 IC Track (F1 & GT/Saloon)
- 40 + 1:8 IC Track
- Sports 1:12 modified Electric
- Group C 1:10 track Electric Pro10

Remark: If the 1:8 Buggy Section accept to accept the new rule 1.4, App 2, then this class must be added in as an Open Entry European Championship.

Proposed by F.V.R.C. France

Seconded by Spain

The proposal passed unanimously

THE RULE SHOULD BE AMENDED TO READ

3.2.12. OPEN ENTRY EUROPEAN CHAMPIONSHIPS

Open entry EC's are:

- 2WD 1:8 IC Track (2WD & Flat chassis)
- 2WD 1:8 IC Buggy
- 1:4 IC Track (F1 & GT/Saloon)
- 40 + 1:8 IC Track
- **1:10th IC track 235mm**
- Sports 1:12 modified Electric
- Group C 1:10 track Electric Pro10

Note; 1:8 IC track 40+ and 235mm IC track can be combined in one event

Remark: *If accepted in the Section Meetings.*

Proposed by EFRA Executive

The Proposal was referred to the section meeting to decide.

THE RULE SHOULD BE AMENDED TO READ

3.5.7. FEES (all amounts quoted in Euro)

All amounts are fixed with the exception of Entry Fees to European Championships and Open Entry Championships. The Entry Fees to European Championships can be fixed by the relevant section at the Annual General Meeting according to the minimum and maximum amounts. The default amount is the minimum fee.

Membership Fees

Annual Subscription 300

Section Fee 60

Advisory Associate 250

Sanction Fees

European Championship 460

European Championship, Open 230

Grand Prix 110

International Race 70

Deposits

European Championship 600

European Championship, Open 275

Grand Prix 185

Entry Fees

European Championships minimum 60, maximum 75

Open Entry Championships max. 40

Grand Prix (maximum) 30

Pro Race 500

Homologation Fees

Mufflers 250

Mufflers (second homologation) 125

Bodyshells 150

Large Scale Bodyshells 200 All transport expenses had to be paid by the sender

Miscellaneous

Hand Book 25

Drivers Licences 30 including the EFRA handbook

A5 Advert in Newsletter 120

A5 Advert in Handbook 250 (500 - 1000 for cover pages)

Remark: *This proposal put forward according to the request of the EFRA AGM 2002, as recorded in the minutes of that meeting. This proposal is not made by EFRA Executive.*

Proposed by EFRA AGM 2002

Seconded by BRCA, Great Britain

The proposal was amended by BRCA, Great Britain

The Amendment was seconded by DASU, Denmark

THE PROPOSED AMENDMENT:

Entry Fees

European Championships minimum 60, maximum 75

Open Entry Championships max. **minimum 40, maximum 60**

Grand Prix (maximum) **minimum 35, maximum 50**

Pro Race 500

The EFRA Treasurer pointed out that the fact that the rulebook will be distributed during spring 2004 this rule, if accepted, only could be applied for races 2005.

The amendment passed unanimously.

The proposal together with the amendment failed with 7 against and 5 in favour.

4 INTERNATIONAL DRIVERS LICENCES

THE RULE SHOULD BE AMENDED TO READ

4.1 OBJECT OF THE INTERNATIONAL DRIVERS LICENCE

- 4.1.4 For an European Championship a country can send a driver under its flag **if the driver has the nationality of the country.**

Remark: Foreign drivers sometimes take part in a national competition to gain an allocation for a European Championship. This happens for instance when they miss the one qualifying event in their home country or when the competition is very fierce and they think they have a better chance abroad. Some foreign drivers perform very well in the national competition and the national drivers feel they are robbed of an allocation then.

Proposed by NOMAC

Seconded by Croatia

The proposal was rejected with 13 against.

THE RULE SHOULD BE AMENDED TO READ

4.3 APPLYING FOR INTERNATIONAL DRIVERS LICENCE

- 4.3.5 **The National Federation should consult with the federation of the applicant's nationality before issuing the license.**

The licence....

Remark: When a foreign driver applies for a license, the National Federation should consult with the federation of the drivers nationality to prevent the issue of a second license (the foreign federation might have issued one) or to be informed of any objections the foreign federation might have against the issue of the license.

Proposed by NOMAC, Holland

Seconded by DASU, Denmark

The proposal failed with 7 against and 5 abstention.

THE RULE SHOULD BE AMENDED TO READ

4.5 TEAMDRIVING

- 4.5.4 Cars that request extra time before a start of a semi-final or final are the only car that is allowed to leave the pit lane.
All other cars will be placed in Parc Fermé at the pit lane during the extra time period. **It is however allowed to use tire blankets to heat up the tires.**

Proposed by SBF, Sweden

Not Seconded

DELETE

4.5 TEAMDRIVING

- 4.5.4 **Cars that request extra time before a start of a semi-final or final are the only car that is allowed to leave the pit lane.
All other cars will be placed in Parc Fermé at the pit lane during the extra time period.**

Remark: The situation during the delay period is regulated on each section and none of those are similar to this rule, so by the moment it is better to leave the regulation to the sections. Even more the way the rule is written may allow advantage to the car that request extra time receiving more training time at the track.

Proposed by AECAR, Spain

Seconded by Finland

The proposal passed with 11 in favour and 2 abstentions.

5 GENERAL REQUIREMENTS EFRA EVENTS

THE RULE SHOULD BE AMENDED TO READ

- 5.3. SAFETY

- 5.3.6. First-aid supplies: The minimum should be available in case of necessity. ***It is recommended that there also is equipment to clean eyes in case of accident with splashing glue, methanol, petrol etc..***

**Proposed by EFRA Executive
Seconded by DMC Germany**

After a discussion of the necessity to in details put everything in the rules did the meeting in general agreed with the sentence of the proposal but recommended the general secretary to re word it for better understanding

The proposal passed with 6 in favour, 4 against and 3 abstentions.

THE RULE IS NEW

5.3. SAFETY

- 5.3.11. ***A water hose is recommended. Fire-extinguisher and a blanket must be posted at the pit lane and in the pits. The position must be clearly marked and well known for all participants at the event.***

**Proposed by EFRA Executive
Seconded by FVRCA, France**

**The proposal was amended by FBA, Belgium
The Amendment was seconded by SBF, Sweden**

THE PROPOSED AMENDMENT: Delete the first sentence and add “suitable”

5.3. SAFETY

- 5.3.11. ***Suitable fire-extinguisher and a blanket must be posted at the pit lane and in the pits. The position must be clearly marked and well known for all participants at the event.***

The amendment passed with 2 against.

Once again the necessity of to detailed rules was discussed and during the debate meetings feeling was that recommendations like this rather should be put in a special EFRA Race Guideline/Manual.

The proposal together with the amendment failed with 7 against and 2 abstentions.

DELETE

5.4. LAPCOUNTING AND TIME KEEPING AND COMPUTER REQUIREMENTS

- 5.4.14 The Official result sheets containing results of all heats, semis and finals, must be sent to the EFRA Section it concerns within 10 days of the race.
The final classification of the Qualifying Heats must also be completed for international licence purposes and sent to the EFRA Section.

Remark: *It has no sense, the result of the qualifying heats has nothing to do with licence purposes, the result valid for that is the result of the race, not only of the qualifying heats.*

**Proposed by EFRA Executive
Seconded by AECAR, Spain**

The proposal passed with 1 abstention.

DELETE AND MOVE THE COMPLETE RULE

5.5 CLASSIFICATION OF DRIVERS

- 5.6 As long as appendix rules concerning specifications and race procedure do not clash with EFRA's spirit regarding fair racing they take precedence over the general rule governing the same item.

Remark: *Reason --- Simplifying the book. Outsiders ere not expecting this kind of rule under “classification of drivers”. Move to rear of general rules , behind rule 9 delayed start procedure (page 78). As a new item: i.e **10. Ruling: 10.1***

**Proposed by EFRA Executive
Seconded by FEPRA, Portugal.**

The proposal passed unanimously.

DELETE**6.2. INVITATIONS AND FORMS FOR EUROPEAN CHAMPIONSHIPS**

6.2.4. Only drivers with an international EFRA licence are allowed to participate in a European Championship, **except drivers in the youth E.C.**

Remark: There is not Youth E.C., and has been there for years

Proposed by EFRA Executive

Seconded by FBA, Belgium

The proposal passed unanimously.

THE RULE SHOULD BE AMENDED 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 **with allocated places at the AGM**. Other costs to be supported by the organiser.

Remark: To make it clear that the Open entries EC are not included under this rule.

Proposed by EFRA Executive

Seconded by DASU, Denmark

The proposal passed unanimously.

THE PROPOSED RULE IS NEW**7.6 TECHNICAL INSPECTOR**

7.6.1 **For all European Championships EFRA will nominate a Technical Inspector. He has to be a member of Referees list, see chapter 1**

7.6.2 **The main task is to lead the technical inspection at the event.**

Proposed by DMC, Germany

Seconded by FVRC, France

The proposal was amended by FEPR, Portugal

The Amendment was seconded by FVRC, France

THE PROPOSED AMENDMENT:**7.6 TECHNICAL INSPECTOR**

7.6.1 **For all European Championships a Technical Inspector must be named and accepted by the Section Chairman.**

7.6.2 **The main task is to lead the technical inspection at the event.**

The Amendment passed with 2 against

The proposal together with the amendment failed with 7 against and 5 abstentions.

THE RULE SHOULD BE AMENDED TO READ**8.3. ARRANGEMENT OF THE HEATS**

8.3.6 Prior to commencement of Qualifying Rounds, drivers **must** be re-grouped for qualifying heats taking into account controlled practice results and/or upon the Race Officials observations.

Remark: Reseeding is necessary to avoid that fast drivers should drive in "slow" qualifying heats. This causes problems for both the fast, and the slower drivers.

Proposed by DASU, Denmark

Seconded by SBF, Sweden

The proposal failed with 10 against and 2 abstentions.

THE RULE SHOULD BE AMENDED TO READ**8.7 TECHNICAL INSPECTION**

- 8.7.2. At European Championships technical inspection must take place on the day before the race, preferably after the controlled practice. **Every car which takes place in the race has to be checked on all responsible points of the rules. All checked parts have to be marked with a unremoveable sign, etc. chassis, tank, body.**

Proposed by DMC, Germany

Seconded by Greece

The proposal failed with 13 against and 1 abstentions.

THE RULE SHOULD BE AMENDED TO READ

8.7 TECHNICAL INSPECTION

- 8.7.5 When a car or a transmitter does not comply with the rules, changes may be carried out before presenting it for final **admission**.

Remark: *The use of the "old" expression "approval" only leads to misunderstandings; the car is not approved but accepted or admitted. The admission doesn't mean that the car is legal.*

Proposed by EFRA Executive

Seconded by Holland

The proposal passed unanimously.

CLARIFICATION NEEDED

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, but the original marked part must be left with the organisers until the racing has finished (unless the Official decides otherwise).

Remark: *This rule needs clarification as to what is intended. Most people seem to think that the intention is that a competitor cannot change the design of a chassis once it has been registered.*

However, the rule does not state that. In fact if the Race Director is a 'nice guy', he could allow a change of manufacturer, design or materiel used. However, if he is in a 'bad mood', he could say NO to everything which would mean that if a competitor breaks a chassis his/hers competition is over.

The Rule should state what is allowed if a chassis change is needed, and not leave it to the Race Director to make the decision.

Proposed by BRCA, Great Britain

The matter was discussed but since it not was a formal proposal was no decision taken.

THE RULE SHOULD BE AMENDED TO READ

8.7. TECHNICAL INSPECTION

- 8.7.11. **It's allowed to change** the marked part of the car, normally the main-chassis. **This chance has to be authorize by** the Race Director, **or a by him appointed Race Official**. The original marked part must be left with the organisers until the racing has finished (unless the Official decides otherwise).

Proposed by EFRA Executive

Withdrawn.

This was a try to make the rule clearer according to the request from BRCA on the rule above. BRCA promised to come back with a more proper wording next year.

DELETE

8.8. TEAM MANAGER MEETING

- 8.8.1. A Team Managers Meeting must be held prior to each race and per class. It must be held in English.

The Race Director must call the meeting.

All drivers, Team-managers, Referees and other Officials must be present.

Remark: *Well, it's obvious. This is not a meeting for the drivers*

Proposed by SBF, Sweden
Seconded by FBA, Belgium

The proposal passed unanimously.

THE RULE SHOULD BE AMENDED AND RE ARRANGED TO READ

8.8. TEAM MANAGER MEETING

8.8.1. A Team Managers Meeting must be held prior to each race and per class. It must be held in English.

The Race Director must call the meeting, Team-managers, Referees and other Officials must be present.

8.8.2. Team Manager meeting have to be completed at least 1 hour before the start of the first timed practice **and the following points must be covered as a pre-race briefing:**

- 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.

Team managers are assumed to dispatch this info to their respective drivers

Remark: Rule was made to replace the drivers briefing.

Proposed by EFRA Executive
Seconded by BRCA, Great Britain

The proposal was amended by BRCA, Great Britain
The Amendment was seconded by AMSCI, Italy

THE PROPOSED AMENDMENT: Change the wording of the last sentence to:

Team managers are *links* to **distribute** this info to their respective drivers

The Amendment passed unanimously

The proposal together with the amendment passed unanimously.

THE RULE SHOULD BE AMENDED TO READ

8.11. PROTESTS

8.11.4. Only written protests, handed over to the Race Director within **20** minutes after the publication of results of the heat or occasion to which it concerns, will be considered.

Remark: The time limit of 10 minutes is not acceptable.

When a driver has finished a heat/race, he/she usually has other duties to perform straight after the heat/race, usually marshalling. This means that by the time these other duties have been completed, and the relevant results have been found and studied, the time limit has expired.

Proposed by BRCA, Great Britain
Seconded by SBF, Sweden.

The proposal passed with 3 abstentions.

THE RULE SHOULD BE AMENDED TO READ

8.11. PROTESTS

8.11.5. **100 €** 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 FEPA, Portugal

The proposal was amended by FBA, Belgium
The Amendment was not seconded

THE PROPOSED AMENDMENT: Raise the protest fee to 500€

The proposal passed with 3 against.

THE RULE SHOULD BE AMENDED TO READ

8.11. PROTESTS

8.11.11. Appeals to EFRA against the decisions of the International Jury may only be made if submitted to the Race Director in writing with a further appeal fee of **200€** (or equivalent) before the end of the event.

Appeals are only allowed

Proposed by EFRA Executive
Seconded by DASU, Denmark

The proposal was amended by AECAR, Spain
The Amendment was seconded by FBA, Belgium

THE PROPOSED AMENDMENT: Raise the appeal fee to 500€

The Amendment passed with 2 against

The proposal together with the amendment passed with 1 against.

THE RULE SHOULD BE AMENDED TO READ

8.11. PROTESTS

8.11.12. If protest is upheld, the protest-fee of **100€** must be remitted immediately.

Proposed by EFRA Executive
Seconded by BRCA, Great Britain.

The proposal passed unanimously.

THE RULE SHOULD BE AMENDED TO READ

8.12. LAP COUNTING PROCEDURE

8.12.1. During EFRA sanctioned events the lap counting is to be done automatically by means of an automatic lap counting system and transponders fitted inside the cars bodyshell.

The transponders must be available from the organisers free of charge.

If the transponders are delivered by the organiser for the whole event (eg: Personal transponders types) a deposit of maximum 80 Euro may be required by the organiser.

If a driver owns a transponder which is compatible with the lap counting equipments and Race management software he may be entitled to use it by the organiser.

Remark: *This rule is necessary to avoid renting fees or transponders selling at track.*

Proposed by F.V.R.C. France
Seconded by FEPR, Portugal

The proposal passed with 1 abstention.

THE RULE SHOULD BE AMENDED TO READ

8.12. LAP COUNTING PROCEDURE

8.12.2 The **hand-out** transponders are released by the organisers at least one heat before the respective heat.

Remark: *Modify the rule according to the new times and the new personal transponders.*

Proposed by EFRA Executive
Seconded by DMC, Germany

The proposal passed unanimously.

THE PROPOSED RULE IS NEW

8.12. LAP COUNTING PROCEDURE

8.12.9. If the driver use a personally transponder he has the same responsibility as if he use a transponder borrowed from the organiser. The organiser must handle a personally transponder in the same way as if the transponder is released by the organiser.

Remark: Some drivers thinks that he have the whole responsibility if he use a personally transponder. A personally transponder is good for the organiser and therefore the organiser must take his responsibility.

**Proposed by SBF, Sweden
Seconded by SRCCA, Switzerland**

The proposal failed with 5 against and 10 abstentions.

THE RULE SHOULD BE AMENDED TO READ

8.13. PRIZES AND PRIZE CEREMONY

8.13.8 The **best driver** under 16 years will also receive EFRA awards.

**Proposed by EFRA Executive
Seconded by DMC, Germany**

**The proposal was amended by AECAR, Spain
The Amendment was seconded by DMC, Germany**

THE PROPOSED AMENDMENT: Raise the age to 17 years

**The Amendment passed unanimously
The proposal together with the amendment passed unanimously.**

THIS PROPOSED RULE IS MOVED FROM PAGE 61, RULE 5.6

10 RULING

10.1 PRECEDENCE

10.1.1 As long as appendix rules concerning specifications and race procedure do not clash with EFRA's spirit regarding fair racing they take precedence over the general rule governing the same item.

Remark: *This rule contain important information and needs to be clear instead of hidden as it was in it's original place.*

**Proposed by EFRA Executive
Seconded by FEPRA, Portugal**

The proposal passed unanimously.

APPENDIX 7 HOMOLOGATION OF MUFFLERS

THE RULE SHOULD BE AMENDED TO READ

1 GENERAL

For each IC class there are different rules for homologation.

Anyone who wishes to have a muffler tested and homologated must submit 2 samples by one of the following dates :

1st of January, 1st of March, 1st of June, 1st of September.

1.1 1:8 IC Track muffler rules

Each new muffler must be of a 3-chamber type and will be tested with **an engine** equipped with an inlet silencer (**according to EFRA rules**). Up till 40.000 RPM the muffler may not produce more then 82 dB. Measured at 10 meters distance and 1 meter high.

1.2 1:8 IC Off-Road

Only for Off-Road two chamber mufflers from the 1999 EFRA Approved list shall be allowed in addition to the 3-chamber mufflers from 1:8 IC track.

1.3 1:10 IC Track

Each new muffler must be a 2-chamber type and will be tested with **an engine** equipped with an inlet silencer (**according to EFRA rules**). The muffler may not produce more then 82 dB. Measured at 10 meters distance and 1 meter high.

Remark: *Changes are:*

Extending dates to the 1:8 Off road section (which has not) and add a first date on 1 January

Delete of the 2001 reference on the rule 1.1, placing the procedure (common to every section) on the general part of the rule.

Change the expression EFRA approved (serious doubt that EFRA does approves INS boxes) by according to EFRA rules.

Change the expressions motor by engine.

Proposed by EFRA Executive

Seconded by AECAR, Spain

The proposal was amended by FEPR, Portugal

The Amendment was seconded by AECAR, Spain

THE PROPOSED AMENDMENT: Change the wording to “...must submit 2 samples by...”

The Amendment passed unanimously

The proposal together with the amendment passed unanimously.

10 SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen

a) 1:8 IC Track

b) 1:8 IC Buggy Election of Chairman (see section meeting minutes)

c) Large Scale Election of Chairman (see section meeting minutes)

d) Electric Track Election of Chairman (see section meeting minutes)

e) 1:10 Electric Buggy

f) 1:10 IC Track Election of Chairman (see section meeting minutes)

The President Gary Culver thanked the various Chairmen's for their contributions to their section and EFRA activities congratulating as well the persons that had enter the chair again as the new elected chairman.

It was pointed out that a minor correction had been made to the 1:8 IC Buggy minutes.

The proposal to accept the section meeting minutes with the correction was proposed by Denmark and seconded by Finland.

Passed unanimously.

11 ELECTION OF EXECUTIVE OFFICERS

a) **President**

Mr E Dallas Mathiesen

Sweden

The resigning President Gary Culver asked Dallas Mathiesen to make a short speech.

Ladies and Gentlemen...

....first of all I have to say that I'm very honoured to be proposed as a candidate for the President position within this Federation.

It will not be an easy task to take over after Gary, especially since I'm perhaps not is known as a person with smooth talking even if I, in the case I will be elected, now have the opportunity to at least open the EFRA AGM with some friendly words and leave the complains regarding late answers etc. to the new secretary.

As you can understand am I not prepared to promise you gold and green forest at this moment because it's out of my power to do so. The successful running or our activities depends a lot of the inflow and respond from our member federations.

EFRA is not the people you see up here on the front table, EFRA, my dear friends, is you. The EFRA board is only the tool to effect the decisions all of you have agreed should be valid for the successful running of an European Federation for Radio controlled Cars.

There are anyway a few subjects that I would like to concentrate on even if I off course also has to consult the rest of the EFRA board.

I'm not saying that IFMAR not is an important matter, but this is not an area I will spending all my time since it in my opinion have taken far to much space during our committee meeting's and in a way "sucked out" some the energy from what I feel is our main task.

Mr Retornaz now enter the floor and thanked the resigning 1:10 IC Track Chairman Mr Eduardo Picolo for the successful running of the perhaps toughest section within EFRA. Mr Picolo was given a Golden fishing tackle in the shape of the EFRA logo and Jean-Luc hoped that Eduardo will ride out the storms on his fishing trips as well as he has handle the storms within his section and proposed him as Honorary Life Vice President.

Also Eduardo received the long warm applauds from the floor and was unanimously voted as EFRA Honorary Life Vice President.

12 GENERAL DISCUSSION ITEMS

Proposed by EFRA Executive

EFRA PR vs. good relation with the press

During many EFRA events there are a lot of people claiming that they are from the press, irrespective they running a private web site, doing it as a "privateer" to hopefully get a few bucks from a national paper or in fact running a well known RC magazine.

EFRA needs a good relationship with the press but in some cases could it be questioned if it is a true reporter or just someone that would like to have nice private photos or just access to restricted areas on the track.

In order to have "the right persons", trusted to do a good job for the sport and not publish silly things or betray confidences would it perhaps be useful if EFRA has a special Press card, this could be free or sold to a prize of i.e. €30.

The card could give access to appointed areas on the track, authority to take photos from the rostrum and even be present during team managers meetings. Off course should reporters with this card also get results etc.

The matter was discussed but no further decision was taken.

Proposed by EFRA Executive

The use of heart medicine and other preparation in order to calm down the racing tension.

Dallas raised the matter because it had been confirmed that drivers is using beta blockers etc. in order to not be nervous at races. EFRA is registered as an Sporting organisation in Sweden and following that is there very strict limitation regarding the use of medicament under racing conduction, the same goes for the rest of the Nordic Countries.

Beside this fact Dallas concerns was also our responsibility to our younger generation of drivers, he declared that he would not like to have a scenario where youngsters taken "drugs" in order to be as "cool" as their older idols.

Even if no decision was taken on this matter was the general feeling that no driving under the influence of alcohol or drugs should be allowed at EFRA events

Proposed by Ass. Adv. Member SERPENT

The penalty is either disqualification or loss of result.

Only if the found breach has a serous effect on the performance of the car and on the result it should lead to such penalties. If the breach has no performance effect a warning should be issued and the racer must present the car and/or the body for inspection before the next run. Only if a racer is found to have breached the same rule for a second time a disqualification or loss of result penalty should be issued. A good example is for instance that the rules say that a rear wing must be painted. If one is found in breach of this rule, he should be issued a warning and offer the car for inspection before his next run. Neither are certain hole sizes, or the width of a rim (most times a manufacturing tolerance) performance related breaches of the rules.

The matter was discussed but no further decision was taken.

Proposed by AMSCI, Italy

To define the minimal dimension of space of the zone box to every disposition for Drivers. Our proposal is from 100 to 120 cm max

The matter was discussed but no further decision was taken.

Proposed by AMSCI, Italy

To leave 3 weeks minimal of time between contests of the same type. This year has been a GP EFRA (Germany the 25 may) and EC-B (Lostalio 01 June)

Withdrawn

Proposed by NRCBF, Norway

Is it possible to use same weekends (week numbers) each year for EFRA GP and EC? This will do it easy for all countries to make their own calendar with national races, without setting same dates for EFRA GP/EC in same class.

Withdrawn

Proposed by FEPR, Portugal

EC and WC to be organized in different years

Withdrawn

Proposed by FEPR, Portugal

Request to include in the entry forms two columns (Chassis and Engine/Motor). This issue has been addressed to better manage the statistical information regarding the event. Attached you will find a new entry form.

The matter was discussed and the Chairmen's promised to look at the matter.

13 ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

The President of BRCA, Mr Chris Hardisty, gave a short report regarding his investigation of legal frequencies within Europe. A list will furthermore be published at the EFRA website. Mr Hardisty also asked the members of the name of the controlling body of frequencies in each country.

14 DATE/VENUE OF THE 2004 ANNUAL GENERAL MEETING

Since EFRA not had received any application to accommodate the next AGM the question was given to the floor. A comments was given by FEPR, Portugal that even if the Croatian federation had put every effort to make this to a very good AGM as well as venue and hospitality is it not acceptable that EFRA delegates has to spend 4 total days in order to be present and Portugal therefore suggested that future AGM's should be held in central places within Europe.

It was also pointed out from FBA, Belgium that for a small federation is it to expensive to travel to a location that is outside the central of Europe.

After some discussion Italy volunteered to hosting the next AGM and the meeting decided the 2004 EFRA AGM will be held in Rome, Italy the 6th – 7th of November.

The EFRA President Gary Culver thanked all delegates for a very well conducted weekend and being no further business the meeting was closed at 12.35

BALANCE SHEET 30TH OF SEPTEMBER 2003

2002-10-01	USD	EURO
BNP EURO account		55 194.38
BNP USD account	2 968.80	
Incomes 2001/2002	25 419.00	138 792.82

TOTAL	21 108,82	151 301,27
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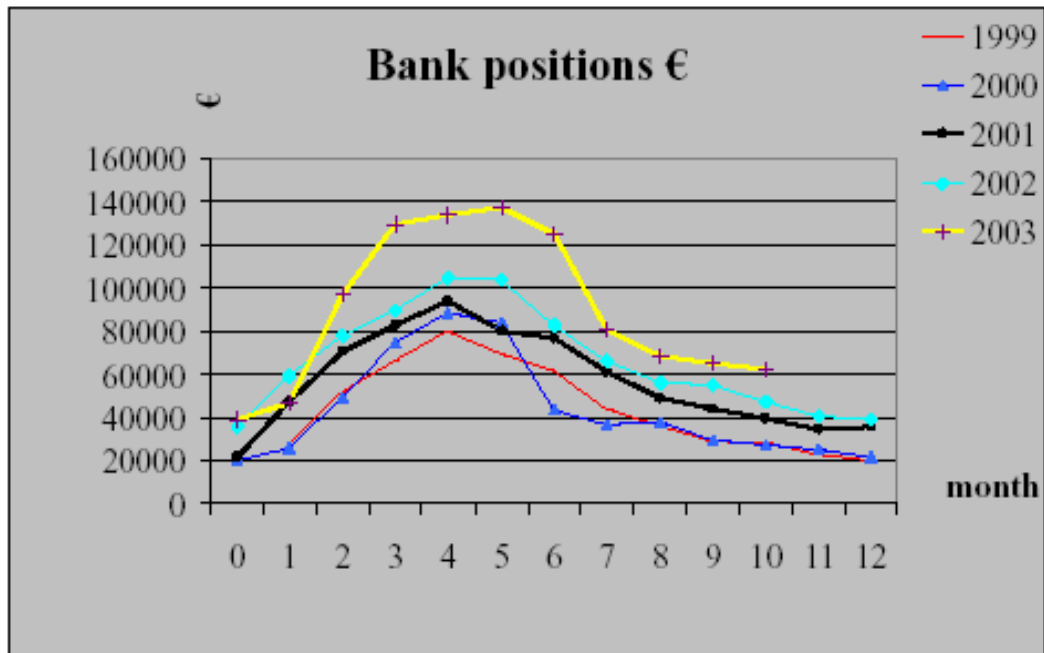
2003-09-30	USD	EURO
BNP EURO account		65 080.70
BNP USD account	8 051.77	
Spending 2001/2002	18 140,02	128 908.50
TOTAL	21 108,82	151 301,27

INCOMES

	2003	2002
Pending invoices Year N-1	3 395.00	4 180.00
Membership fees General	8 100.00	7 800.00
Membership fees sections	7 620.00	7 560.00
Sanctions fees EC	4 140.00	3 680.00
Sanction fees GP	2 420.00	2 640.00
Sanction fees International races	490.00	70.00
Deposits EC	5 300.00	3 105.00
Deposits GP	4 070.00	4 255.00
Entry fees EC	64 020.00	42 650.00
Reallocation fees	2 980.00	3 750.00
Entry fees ProRace	0.00	0.00
Licences	37 560.00	28 260.00
WC	NA	NA
Body homologation	600.00	350.00
Muffler homologation	1 000.00	1 500.00
Associate members	1 250.00	2 750.00
Hand books & Adverts	1 500.00	1 980.00
Deposits compensation	-5 705.00	-6 530.00
Foreign bank charges	0.00	-468.07
Misc	52.82	45.00
Total	138 792.82	107 576.93

SPENDINGS

	EC'S ENTRIES	2003	BUDGET 03	2002
PR		5 788.14	7 000.00	5 900.00
Equipment		186.06	1 000.00	1 002.63
Handbook		4 828.80	5 000.00	4 515.19
News letter/WEB		1 302.14	0.00	0.00
Committee Meetings		8 444.39	7 000.00	6 703.71
Committee Traveling		8 229.01	5 000.00	4 111.28
AGM		6 624.00	4 000.00	4 508.11
AGM Last Year		4 522.91	4 000.00	3 647.97
Tel/Fax/internet		2 903.24	2 500.00	2 540.00
Office supplies		425.11	0.00	0.00
Mailing costs		2 684.21	1 700.00	1 733.38
Homologation Costs		0.00	400.00	0.00
1/8 IC Track A+B	10 692.00	2 460.04	1 500.00	1 646.51
1/8 IC OR	9 720.00	2 364.45	3 000.00	3 196.00
Electric Track	8 100.00	1 849.18	1 500.00	3 077.86
Electric OR	9 782.00	1 416.00	1 500.00	917.27
1/10 IC Track	9 936.00	1 648.50	1 500.00	997.80
Large scale	7 722.00	2 062.90	2 000.00	1 362.58
IFMAR		8 615.20	5 200.00	3 520.96
Bank Costs		897.22	1 200.00	1 045.64
Deposits		5 705.00	5 000.00	6 530.00
Misc.				
Sub total	55 952.00	72 956.50	60 000.00	56 956.89
Total Including Entries		128 908.50		96 106.89



US DOLLAR ACCOUNT

	Incomes	Spending
Bank position 30/09/2002	2 968.80	
IFMAR Yearly fee		1 000.00
Deposit 2004 WC 1/8 Buggy Sweden		1 000.00
Reallocations		1 800.00
Entries paid to IFMAR		15 128.00
Entries received	25 419.00	
IFMAR Referee expenses		1 067.00
Bank costs		341.03
Bank position 30/09/2002		8 051.77
TOTAL	28 387.80	28 387.80

SPENDINGS

	Budget 04	2003	Budget 03
PR	7 000.00	5 788.14	7 000.00
Equipment	1 000.00	186.06	1 000.00
Handbook	5 000.00	4 828.80	5 000.00
News letter/WEB	1 500.00	1 302.14	0.00
Committee Meetings	7 700.00	8 444.39	7 000.00
Committee Traveling	5 500.00	8 229.01	5 000.00
AGM	5 000.00	6 624.00	4 000.00
AGM Last Year	4 500.00	4 522.91	4 000.00
Tel/Fax/internet	3 000.00	2 903.24	2 500.00
Office supplies	500.00	425.11	0.00
Mailing costs	2 500.00	2 684.21	1 700.00
Homologation Costs	400.00	0.00	400.00
1/8 IC Track A+B	2 500.00	2 460.04	1 500.00
1/8 IC OR	2 500.00	2 364.45	3 000.00
Elec Track	2 000.00	1 849.18	1 500.00
Elec OR	2 000.00	1 416.00	1 500.00
1/10 IC Track	2 000.00	1 648.50	1 500.00
Large scale	2 000.00	2 062.90	2 000.00
IFMAR	4 000.00	8 615.20	5 200.00
Bank Costs	900.00	897.22	1 200.00
Deposits	6 500.00	5 705.00	5 000.00
Misc.			
Sub total	68 000.00	72 956.50	60 000.00
Total Including Entries		128 908.50	