



EFRA ANNUAL GENERAL MEETING
HOTEL PISANA PALACE, ROME.
ITALY
6th – 7th November 2004

MINUTES GENERAL MEETING

SATURDAY 6TH OF NOVEMBER 2004

The meeting opened at: 09.00

1. PRESIDENTS WELCOME

Mr Dallas Mathiesen

Dear all

I do hope all of you have a comfortable chair because this might be a long meeting if I look on all the proposals. My first year as President have been quite interesting, I thought for a while that since I had passed the baton over our new secretary it should be a relaxed year that I should have some time over for the person that do my laundry. Well, I could honestly not have been more wrong.

Running EFRA have been almost a fulltime work and it might be that EFRA is on the way to lose one of the main sponsors and I'm on my way to ruin my second marriage if I should take the comments from my wife seriously. Anyway, that's personal and I guess that I have to take care of that when I get home even I think that both EFRA and IFMAR should pay at least one dinner for my wife Carina on a fancy restaurant.

One of the toughest things in the beginning was off course to keep my fingers away from our new secretary's domain and let him find his own structure. I have also tried to have input in every section during the year and it might be that one or two of the section chairmen have felt a bit frustrated about that but I have not heard to many growling.

By saying this I have to thank all of my colleges in the committee for a successful work during the past year. I also would like to put a special thanks to Jen-Luc that for several years now have been my mentor and the person I could lean on when life felt a bit to ruff.

During the year have I attend EC's in Sweden, Italy and Croatia and I would like to take the opportunity to point an official thanks to these organiser for the effort they have made to make these events successful and for the kind hospitality I have been treated with.

I have also been present at tree IFMAR World Championships, Sweden, Brazil and USA. At two of them as the IFMAR Referee and at one as your EFRA President for the IFMAR AGM.

In general I have had no problem with the running of these World Championships but that's off course depending on witch glasses you put on. We do see things different, a lot of things happen behind the scene were a lot of us with trained eyes easily can see, and make complains on. But the average driver do not see this things and my very personal feeling is if 85 to 90 % of the drivers are happy then it has been a good event.

At the EC in Zagreb did we try a new thing that in my opinion worked out very well. During the meeting did we invite all drivers to an open meeting in order to discuss the future of the section and get some input direct from the drivers. In my opinion was this quite appreciated and my impression was that the drivers would like to have this attached to the time schedule in the future.

A new thing this year was that the minutes from our January meeting was mailed out to you in order to keep you updated on the work that was I progress. I honestly did expected some feedback to see if we were going in the right direction but sadly must I admit that the respond from you was very poor. Before this AGM have we also put all the Agendas and proposals on the net to let as many as possible get a preview of the items that will be discussed and I do hope you have some input from your clubs and drivers with you.

The race calendar for the main events were set on a decent early time and sent out to you so I do not expect any clashes between events this year, off course do the Section Chairmen's need to double check with the master before the final calendar for their sections are set. As you can see in the proposals have we also tried to clean up the handbook and one goal for next year is to have a earlier delivery of our rules.

Another goal for the future is to have a youth representative in the committee, preferably will that be a female because during the past years have I learned from my wife that women do have a different view and a possibility to put there fingers on important issues that we as men quite often miss.

At the IFMAR WC in Florida did I run in to two items that could be quite interesting and revolutionary for the future. Item one is the brushless motor that now seems to have left the introduction stadium and bring a new dimension to electric racing and I do guess that it will be big issue at the electric section meetings.

Item two is even more interesting; it's a new radio feature in the shape of a module and a receiver to be used in combination with the transmitters on the market. The equipment seeks, and choose, it's own frequency individually. When this is fully built out in the future does it means that there is no need for radio impound, organisers do not have to make any frequencies checks etc.

Yesterday (read Friday) did we also had a special meeting with manufactory's that was very interesting. The executive had a lot of inputs that will be valid for the future running of EFRA events and the plan is to have these kind of meetings at every coming AGM. Hopefully will there be a few more attending this meeting because my personal feeling is that we, manufactories and EFRA, really need to collaborate more and the only possibility to reach that is to talk more to each other.

Finally before we start this year EFRA AGM would I just like to remind you to keep respect to the person that speak and bear in mind that not everyone easily can follow and master the English language.

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Ireland, Slovakia, Estonia, Russia, Luxemburg

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	X	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
 Jürgen Lauterbach Adv Member LRP
 Gary Culver Honorary Life Vice President
 Ted Longshaw Honorary Life Vice President
 Heiner Martin Honorary Life President

3 MINUTES OF 2003 ANNUAL GENERAL MEETING

1th to 2nd of November 2003— HOTEL ARGOSY, DUBROVNIK. CROATIA

a) Matters arising: Off course is the IFMAR matter a big issue but I would like to come back on that during the IFMAR Liaison Officer report.

Another issue from last year was the misuse amongst drivers to use drugs, beta blockers etc. in order to be more relaxed when driving. Later on this agenda is there a proposal from Norway regarding this subject and hopefully could we come to a solution when this proposal is discussed.

The minutes were accepted as written.

Seconded by: BRCA

Passed unanimously

4 SECRETARY'S REPORT

Mr Frederick Scholander

Ladies and Gentlemen,

As far as correspondence is concerned it has been a very quiet year. I have received an application for membership from Bulgaria.

I have also, together with our treasurer Jean-Luc, had a conversation with a representative from Israel about a membership. Up till today we do not know the outcome of this.

The list of missing correspondence is however longer. I still miss a lot of information from some of you my friends. National reports, nominees for the referee list and, not least, the handbook information for next year's handbook!! The deadline for this was October 31st.

This year's handbook was distributed rather late. I will do whatever I can in order to improve this for next year. So please, do me, and EFRA, a favour and mail me your information as soon as you come back home.

I will give you one, but please mark my words, only one more deadline, and that is the coming Sunday the 14th of November. If I have not received any information at that time I will use the information from this year.

As from this year the committee has decided to have two persons elected from the floor to adjust the minutes before they will be published.

The same procedure will follow in the section meetings.

The very simple reason for this is to avoid that incorrect minutes are spread around the world. So please, can I have two names from the floor that are willing to adjust the minutes?

Election of two persons to adjust the minutes: Denmark and Norway were elected to adjust the minutes from the main meeting.

Finally, this first year as your secretary has been exciting. I hope that I have not disappointed anyone, and that you all feel that you at any time are welcome to contact me.

5 TREASURER'S REPORT

Mr Jean-Luc Retornaz

Good morning to all of you,

Thank you to the new faces I have seen coming to this AGM and of course thank you to all the other ones (the old ones ?...) who are again giving their time to their federation and to EFRA.

It is very rewarding to see the work and the "passions" that we all put in this sport and hobby.

Before we go through the figures, may I say a few words regarding one event I have had the chance to attend this year.

The very first European championship B in 1/8 Off Road, was held in Loudun France. The attendance was at the end good and I hope that this new baby will develop and be a rewarding event for those drivers who invest a lot of themselves without, most of the time, the necessary time or facilities to step in the A one. They are the base of our sport.

I hope that another country this year will take the lead to carry the development of this new Championship in the same way as its older brother the 1/8 IC Track B.

Let us go now through the EFRA accounts.

Presentation of the accounts was made with transparencies.
The main features of these accounts were commented by Jean-Luc Retornaz.

When presenting the budget for 2005, three questions were raised from the floor:

- 1- As the accounts show a significant reserve fund, will EFRA carry on capitalising or consider to use these financial capacity for example for the promotion of our sport?
Jean-Luc Retornaz explained that on one hand he has always think that EFRA should have a "safety cushion" in order to be able to face any challenging situation that may occur in our present world, on the

other hand it is now true that some other uses of our financial capacity can be considered such as "Public Relation" matters.

- 2- Could the amount of 7 000,00 € shown in the budget be detailed?
- 3- The floor also ask to reconsider the budget of Committee Travelling.

A second presentation of the budget was then decided for the next morning.

These accounts have been audited by Jim Spencer from BRCA and Roberto Cairo from AMSCI. Thank you to them for their time given.

A special thanks to AMSCI and Roberto for the time he has spent searching and assisting EFRA in the organisation of this AGM.

The accounts will again need to be audited next year and as you know we need two federations to volunteer for this job.

Spain and Germany volunteered for this task.

Thank you for your attention.

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The presentation of the modified budget was made Sunday morning, (see column Budget 05 V2) in attached accounts sheets presentation.

Committee travelling:	8 000,00 € from 11 000,00 €
AGM	5 000,00 € from 6 000,00 €
IFMAR	10 000,00 € from 11 000,00 €
PR	unchanged but a detailed presentation of these costs will be made next year.

This new budget was seconded by BRCA and accepted unanimously.

6 PR OFFICER REPORT

Mr Wolfgang Petermann

Taking care of PR within EFRA is quite a different task from all the other jobs I've done before. I must say, that I did not reached all the targets I have set to myself.

Anyway, some significant steps forward were made.

The first time since years, EFRA has added a sheet with stickers to each EFRA Handbook. It was quite in interesting experiment. When I asked during the EFRA races several drivers about it, I mostly received the question back " What stickers?" They had not even unwrapped the handbook. But still several drivers used it on their cars or equipment. As we got the stickers for a good quotation, I think we will continue with that.

We also produced some technical number sheets to be used at technical inspection during EFRA events. Unfortunately the printing colour was not as resistant to fuel as promised. But that can also be improved.

During the year the EFRA News page was continuously up-dated with important information's, race reports from several EFRA GP's and EC's. As I cannot be at all meetings, I need the help of my committee members or from the organisers. That worked quite well in some cases but not as good as it should be done.

Regarding the EFRA News Page, we (Hans-Ludwig Walther and myself) plan to change it at the end of the year to a new layout.

The number of up-dates will be reduced on the entrance page to 4-6 and the rest will be passed to the new added archive.

We also will add a gallery where we can place pictures of the different EFRA events. That will allow press and other media to use them but also will give our web-site visitors the possibility to go through these pictures.

During the events I have visited I have tried to enforce the organisers, to provide better working possibilities to the model car related press people. It is quite strange sometimes, that a local journalist is hosted by the club with champagne, gets fist hand information's and is guided to any place he wants to be but the people working for the model related magazines have not even a place where they can make photos during the race. We need definitely both type of people and should give them the same support. As I have found out yesterday, it looks like some press people what to be more informed about what's going on in EFRA. Well, as it is quite easy with email now, I will feed them better with information's.

Next year we have three IFMAR WC's in our Countries and I think, that is a good chance to attract also some of the Europe wide operating Sport Channels. At the moment I make a small CD with some bits and pieces from the different classes involved, to send it out to these stations. As sometimes or better every time a personal contact is the key to these stations every help possible would be appreciated. Model car racing can be very exiting for spectators so we might get some interest as we had at various Worlds the last years.

From the manufactures meeting we had yesterday I learned, that EFRA need to explain better the benefits of an EFRA Advisory Membership. That will be also a target for the next month.

As IFMAR has received the status reports of all three WC's organisers I will now place them on the News page so all interested people can start to organise their engagement as soon as possible.

During the year I found out, on IFMAR's web site, that IFMAR is celebrating it's 25th anniversary. Well, I think EFRA is a little bit older, in fact 31 years. So I have tried to produce some information about EFRA's race history that will be posted a.s.a.p. at the EFRA MAIN web site.

Norway, Holland, Sweden and Great Britain announced at the meeting that they do have their own PR-contacts. The other member countries are kindly asked to inform Mr. Petermann as soon as they have someone within the federation responsible for Public Relations.

A question was raised from the floor whether EFRA has a policy for their PR work. Such a policy will be presented at the next AGM.

7 IFMAR LIAISON OFFICER REPORT

Mr Dallas Mathiesen and Mr Carlos Gomez Ambrosio

Mr Dallas Mathiesen

The IFMAR matter have been on the agenda for at least tree years now and it's time to put a "balance sheet" on the table of what has been obtained or not regarding the proposals put forward from EFRA.

I do know that this meeting last year accepted 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 se no other way then take stronger actions regarding further cooperation, supply officials for events etc.

I must admit that for various reasons have this letter not been written, I also wanted to attend an IFMAR meeting by my self before I took any decision. And I do think you agree that it's not the best negotiation situation to put forward a letter of threat together with proposals the first time you attend a meeting.

I have asked Carlos to make a summery of what we have achieved and after that presentation must this meeting take a final decision. I also have to point out, without trying to affect you, if any drastic steps will be decided you has to considering that we have tree WC's in Europe next year and at least one the following year.

Mr Carlos Gomez Ambrosio

According to the minutes of 2001 the Executive of EFRA assumed the task of putting forward towards IFMAR a set of proposals to cover basically 8 items:

1.- Membership – rules with a target for a better and fairer representation of member countries especially for decision making.

Now the relevance of the US & Australian vote is lower, really lower, the main change is that UNANIMOUS decisions are not needed now (before it was needed) a majority vote is valid for most of the decisions.

As per our latest news FAMAR has adopted the EFRA way of organise as a Bloc with Sections and Section Chairmen as we have, the FAMAR countries handbooks are pretty similar to the EFRA ones and normally they see things in the way we do.

This is a long term target, we have to go step by step, now the specific weight of some countries which were decisive in the past are no longer decisive.

Achieved: **50 %** of objectives.

2.- Objectives – of IFMAR with a target for real control and responsibility of IFMAR over world racing

EFRA has done several proposals over it and succeed over some of those, i.e. the name of the Race Director and the Timekeeping supervisor are to be Approved by IFMAR so that together with the referees means that all the Key posts on a worlds race are to be determined by IFMAR.

Another improvement over control is the new “provision fund” of 1.000 \$ which helps to more effective control of IFMAR over the application of the event.

We have to say we have not managed to change responsibility which still remains within the bloc/organiser.

50 % Achieved

3.- Constitution of IFMAR Executive Committee

Executives to be from different Blocks Executive.

Number of Executives.

Positions & Duties.

Lot of work has been done over the Constitution of IFMAR, we have a complete new one with a 11 out of 19 of our proposals passed and approved.

If we like or dislike the actual IFMAR constitution and the way to approve it, it is another issue.

We had no succeed over the target of the executive composition, although we have reached an unanimous agreement over such a key item at Cincinnati 2002 AGM we have been mislead and now the proposal didn't pass.

Even more we have been betrayed again over an agreed wording over the voting representatives of the blocs not acting as members of the executive.

The number of executives has been increased by forbidden double and triple “hats” and now we have 2 fully operative Section Chairmen (Gas and Electric) and President, Vice-president, Secretary/Treasurer.

The IFMAR Structure is now less Presidential based and relay much more on the Section Chairmen.

We are trying to make the Secretary & Treasurer work much more under control and now he/she have to give report over financial aspects 3 times per year.

20% Achieved

4.- Allocations rules for World Championship Events, and re-allocation rules where necessary.

We have improved those a lot, on the last IFMAR Executive Meeting a fixed pattern for the forthcoming years has been agreed and a rule to avoid to have more than 2 events on the same bloc the same year has been put forward and passed (with a small amendment).

We have create a prevention fund deposit to avoid “false applications” which in case some bloc applies for an event and don't fulfil with its obligation (refuses later) looses 1.000 \$ which will pass to the standing organizing bloc.

100 % achieved

5.- Allocation rules for drivers

We have done a good rule over it, things are not easy and now we are 4 blocs and before we were only 3, so the number of allocations per bloc has decreased (from 40 to 32) but the organizing bloc has now 10 extra allocations in origin. Then we have improved the way the allocations are handled to allow to those blocs willing to have more places to cover those a.s.a.p., we are still waiting to see this working properly but we will see it in the following years.

100 % achieved

6.- Compulsory warm up races – Rules and re-allocations where necessary

This is a “recommended” figure, followed by every organiser up to now and it is scheduled already for the coming years. Some work yet to be done over it and this is basically linked to the type of racing (off road or track). Allocation procedure is open absolutely, with some advantages and disadvantages, as an advantage it allows every local of the bloc to race against the worlds “top-guns” not only those locals qualified for the worlds event but everyone.

The World Cup figure is now ruled as compulsory introductory event for a new Class.

25 % Achieved

Compulsory organisational rules and sanctions for World Events

Rules and procedures have improved a lot, Work has been done section by section and now, i.e. the rules for 1/8th Of Road have improved a lot thanks to the quality work done by EFRA Section Chairman Mick Hill & his wife Janet and the rest of committee members present at Furulund.

90 % achieved

7.- World Championship Rules

As indicated before, those are improving, as you all may know, IFMAR WC rules are of 2 different kind, General ones and then Section ones, this ones cover normally the specific areas of each section and the work over it goes as indicated before.

Now The IFMAR Section Chairmen & Executives with the experience achieved and/or with the proposals made from the blocs are to improve the rules.

The possibility of the IFMAR Exec to make rule proposals is ABSOLUTELY NEW and comes trough an EFRA proposal accepted at the last AGM.

90 % Achieved

8.- Creation of an organised body of appointed experts covering race management (race directors, lap counting officers Referees etc..)

As indicated before this is on an evolution process but going towards it, now, we have included the Race Director & the Timekeeping Supervisor as a key Post to be "at least" designated or approved by IFMAR.

20 % Achieved.

"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 overall reflexion gave us a positive impression, we have achieved more than we have missed, as indicated before some of the targets are long term ones, nearly impossible to be reached in a short term basis, but the impression is of a positive progress in the IIFMAR area.

It was decided at this time, that the discussion about IFMAR should continue the following day, and the President urged the participants to discuss the IFMAR matter among them self's until then.

8 NEW MEMBER OF EFRA

Bulgaria had announced an application, but since no application was presented at the meeting the issue was postponed. A discussion has been held during the year between EFRA (Jean-Luc Returnaz and Frederick Scholander) and a representative from Israel, but no formal application has arrived.

9 PROPOSALS RE GENERAL RULES

CLEANING UP THE HANDBOOK

For several years have there been requests for "cleaning" up the EFRA Handbook, delete "unused" rules, clarify eventually clashes etc. A lot of the following proposals from the Executive Committee are an attempt to fulfil this request:

It was also planned to make a "clean up" with the Race Procedure and Penalties, meaning combine all from the appendix to the general in order to have a more easy overview but there was other things I had to take care of. If this meeting thrust me that I do not make any significant change to the ruling is it still possible to do this before our rules goes to the printing office.

This was accepted by the meeting and it was decided that Norway and Great Britain will adjust the Presidents proposal to "Clean up" the rule book before it goes to the printing shop.

DELETE (this proposal is a bit depending on the results from the manufactures meeting planned to be held on Friday)

4. Annual Meeting (AGM)

a) The election of an Executive Board as follows:

Executive Board

1. The President
2. General Secretary
3. Section Chairmen
4. Treasurer
5. IFMAR Liaison Officer

~~6. Advisory Manufacturing Officer~~

7. PR Officer

~~h) The Advisory Manufacturing Officer will represent the views and interests of the European RC manufacturers and will be nominated and approved by the group of European RC manufacturers (ARGAM)~~

Remark: For many years have there not been any manufacturers Officer or manufacturers group, if there is an interest from the manufacturers to form such group and be more active then this proposal will be withdrawn.

Proposed by EFRA Executive

Seconded by: Norway

Passed unanimously

DELETE

11. Duties of Executive Board Officers

GENERAL SECRETARY:

~~8 Keeps the list of all Handbook owners. Updates the handbook, publishes the updates and mails them to all E.F.R.A. Handbook owners.~~

~~10 Sends the results of all E.F.R.A. GP and EC meetings to Model Magazines.~~

SECTION CHAIRMEN:

11 He makes a report of the past racing season to be presented ~~by the President~~ at the AGM.

Remark: The list of handbook owners is handled by the treasurer and the result of EFRA events should be sent by the PR Officer.

The report is normally done during the section meeting and the President can not be at all meeting at the same time.

Proposed by EFRA Executive

Seconded by: Denmark

Passed unanimously

3 EFRA SANCTIONS

DELETE AND AMEND THE RULE TO READ

3.1. EFRA Sanctions

3.1.3. **In order to receive an EFRA sanction, an application has to be done to the section chairman thru the national federation.**

Remark: Simply to adopt the rule to the procedure the way it has been done for several years now.

Proposed by EFRA Executive

Seconded by: Denmark

Passed unanimously

DELETE AND AMEND THE RULE TO READ

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.

These applications must be sent to EFRA i.e. the section concerned, at least 4 weeks before the AGM and must contain **relevant information such as** pictures of the accommodation, hotel information, 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 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: *Hardly no one is using the EFRA Sanction Questionnaire*

Proposed by EFRA Executive

Seconded by: Denmark

Passed unanimously

"REORDER" THE WORDING AND DELETE

3.2.3. The host Club proposed by the National Association must have successfully organised one EFRA Grand Prix with EFRA Sanction, on the last 2 years, preferentially on the proposed track.

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

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.~~

Proposed by EFRA Executive

Not Seconded

AMEND THE RULE TO READ

3.3.1. EFRA Grand Prix have the status of "Open **EFRA** international championship" of the organising country.

Remark: *To avoid any conflict with national federation rules*

Proposed by EFRA Executive

Seconded by: Norway

Passed unanimously

AMEND AND DELETE THE RULE TO READ

3.3.6. **If** EFRA Grand Prix results shall be used as the basis for awarding points to the competitors, a general classification shall be published at the end of the racing season. ~~The first 3 shall be given awards.~~ The sum of the 4 best results of the season to be the final score of each driver.

Remark: *To adopt the rule to the reality*

Proposed by EFRA Executive

Seconded by: Belgium

Passed unanimously

DELETE

3.3.6. If EFRA Grand Prix be the final score of each driver.

Points shall be given as follows:

EFRA GP1 (Less than 30 drivers)

....

EFRA GP2 (30 to 60 drivers)

....

EFRA GP3 (60 drivers plus)

....

~~Nat Championship = EFRA GP1 1, 2Number of drivers less than 30~~

~~Nat Championship = EFRA GP2 1, 2Number of drivers more than 30 less than 60~~

~~Nat Championship = EFRA GP3 1, 2Number of drivers more than 60~~

EUROPEAN CHAMPIONSHIP

...

WORLD CHAMPIONSHIP

...

Remark: *National Championships have nothing to do with EFRA events and therefore should points not be given*

Proposed by EFRA Executive

Seconded by: BRCA

Passed unanimously

DELETE

3.5.4. A deposit is payable for all E.C.'s and sanctioned G.P.'s. Copies of the result and the referees report should be send to the EFRA General Secretary and Section Chairman. ~~The deposit will be refunded within two months of receipt of this report if the organisation of the event has been considered satisfactory.~~

Remark: *The final decision of the deposit is normally taken during the AGM and the EFRA Treasurer usually deducts this sum when the invoice for the coming year is distributed.*

Proposed by EFRA Executive

Seconded by: Austria

Passed unanimously

THE PROPOSED RULE IS NEW

Rule ?? *Do not allow a club to ask for or to organize more than one EC event in the same year.*

Proposed by AECAR (Spain)

Seconded by: Portugal

Not Seconded

The proposal was amended by Great Britain

The Amendment was seconded by: Spain

THE PROPOSED AMENDMENT: Change the wording to:

Do not allow a club to organise more than one (1) EC event in the same year, except if it is a combined event.

The amendment failed with 10 against, 2 abstentions and 6 for

The proposal failed with 12 against, 2 abstentions and 4 for.

4 INTERNATIONAL DRIVERS LICENSE

DELETE THE RULE TO READ

4.1.1 ~~The object of International driver's licences is to enable organisers to compose the qualifying heats so that novice or less experienced drivers are not mixed up with the top international drivers, in the interest of both groups.~~

Remark: *Object of the EFRA International licence is not only to enable organisers to compose the qualifying heats*

Proposed by EFRA Executive

Seconded by: Italy

Not Seconded

Passed unanimously

DELETE AND AMEND THE RULE TO READ

4.3.5. The National Association should fill in the licence in the appropriate sections before issuing to a driver.

The licence must carry the name of the National Organisation, ***Class of licence (A or B) and date of issue.***

The name of the driver and a licence number must also be entered and recorded. A list of licence holders including Name, Address and Licence Number should be sent to the ***EFRA Treasurer.***

The individual drivers licence number should remain unchanged from year to year and must not be used for re-issue to other drivers. Each number is a personal number.

Remark: *We don't have any different classes on the license and the treasurer handle the list of EFRA license holders.*

Proposed by EFRA Executive

Seconded by: Denmark

Not Seconded

Passed unanimously

DELETE

~~4.3.6. The National Association may upgrade a "B" licence to "A" status, after proof has been presented that the required results have been obtained.~~

~~4.3.7 All drivers issued with a licence must complete the EFRA database information card and forward it to the EFRA General Secretary in order that they may receive information from EFRA. This information can be provided by the National Federation in computer report format if the Federation so require.~~

Remark: *The rules are not valid anymore*

Proposed by EFRA Executive

Seconded by: Sweden

Not Seconded

Passed unanimously

DELETE AND AMEND THE RULE TO READ

4.3.8. Should a driver lose or have stolen a current EFRA Licence, then the National Federation may apply in writing to the ***EFRA Treasurer*** for a replacement to be issued. No fee will be charged for this service but it is subject to the fact that the original licence was registered as issued by the appropriate National Federation.

Proposed by EFRA Executive

Seconded by: Norway

Not Seconded

The Amendment was seconded by: Great Britain

THE PROPOSED AMENDMENT: Change the wording to:

If for whatever reason a driver should lose or have stolen a current EFRA Licence, then the National Federation may apply in writing to the EFRA Treasurer for a replacement to be issued. No fee will be charged for this service but it is subject to the fact that the original licence was registered as issued by the appropriate National Federation.

The amendment passed unanimously

The proposal together with the amendment passed unanimously

5 GENERAL REQUIREMENTS EFRA EVENTS

DELETE AND AMEND THE RULE TO READ

5.3.9. A public liability insurance, against accidents, and legal liability is compulsory for all events. The cover must be applicable to all competitors and officials, irrespective of their nationality or sporting status.

A copy of the insurance certificate should be presented to the Section Chairman prior to the event.

Proposed by EFRA Executive

Seconded by: Austria

Not Seconded

Passed unanimously

AMEND AND DELETE THE RULE TO READ

5.4.3. These systems must satisfy the requirements of EFRA and therefore must be proposed and explained in the **application**.

~~(EFRA REF: SANCTION 92 - 1/8)~~

Proposed by EFRA Executive

Seconded by: BRCA

Not Seconded

Passed unanimously

6 ORGANISATION OF EFRA EVENT

DELETE

6.1. RACE ORGANISATION REQUIREMENTS

~~b) have successfully organised at least 2 races of international level, of which at least one was held at the same track or venue where the EFRA race is going to be held;~~

Remark: Already covered by rule 3.2.3

Proposed by EFRA Executive

Seconded by: Holland

Not Seconded

Passed unanimously

DELETE

6.1.2. Request for EFRA Grand Prix and European Championship (see chap.3)

The organising club must request the race through its National Association, who will forward this request to EFRA as described in paragraph 3.2.2. and 3.3.3.

~~The President of the National Association must sign the request. In the event that the request is for the benefit of his (the Chairman) own club, the Vice-President must also sign.~~

~~The request must contain details of preferred dates, venue of the race and a filled-in Sanction Questionnaire (EFRA REF: SANCTION 92-1/8).~~

The National Association may reject such a request even before sending it to EFRA, they being in the first instance responsible for such a race.

Remark: The normal procedure that have been valid for many years is that the federation secretary send in all application for EFRA events in a package and the Sanction Questionnaire is not used. The rest is covered by rule 3.2.2 and 3.3.3

Proposed by EFRA Executive

Seconded by: Denmark

Not Seconded

Passed unanimously

AMEND THE RULE TO READ

6.2.1. The host Federation shall provide copies of the sufficient necessary information to the EFRA Section Chairman not less then 120 days before the event. The information shall include an program **to be approved by the section Chairman**, a plan of the track, how to get to the track, hotel accommodation etc. must be received by all EFRA contact addresses at the latest 90 days before the event.

There must be a hotel list with hotel class, addresses and prices.

The invitation must state whether the race is to be run in a clockwise or anticlockwise direction.

The EFRA Section Chairman is responsible to distribute this information together with the entry forms, **and should be published on the EFRA website; www.efra.se**

Proposed by EFRA Executive

Seconded by: Belgium

Not Seconded

Passed unanimously

AMEND THE RULE TO READ

6.3.1. Invitations, Entry forms and time tables with additional information must be **published on, or linked from, the EFRA web site** at least 60 days before the event.

Proposed by EFRA Executive

Seconded by: Norway

Not Seconded

Passed unanimously

DELETE

- 6.3.2. The National Association distribute the entry forms to the interested drivers, Filling in the form and sending it to the organising Club is the responsibility of the individual driver (~~EFRA REF: ENTRYFORM 92-1/1~~)
~~Drivers must also send with the entry from two (2) passport size photographs.~~
Closing date for the entries must be marked on the entry form but should not be later than 7 days before the event. (~~14 days for all European Championship events~~).

Remark: Not valid for GP's

Proposed by EFRA Executive

Seconded by: Germany

Not Seconded

Passed unanimously

At this stage the general Meeting will be closed following by Section Meetings.

SUNDAY 7th NOVEMBER 2004 *The meeting reconvened at: 09.00*

It was found out that some proposals from France, 4.1.2, 4.1.4 and 4.1.5 were missing on the agenda. The proposals were passed out to all participants and the President proposed, referring to similar incidents on earlier AGM:s that the meeting would handle the proposals at the present AGM

The proposal passed unanimously.

AMEND THE RULE TO READ

- 4.1.2 All competitors at European Championships and World Championships must have a valid EFRA drivers licence, issued through their National Federation.

EFRA licences using the model delivered by EFRA, bearing the initials of the National Federation and termed 'EFRA International Licence' are issued by the National Federations.

Each National Federation shall be entitled to issue EFRA licences

1) To its nationals;

2) To the nationals of other countries represented in EFRA, in compliance with the following statutory conditions:

a) That their parent National Federation gives its prior agreement to the issuing which may only take place once a year.

b) That they can produce for their parent National Federation (the country of their passport) a permanent proof of residence in the other country;

c) That their parent National Federation has recovered the EFRA licence originally issued.

No person authorised by their parent National Federation to apply for an EFRA licence from some other National Federation shall hold an EFRA licence from their parent National Federation valid for the current year.

If for very special reasons however, An EFRA licence-holder wishes to change the nationality of his licence during the current year, he would only be able to do so after having obtained his parent NATIONAL Federation's consent and once his old licence has been taken back by his parent NATIONAL FEDERATION.

A NATIONAL FEDERATION may also grant an EFRA licence to a foreigner belonging to a country not yet represented in EFRA but only on condition that EFRA is immediately informed of the intention to do so, in which case EFRA will at once state if there is any reason why such an EFRA licence should not be granted. A NATIONAL FEDERATION shall advise EFRA of any refusal on its part to comply with a request of this nature.

The EFRA drivers licence must be produced personally at registration, at World Championships the licenses should be checked by the EFRA Official.

The organiser will register the licence numbers of all drivers and record these in all results.

Proposed by EFRA Executive

Seconded by: Holland

Not Seconded

The proposal passed with 13 in favour and 1 against.

DELETE AND AMEND THE RULE TO READ

-
- 4.1.4 Delete ~~4.1.4 For a European Championship a country can send a driver under its flag who qualified in this country, even if he has another passport.~~

Replace

4.1.4. Nationality of a competitor or driver

Every competitor or driver who has obtained their EFRA licence from a NATIONAL FEDERATION takes the nationality of that NATIONAL FEDERATION for the period of validity of that licence.

All drivers, irrespective of the nationality of their licence, participating in any IFMAR World Championship or EFRA European Championship event, shall retain the nationality of their passport in all official documents, meetings, information bulletins and prize-giving ceremonies.

Proposed by EFRA Executive

Seconded by: France

Not Seconded

The proposal passed with 13 in favour and 1 against.

THE PROPOSED RULE IS NEW

4.1.5

Pseudonym

If An EFRA licence is requested under a pseudonym, special application shall be made to the NATIONAL FEDERATION concerned.

In such cases an EFRA licence will be issued in the assumed name if approved.

The EFRA licence-holder, for so long as they are registered under a pseudonym, shall not take part in any competition under any other name.

An alteration of a pseudonym shall necessitate the same procedure being followed as for the original name.

A person registered under a pseudonym shall not revert to the use of their own name until they have obtained a new EFRA licence under their own name from the NATIONAL FEDERATION

Proposed by EFRA Executive

Seconded by: Denmark

Not Seconded

The proposal passed with 15 in favour and 1 against.

7 RACE OFFICIALS

AMEND AND DELETE THE RULE TO READ

- 7.1.3 Two EFRA referees, (see approved list) appointed by the section chairman after consultation with the national federation, are required for all EFRA EC's **with allocated places**. At least one of them must be from abroad and will be head referee. The hosting federation must provide suitably qualified substitute(s) to assist and stand in.

~~**EFRA will pay the first 136 € (or equivalent) accounted as referee expenses direct to the organiser.**~~

For GP's **and open EC's** one EFRA referee will suffice (see approved list). A second referee, known by name and approved by the national federation but not necessarily on the approved list may be accepted. The hosting club must provide a suitable qualified substitute to assist and stand in. EFRA does not pay any referee expenses for GP's or sanctioned International races.

Remark: *At the last AGM a rule 7.1.5 (EFRA should pay the travelling costs....) passed. By mistake was there not a proposal to delete the above sentence.*

Proposed by EFRA Executive

Seconded by: Sweden

Not Seconded

Passed with 13 for and 1 abstention

DELETE

- 7.1.14. Starting procedure, i.e. writing down start line infringements and if necessary reporting these to the time-keeper.

~~**(The time-keeper and Starter are primarily responsible for issuing starting penalties e.g. time-penalty).**~~

Remark: In 9 cases out of 10 is it a practice that the referee taking care of this penalty.

Proposed by EFRA Executive

Seconded by: BRCA

Not Seconded

Passed unanimously

DELETE

~~7.3.7. Marshals are compulsory and will be provided by the organising club. They must be experienced and supplied with gloves or other protection. No drivers or mechanics will be allowed as marshals. One marshal should be posted every 30 meters. Other than running marshals all other will remain at their posts at all times during racing. No other person is allowed on the track whilst racing is in progress.~~

Remark: The question about marshals is handled in rule 8.15.1

Proposed by EFRA Executive

Seconded by: BRCA

Not Seconded

Passed unanimously

AMEND THE RULE TO READ

7.5.2. Responsibilities of the Team Manager are:

....

d. He must attend the **Team managers** meeting(s) prior to the start of the race.

e. He is....

Proposed by EFRA Executive

Seconded by: BRCA

Not Seconded

Passed unanimously

AMEND THE RULE TO READ

7.5.2. Responsibilities of the Team Manager are:

e. He is the link between his team and the race direction by receiving all information referring to.

- time table changes

- frequency changes

- results **after every qualification round, sub finals**, semi-finals and finals

- other information referring to the race.

Remark: It is generally not many Team Managers collecting results after every heat. It ought to be enough with results after a round.

Proposed by SBF, Sweden

Seconded by: Denmark

Not Seconded

Passed with 16 for and 1 against

8 GENERAL RACE PROCEDURE

THE PROPOSED RULE IS NEW

8.2.5 If the organizer has started organized practise, all drivers must respect the time schedule and the heats set. If a driver is caught cheating, for instance taking part in two different practise heats, this driver will not be allowed any more practise the same day.

Remark: This was observed during the EC-B in Fiorano in 2004. The EFRA officials were informed about this, but did nothing about it. Obviously we therefore need a rule governing this.

Proposed by NRCBF, Norway

Seconded by: Belgium

Not Seconded

The proposal was amended

The Amendment was seconded by: Finland

THE PROPOSED AMENDMENT: Change the wording to:

If the organizer has started organized practise, all drivers must respect the time schedule and the heats set. If a driver is caught cheating, for instance taking part in two different practise heats, ~~this driver will not be allowed any more practise the same day~~ **This driver will be disqualified from the race**

The amendment together with the proposal passed with 15 for, 1 against and 1 abstention

AMEND THE RULE TO READ

8.4.4. At every EFRA event, pre-registration may be requested by the organisers. Limit date for pre-registration must be 72 hours before the official limit time for registration. Pre-registration must involve:

Name of driver
Country
EFRA Licence number
At least two (2) frequencies

Proposed by EFRA Executive

Seconded by: BRCA

Not Seconded

Passed unanimously

DELETE

~~8.5.2. A frequency flag or other usual method will be used to show the frequency of the transmitter. During practice frequency flags may not obstruct the view on the track of other drivers.~~

Proposed by EFRA Executive

Seconded by: BRCA

Not Seconded

Passed unanimously

AMEND THE RULE TO READ

8.5.9 All **frequencies** and frequency changes must, **at all times**, be authorised, in writing, by the **respective countries team manager** and designated Official before **the frequency is approved** or the change is made.

Remark: *Necessary to avoid conflicts which could delay the race or destroy the drivers equipment.*

Proposed by SBF, Sweden

Seconded by: BRCA

Not Seconded

Passed unanimously

AMEND THE RULE TO READ

8.6.1 TRANSMITTERS AND TRANSMITTERS COMPOUND

Transmitters must be constructed in such a manner, that the crystal can be changed. All competitors must have at least one alternative frequency available. Voltage supply to the transmitter must not exceed the manufacturer's type approval or National authority recommendations. Any driver found to be using external or additional battery packs must have proof that it conforms to the radio manufacturer's specifications. **No changes or additions are allowed on the antenna, if not foreseen by the manufacturer.**

Remark: *It is a bad habit by some drivers to add extra wires to the antenna. This can cause problems to other drivers. The transmitter is designed by the manufacturer for maximum safety and interference security.*

Proposed by EFRA Executive

Seconded by: Denmark

Not Seconded

The proposal was amended

The Amendment was seconded by: Denmark

THE PROPOSED AMENDMENT: Change the wording to:

Any driver found to be using external or additional battery packs must have proof that it conforms to the radio manufacturer's specifications. **No changes or additions are allowed on the antenna, if not foreseen by the manufacturer., unless authorised by the original manufacturer.**

The proposal together with the amendment passed with 14 for, 1 against and 3 abstentions.

This is a major "clean up" proposal; all the items regarding technical inspection in the different appendix have been put together in the general rules with hardly any changes in the wording.

PROPOSED RULE

8.7. TECHNICAL INSPECTION

8.7.1. Admission Inspection must always take place in an area ***protected from intrusion*** and before the start of the first heat. Cars must be presented for inspection at requested by the Officials any time during the meeting. Random checks on technical specifications can be done during the whole race. During Technical Inspection only the Driver or Mechanic and the Team manager are entitled to be present in addition to Race Officials.

Under all circumstances it is the responsibility of the driver that his car is within the EFRA rules during a race meeting. If a car is found illegal during heats, sub-finals or final, it's result will be made void and the car has to stay in technical inspection until the result is published and the protest time is over.

8.7.2. At European Championships admission inspection must take place on the day before the race, preferably after the controlled practice.

8.7.3. Technical inspection must include a thorough check-out of the car, weight limit, motor, muffler, tank, batteries, tyres, homologation of bodies, spoiler and overall dimensions. At European Championships, also of the transmitter (see 8.6.2.).

Any tank found illegal after a heat or final shall be removed from the car and inspected for a second time after an initial "cool down period" of app. 15 minutes. This period of 15 minutes is only necessary in case the temperatures are above 20° C. Only EFRA approved equipment for measuring are allowed.

8.7.4. Only one car per driver per class will be accepted. When transmitters are checked, spare-transmitters may also be presented for 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.

8.7.6. Cars which have passed Technical Inspection must be marked with the drivers identification number, consisting the registration Entry number. This number must be applied, indelibly, inside the chassis plate.

8.7.7. For each competitor the race has officially started after technical inspection and admission of his car.

8.7.9. At European Championships, all cars of finalists go into a "Parc Fermé", immediately after the finish of the final and are inspected. Cars must remain with the Officials, untouched by drivers or mechanics. Any race distortion must be ignored. Inspection must be at least on:

- engine (motor)
- tank capacity (batteries)
- battery-pack and weight
- chassis (dimensions)

8.7.10. Point 8.7.9. may be applied at EFRA Grand Prix or other EFRA sanctioned races, but is not compulsory.

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).

8.7.12. If a car is found to exceed the limits of dimensions on checking immediately after a race positive proof of race damage may prevent disqualification.

When a car failure to pass the technical inspection, the driver is only disqualified from the heat. In a final, or sub-final, it will mean last position of that final.

8.7.13 The car shall be measured for width by placing it on a baseboard equipped with 2 side rails of 20 mm height spaced according to the section technical rules, constructed in such a way, that the car can roll freely between them.

Baseboard and rails must be constructed of high quality board suitably stiffened to prevent distortion. The car must roll freely between the side rails with any steer able wheels set in the

straight ahead position irrespective of the compression extension or roll angle of the suspension.

The car shall be measured for length and height in a similarly constructed box of internal dimensions according to the section technical rules, which includes provision for checking the maximum height.

The measurement of the wheelbase may be made by simple measurement of axle centre distances with suspension in any position but Race Directors should be prepared to make more exact checks in cases of doubt or protest. It is suggested that the wheels are removed and the wheel spindles are firmly placed on the blocks whilst accurate measurements are made.

- 8.7.14** The equipment used for technical inspection by the organiser must be made available to competitor's at all reasonable times.

If this is accepted delete:

Appendix 1 part of Rule 5.2 page 87
Appendix 2 Rule 4.1 e), f), g), h), i), j) page 97 and 4.2 d) page 98
Appendix 3 Rule 6.4
Appendix 4 Rule 4.5 page 116
Appendix 5 Rule 3 page 124 (note that the last part have to be moved to ????)
Appendix 6 Rule 1.8 page 140

Remark: *This is an attempt to clean up the rulebook, having the rules for technical inspection in one place only.*

Proposed by EFRA Executive

Seconded by: Austria

The proposal was amended

The Amendment was seconded by: Norway

THE PROPOSED AMENDMENT: Change the wording to:

8.7.13 The car, **except for Large Scale**, shall be measured for length and height in a similarly constructed box of internal dimensions according to the section technical rules, which includes provision for checking the maximum height.

The amendment passed unanimously

The proposal was amended

The Amendment was seconded by: Finland

THE PROPOSED AMENDMENT: Change the wording to:

8.7.2. At European Championships admission inspection must take place ~~on the day before the race, preferably after the controlled practice.~~ **before the timed practice.**

The amendment passed with 9 for and 4 abstentions

The proposal together with the amendments passed unanimously

THE PROPOSED RULE IS NEW

8.7.15 ***All lists of approved equipment, (ie. Bodies, mufflers and batteries) must be available on EFRA's webpage from the 1st of February every year. This is the finale lists for this year and no changes will be made before the next year. Equipment homologized during the year will not be put on the list until 1st of February next year.***

Remark: *This year the body list from EFRA was published in April. To be more correct this was e-mailed. The racing season in most European countries start in the middle of April, for some countries even in march.*

As of 3. June 2004 when this is written, the link on <http://www.efra.se/> to 1:8 Track IC bodies takes you to the TC approved list of bodies. Which means no updated body list for 1:8 Track can be downloaded.

And why do we need "re-homologisation"? According to one of EFRA's Chairman, this is because EFRA needs the money. Is this really the case? It should in any case be more than enough to homologate a body 1 time.

There have also been updated lists sent from EFRA's Chairman just before events. About two weeks before EC B 1:8 Track IC, there was updated list of mufflers. Who gets mufflers available in this time? The factory-drivers only we think.
The end result of all of this is that drivers at season start had bodies bought and painted, ready for racing. Which were not longer legal. And new and better bodies were legal but in practise almost impossible to get hold of, for instance the Protoform T530. This is a very complicated and very expensive hobby. We do not in addition need rules which during the season further complicates the situation for the racers. Also the competition may be unfair when not all drivers are able to get hold of the same body shells.
It should be obvious that there should not be any changes after the fixed date and that EFRA should try to update those lists early as possible before we start racing. This rule, will simplify and do it easy to get the legal equipment in time before the races and drivers do not have to buy "the latest stuff" several times.

Proposed by Norway
Seconded by: Holland

Not Seconded

The proposal was amended

The Amendment was seconded by: Germany

THE PROPOSED AMENDMENT: Change the wording to:

All lists of approved equipment, (i.e. Bodies, mufflers and batteries) must be available on EFRA's webpage from the 1st of February **March** every year. This is the finale lists for this year and no changes will be made before the next year. Equipment homologized during the year will not be put on the list until 1st of February **March** next year.

The proposal together with the amendment passed 16 for and 1 abstention

AMENDED THE RULE TO READ

8.7. TECHNICAL INSPECTION

8.7.11 The marked part of the car, normally the main chassis, **may be changed. This would be subject to any technical criteria detailed within each Section.** The original marked part must be left with the organisers until racing has finished (unless officials decides otherwise).

Remark: Competitors should clearly know if they are allowed to change major components (and any restrictions) before they attend an event.

It should not be the decision of the Race Director, who may agree/disagree depending on his/her opinion on the day.

Amendment to this Rule was proposed by the BRCA (UK) at the 2003 AGM to restrict changes of chassis to an identical design/material. It was found that some Sections did not want this restriction and the amendment was not passed.

The BRCA were asked to find an acceptable solution for 2004 AGM.

The above amendment allows competitors to know what they are allowed to change, but also allows each Section to decide what technical criteria are suitable.

Proposed by BRCA, England
Seconded by: Austria

Not Seconded

The proposal passed with 15 for and 1 against

DELETE

~~8.6.9. During a heat, Semi-final or Final, a driver may go into the pit with his transmitter for the sole purpose of checking or repairing his radio equipment, unless this is specifically prohibited by the Race Director during the Drivers Briefing.~~

Remark: To avoid any conflict or interpretation with rule 8.6.10

Proposed by EFRA Executive
Seconded by: Spain

Not Seconded

The proposal passed with 10 for, 3 against and 5 abstentions

DELETE

8.9.4. The black flag is operated by the Flagman (Starter), who receives his instructions to do so from either the Race Director or the Referee.

Under no circumstance may he use the black flag on his own authority. ~~The black flag is shown together with the corresponding car number.~~

Proposed by EFRA Executive

Seconded by: BRCA

Not Seconded

Passed unanimously

THE PROPOSED RULE IS NEW

8.10.C Drugs

~~8.10.16 Competitors as well as competitor mechanics and officials are during race time not allowed to drink alcohol incl. Beer, eat or inject drugs of any kind.~~

~~8.10.17 Organiser should be able to take breath test. The test equipment should immediately give an answer whether the breath includes alcohol or not.~~

8.10.18 If drugs or alcoholic impacts a competitor, competitor mechanics or an Official, the penalties for a competitor will be immediate disqualification. An official and competitors mechanics will immediately be taken out of service.

Remark: Due to drug restrictions in all sports, doping rules etc Drugs and alcoholic should not be linked to radio controlled racing either. As we see it is an increasing problem with, for instance, beer drinking in the Pit area by drivers, mechanics and officials as well.

The race organisers has however nothing to do with what the participants in the race do on their spare time but our sport should not, as well as all sports, be blamed for drug or alcoholic problems.

This rule is proposed to be organised under 8 General Race procedure as 8.10 C Drugs

Proposed by SBF, Sweden

Seconded by: BRCA

Not Seconded

8.10.16 and 8.10.17 was withdrawn.

8.10.18 Passed with 12 for, 1 against and 1 abstention

THE PROPOSED RULE IS NEW

8.10.? EFRA are accepting Wada's (World Anti-Doping Agency) Anti-Doping Code. All members of EFRA and all drivers participating in any EFRA-sanctioned race, are under those rules. It's the members and drivers own duty to know the rules.

Remark: We all hear about drivers using medicines to calm their nerves. This is all from heart-medicines to maybe, harmless drugs.

Medicines used wrong, is dangerous and can give drivers seriously health problems. In worst case, death.

Maybe someone thinks its ok to use drugs to calm their nerves, but we all should not think so. Its not legal to use drugs to do it better in other sports.

Norway will therefore ask EFRA to sign Wada's antidoping code. This is the code almost every national sport-federation has signed. We know the most national RC-federation is members of their national motorsport federation in one way ore another and must follow those rules already.

Signing Wada's anti-doping code, will forbid using drugs on Wada's list when competing with RC-cars.

EFRA should also bring this further to IFMAR.

We hope EFRA can work against using drugs and in the coming year, accept and sign Wada's anti-doping code as soon as possible.

<http://www.wada-ama.org/en/t1.asp> More about the World Anti-doping Code here

<http://www.wada-ama.org/en/t3.asp?p=47357>

Proposed by Norway

Seconded by: Sweden

Not Seconded

The proposal was amended

The Amendment was seconded by: Sweden

THE PROPOSED AMENDMENT: Change the wording to:

~~EFRA are accepting Wada's (World Anti-Doping Agency) Anti-Doping Code. All members of EFRA and all drivers participating in any EFRA sanctioned race, are under those rules. It's the members and drivers own duty to know the rules~~

EEFRA is given the authority to investigate and sign the WADA (World Anti-Doping Agency) Anti-Doping Code, and report back to the next AGM. All members of EFRA and all drivers participating in any EFRA-sanctioned race, are under those rules. It's the members and drivers own duty to know the rules.

The amended proposal passed 8 for, 3 against and 5 abstentions

APPENDIX 9.

Rule 11, Spelling error, Lemans should be Le Mans

Proposed by EFRA Executive

Seconded by: France

Not Seconded

Passed unanimously

10 DISCUSSION ABOUT IFMAR

After the EFRA IFMAR Liaison Officers report on Saturday, the President opened up for a general discussion. Jean-Luc Retornaz made a summarize of the committees position in this matter, and proposed the meeting to vote for a continuation of our cooperation with IFMAR.

The proposal passed unanimously

11 SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen

a) 1:8 IC Track Election of Chairman *(see section meeting minutes)*

The minutes from the section meeting in 1:8 Track where criticized by one of the Advisory Members. He felt that there where some information missing from the earlier IFMAR meeting.

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

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

d) 1:10/1:12 Electric Track *(see section meeting minutes)*

e) 1:10 Electric Buggy Election of Chairman *(see section meeting minutes)*

f) 1:10 IC Track *(see section meeting minutes)*

All reports was excepted apart from the minutes from 1:8 track. A vote took place, and the minutes from the 1:8 Section meeting was accepted with 13 for and 3 abstentions.

12 IFMAR 2004 WORLD CHAMPIONSHIP REPORTS

a) 1:8 Off road Sweden

The event was well performed with 150 entries. A special thanks to SBF and Furulunds RC Club

b) 1:10 IC Track Brazil

A very good rave, unfortunately with poor weather. The title went to a Europe.

c) Electric 1:12 USA *(see section meeting minutes)*

d) Electric 1:10 Touring USA *(see section meeting minutes)*

13 ELECTION OF EXECUTIVE OFFICERS

a) **President**

Mr E Dallas Mathiesen

Sweden

In absence of Mr Dallas Mathiesen, who for the moment had left the room, Mr Jean-Luc Retornaz presented the proposed candidate.

There was no other candidate proposed, and the meeting, unanimously, voted to elect Mr Dallas Mathiesen as the new EFRA President for a period of one year.

b) Treasurer

Mr Jean-Luc Retornaz

France

The president, who now had returned to the meeting, pointed out that Mr Jean-Luc Retornaz already last year stated that he wanted to step down as EFRA:s treasurer. Since there where no other candidates proposed, the President managed to persuade Mr J-L Retornaz to stand for one more period. The president also expressed his thanks, not only for a well done job, but also for all good advices and mentor-ship he had got from Mr J-L Retornaz.

Mr J-L Retornaz stated very clearly that he would accept another term, but this was to be the last one. If possible he would like to withdraw already next year. He urged all members to work hard in order to find a new treasurer for the next AGM. Mr J-L Retornaz will be willing to work parallel for some time with a new treasurer in order make the switch as easy as possible.

There was no other candidate proposed, and the meeting, unanimously, voted to elect Mr Jean-Luc Retornaz as EFRA:s treasurer for a period of 2 years.

c) EFRA/IFMAR Liaison Officer

Carlos Gomez

Spain

There was no other candidate proposed, and the meeting, unanimously, voted to elect Mr Carlos Gomez as EFRA/IFMAR Liaison Officer for a period of 2 years.

After the election of executive officers the President asked Mr Ted Longshaw to step forward. Mr Longshaw was great fully thanked for all the effort he had put down in the sport thru out all the years. Mr Longshaw was presented an EFRA platinum license. At this time the floor stood up and gave Mr. Longshaw a long, and warm, applause.

Mr Longshaw, somewhat touched, thanked everybody for this surprise and wished all the participants the best of luck for the future.

The French Federation had some years ago invited EFRAS former President, Mr Gary Culver, to a national meeting. Unfortunately Mr Gary Culver could not attend the meeting. So therefore the Federation had asked for the possibility to use some minutes during the AGM.

The President for the French Federation asked Mr Gary Culver to step forward and presented an award together with a very nice speech, thanking Mr Gary Culver for all his work within our sport. The speech was followed by a long and warm applause.

14 DATE/VENUE OF THE 2005 ANNUAL GENERAL MEETING

There where 2 applications for the 2005 AGM. Copenhagen, Denmark and Brussels, Belgium.

After the presentations the floor made a vote.

Brussels achieved 15 votes

Copenhagen achieved 3 votes.

It was decided that Belgium will host the 2005 AGM in Brussels, November 5th-6th.

There is a request from several members that more time should be given during the AGM for General Discussions. The committee will look into the matter.

15 GENERAL DISCUSSION ITEMS

Proposed by EFRA Executive

A report from the meeting with the manufacturers.

The meeting was attended by 6 manufacturers. A small disappointment as far as the numbers are concerned. The meeting however was very constructive, and a PM will be sent out to manufacturers and EFRA members within short. It is EFRA:s intention to continue inviting manufacturers in connection with the AGM.

Proposed by FEPRA (Portugal)

EC and WC in all sections to be organized in different years (EC: 2005, 2007... and WC: 2006, 2008...).

FEPRA will make a proposal of the item to the AGM 2005.

Proposed by A.M.S.C.I (Italy)

EFRA Licenses

Drivers are allowed to buy their EFRA licenses only from their countries federation. For example, Italian drivers can buy their license from the Italian AMSCI and not from France federation or any other European federation.

The proposal was withdrawn

Proposed by A.M.S.C.I (Italy)

The technical inspections, must take place before each heat and final and not after.

Adopting this procedure will avoid drivers with a car that does not comply with the rules to disturb other drivers during the race, disqualifying him before the race. Also will help the inspectors dealing with clean cars. To check the type of tyres, tyre additive use, chassi marks, fuel tank capacity.... Also. Drivers will not be penalized from the wear of the car caused by racing, for example, higher wing because of a hit with other drivers, a bigger fuel tank after a 45 minutes final because of the engine heat.

A.M.S.C.I will make a proposal of the item to the AGM 2005

Proposed by SBF (Sweden)

Rule Book

The rulebook is difficult to read sometimes. You can have one rule in the general rule and another in the Appendix rules. It is the Appendix rules taking precedence if it is not the same. Shall we delete the GENERAL RACE PROCEDURE and take everything in the Appendix Rules?

The proposal was withdrawn

Proposed by SBF (Sweden)

Homologation of mufflers must be clear. They are not indelibly market. The drawings are sometimes difficult to use. We must help the people in the technical inspection

The proposition is noted and passed to the Section Chairman's.

Proposed by SBF (Sweden)

Drugs

To avoid drugs and alcohol in our sport we must start a discussion how to handle the situation if we meet it. How shall we control it and what penalty shall we get?

The proposal was withdrawn

16 ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

It was proposed from Croatia that EFRA should organise a common education for referees and other officials. The President stated that EFRA at the moment do not have the possibility to do this, but encouraged all organisers the use local marshals together with the more experienced referees and officials. This is a good way to hand over experience.

BRCA raised the question about members not paying their annual fees. Should they apply again?

Jean-Luc Retornaz would like to see a proposal concerning this issue for the next AGM.

The EFRA President, Mr Dallas Mathiesen, thanked all participants for a constructive meeting, and being no further business the meeting was closed at 12.30