



EFRA ANNUAL GENERAL MEETING
HOTEL Sercotel Sorolla Palace
Valencia, Spain
1st and 2nd of November 2014

MINUTES GENERAL MEETING

SATURDAY 1st OF NOVEMBER 2014.

The meeting started at: 9.30

1. PRESIDENT'S WELCOME

Mr Dallas Mathiesen

Good morning everyone...

...and welcome to the EFRA Annual General meeting 2014.

Hopefully you had a good night sleep, are in good mood and well prepared for the various meetings during this AGM. It is, as always, a pleasure to meet all of you and I hope you will take the opportunity to make new friends and broaden your RC racing network.

The outcome of this year's annual meeting depends a lot of your cooperation so please bear in mind that not all of us speak English by birth so try to have patience and remember that all voice have equal right to speak during the meetings.

During the past years have I had the pleasure to be present at several EC's and in general have they been great and well run and I'm thankful the hospitality I have received during these races.

Running an EFRA event is not always an easy task and EFRA sincerely thanks every club that are willing to take this task on their shoulder.

...However must I raise a warning finger and remind you that we are living in a world of competition which give all the professional complainers around Europe an opportunity to spread their dissatisfaction on various forums in order to harm the reputation of EFRA.

In order to meet this grumble, for the future we must reflect on how EFRA EC's are organised and how we can raise the level to a spectacular event that everyone will remember with pleasure.

We have discussed this a lot within the EFRA committee (T-shirts) but for sure do we need your help and looking forward to get ideas from you during this AGM.

We are quite often approach by persons complaining, mainly of the "stupid" rules EFRA has invented. For me it is quite obvious that they don't have a clue how rules are put forward and voted in to the system of EFRA.

And this, Ladies and Gentlemen is a responsibility I put on your table, I do assume that you as representatives for the activities within your own country consult your drivers and clubs before you put a proposal forward to the EFRA AGM, further more do I expect you to after receiving package 2 spread it around in order to get some feedback and guidelines to know in which direction you should vote and finally after the AGM report back a to you drivers.

EFRA, as a federation does not invent rules, it's done in a democratic way during the AGM with all the member countries proposing and voting in order to get rules that is acceptable for a majority of drivers and organisers around Europe.

I'm sorry to say, but I see an unbalance between what the drivers expect and what the voting delegates forward at the EFRA AGM, I certainly need your help to inform your members the structure of EFRA proposal and voting system.

Regarding future membership will our Secretary coming back to this subject later but I also have to inform about the situation in Denmark. To my knowledge the existing EFRA member DASU, during their AGM later in November, will exclude the RC activities for the future.

I have also been informed that RC clubs around Denmark are constructing a new federation solitary for RC cars. The board of this "new" federation will contain persons that are well known within EFRA activities and in order to not leave the Danish drivers in a "no mans land" I would like to have your acceptance to allow them to participate at EFRA events if the new federation fulfill our requirements regarding payments etc.

Now is it time to point a thanks to the persons in the EFRA board and a special thanks to Jackie and Willy, the nave of EFRA; who are the two hardest working persons in EFRA. The workload this two have is tremendous but I have never heard them complain.

Since we have a lot of proposals that might need some time for discussion will I hereby finish my opening speech and declare the 2014 EFRA AGM for open. Once again, welcome everyone and let's work together to make this AGM constructive.

Before we continue this meeting, I would like all of you to stand up and with a Minute of silence honour our former Large Scale Section Chairman Mr Wolfgang Stumpf who unexpectedly passed away just a few weeks ago.

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Poland, Estonia, Luxemburg, Ireland, Denmark, Slovenia, Greece
Member Countries presents:

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

Other Present: Jean Luc Retornaz, Delegation of AMB and LRP.

3. MINUTES OF 2013 ANNUAL GENERAL MEETING

November 2013— Zagreb, Croatia

Matters arising from the minutes: none

The following person was elected to check the minutes of this year: Kai Koivuranta and Chris Hardisty

4. SECRETARY'S REPORT

Mr Willy Wuyts

My dear Friends,

I will keep it short this time.

In front of you at the table, you can find a nice and unexpected present from Mr Alain Levy, we hope you can put this at good use.

First of all I want to thank you all, secretaries, EFRA reps, and EFRA board members for filling my mailbox on regular bases, with your concerns, your updates, and sometimes the cryptic mails.

Some of those mails are so cryptic, that a team of the American NSA could work on it a whole day, to get the actual meaning of the message.

Google translations can be fun sometimes.

So besides language barriers, and filled mailboxes, there are a few small things for your attention:

Malta did request and was granted their EFRA membership last year, but unfortunately they did not fulfil their obligations, so they need to get their organisation together before we can proceed with them.

We had an application for membership from Belarus.

Belarus did send some drivers to EFRA 40+ EC's during the last 2 years.

But they used a backdoor to do that, and had to find some friendly federations to license their drivers.

This year, they have already paid their provisional membership for the next season.

The Belarus Federation Automodel Sport, seems not to be a new one, it was founded in 1992, and has 8 member clubs.

I have been communicating with them for quite a while, and I have received some documents with their constitution.

So I kindly ask the floor to accept their membership.

Another item:

Later on today, we will present you the new EFRA website layout.

This has been a long pregnancy, but the new baby will be fully functional when the season starts again.

As announced last year, Sander de Graaf is now starting his last year as EFRA Chairman.

We still will have his knowledge and advice to count on, as he still will be involved in IFMAR as IC Chairman.

The reason why I mention this:

We need candidates to take up that task, and I personally do not like the idea to wait for last moment, to see if anyone is willing to step up for this.

So if your federation has a valuable candidate, let him be prepared for next years election.

Sander's chairman report mentions what is expected from the candidates.

I can end now by saying that I will keep on trying to be there for all your questions, and I am looking forward to work with all of you again, on an exciting new season.

I will hand over the microphone to a board member, who might not be the most popular, because she is always asking for money...She often flies under the radar, but her work is so important on so many levels inside EFRA: The one and only: Jackie Aebi.

After voting Belarus was accepted unanimously as a new member.

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

Dear members,

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

You have received the report in October, 22 and you have noted for sure that we have created a minus of 18'067.87 EUR. As you know this is a planned loss budgeted with 15'000.00 EUR.

Some explanation to major points to explain the loss:

Our media Team "RC Racing TV" is now ready to make the Live-coverage on a high innovative and attractive level. EFRA had supported this (-54000) and received a cash back from the 2013 sponsoring (8000). For the following year we can reduce the investment parameter and will have a contract about 38'000 EUR to cover all the events. This means that the budget position is then lower by 16'000 EUR.

This year we have also set some debtors to zero, these are three manufacturer (RFI, KING and ELCON) not paying the debts the last 2 years and we will decline any further business or only then when they pay in advance.

EFRA also suffers on one of the main income positions this is the reduction of Associate Members (-5000) and the permanent reduction of EFRA Licences (-3000).

We had slightly changed the payment model that we disclaim not anymore the 10% surcharge for each entry (~12'000). But with this step we had removed the Race Help what will equalise this action. We still have paid Direct Support money to the organiser.

The tax statement department in Sweden had confirmed the year 2013 as valid with no tax payments. We assume that there is not a problem for 2014 and by the way the same report with the end year's preparation of the balance and the profit & loss statement will be sent in to the tax authority.

Due to continuous lowering of the EFRA capital, we are about in two year measured at the 31. December on the safe side, this means we are a bit less than 150'000 EUR what is so far accepted for an organisation to do tax free businesses.

The future budget has again a planned produce loss (provisory loss about 30'000 EUR) and we give you all the known services what you got in the past 4 years. With this action, we are more or less on the capital level where EFRA needs to come back for a model what is inside working on a breakeven strategy.

For all business having together I thank you very much and thank you for your trust.

Your Jackie

The treasury report written by Jackie in October, 31 2014.

Audit Report EFRA AGM 31. October 2014

EFRA Booking period:

01. October 2013 to 30. September 2014

Preview of the Financial Report 2014 Hand Out to 22. October 2014

Dear Members

AKK Motorsports Ry and NOMAC have today checked the balance sheet figures for the EFRA accounts.

-balance figures from opening account 1.10.2013

-balance figures from closing account, 30.9.2014

-some randomized invoices, receipts and expense sheets have been checked

EC budgets are not transparent and they are not showing real costs of events, those have been made only for EFRA to get support money.

We propose the EFRA Board to include a budget template with the EC contracts for the EFRA EC that organizers must use to get the direct support money. It's up to the EFRA board to decide the content of the budget template.

We feel that the quality of work from Jackie is excellent with much attention to detail.

We recommend to accept the book keeping 2014 and to give the discharge to the treasurer Jackie

Matti Korvenmaa, Jussi Luopajarvi for AKK 31th October, 2014.

Frans Heinsbroek for NOMAC 31th October, 2014.

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

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

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

Passed Unanimously

6. IFMAR LIASON OFFICER'S REPORT

Willy Wuyts

An IFMAR AGM was held In Kissimee, USA, and we also had an WC In Sicily 1/8th Offroad. I was not present at those meetings, a report of those meetings will follow by other officers who where present, later at this meeting.

What I can tell you, is that is getting harder to enter other continents as a racer. Some documents have been send out to participants of the next Bangkok IFMAR WC, when they are returned to us, they will get then an invitation from the organiser, to present to customs when entering Thailand.

Beware that this will be more common in the future. Certainly it will apply for the next large scale meeting. We will inform Federations in due time.

Followed by: Nick Daman's video report and presentation, was shown to the floor, and will be published on the EFRA website.

7. PROPOSALS REGARDING GENERAL RULES

Note: The EFRA Committee has studied all received proposals and has come to an opinion over each one, The EFRA Section Chairman will inform the floor of such positions.

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

Existing Rule:

3.5.7 FEES (all amounts quoted in Euro)

Membership Fees

Annual Subscription	450 (including 5 non-renewable lics.)
Section Fee	75
Full membership	850 (annual + all sections)
Associate membership	1000
Drivers License	30

Sanction Fees

European Championship	460
European Championship, Open	230
International Race	200
Grand Prix	150

Deposits

European Championship	600
European Championship, Open	600
Grand Prix	600
Additional Fees:GP and open entry EC fee for EFRA/driver	5

Entry Fees

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

Handling fee World Championships + 10% of the IFMAR fees

Homologation Fees

Mufflers	120 (50% discount for Associate)
BodysHELLS	500 (50% discount for Associate)
Large Scale BodysHELLS	500 (50% discount for Associate)
INS-Box	800 (50% discount for Associate)
Batteries	500 (50% discount for Associate)
All transport costs for homologations to be paid by the manufacturer	

Proposal: European Championship 1:10 Electric Touring Stock & Modified 60

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

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

Proposed by FEPR

Not Seconded

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

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

Proposal:

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

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

Remarks: To include the full requirement.

Proposed by EFRA

Seconded by: Finland

Amended by Belgium, seconded by Austria

Change dates to 21 of december, and also all dates in other rules related to this one

The proposal: Passed Unanimously.

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

3.6.3 Whilst determining the allocations for each country, the following points should be discussed, in order of priority:

- total number of drivers
- international results at E.C./ W.C./ Grand Prix
- places taken up at the last E.C.
- number of International Licenses issued
- participation in international racing
- length of membership of EFRA.

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

Proposal:

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

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

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

Proposed by EFRA

Seconded by: BRCA

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

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

EFRA will pay the Organising Federation the full amount of the entry fee value (100%), based on the Confirmed Final Numbers (submitted by 21st. Dec.). EFRA takes NO portion of the allocated entry fees.

The allocated entry fees will be paid to the Organising Federation at least one month before the event, unless a written agreement has been received by the Treasurer to effect payment in a different manner. EFRA will inform the Organising Federation the Confirmed Final Numbers that will be paid, by 1st. January.

Proposal:

- 3.6.8. For each European Championship (not including Open EC), places will be allocated at the AGM. Federations MUST then confirm their Final Number for each event to the relevant Section Chairman no later than 21st. Dec. following the AGM. EFRA will invoice the Federations according to the Confirmed Final Numbers (submitted by 21st. Dec.), with the amount being as detailed in GR 3.5.7 for the current year. Invoices will be sent to the Federations by the end of January and must be paid to the EFRA Treasurer no later than end of February.

EFRA will pay the Organising Federation the full amount of the entry fee value (100%), based on the Confirmed Final Numbers (submitted by 21th. Dec.). EFRA takes NO portion of the allocated entry fees.

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

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

Proposed by EFRA

Seconded by: Nomac

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

- 3.6.9. Allocated places not paid by end of February may be reallocated to other countries by the Section Chairman. Re-allocation money will be paid to and retained by EFRA. EFRA will invoice each

reallocation to the member countries without specifying the drivers' name etc. No money is allowed to be paid at the track. Reallocation money will be 1.1/2 times the normal entry fee, unless the final number of places allocated to the country in question is still less than, or the same as, the original application made (see GR 3.6.2).

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

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

Proposal:

3.6.9 European Championship places (not including Open EC) that are allocated at the AGM and confirmed as Final Numbers (by 21st. Dec.) that are not paid by end of February may be reallocated to other countries by the Section Chairman. Reallocated entry fees will be paid to and retained by EFRA. EFRA will invoice each reallocated entry to the member countries without specifying the drivers' name etc. No money is allowed to be paid at the event. Reallocation entry fees will be 150% the specified entry fee (GR 3.5.7), unless:-

a) The final number of places allocated to the country concerned is still less than, or the same as, the Final Number agreed (submitted by 21st. Dec.).

b) The country concerned has places on an official Reserve List due to the event being over subscribed and such places were requested at the time when the Final Numbers were confirmed (21th. Dec.). If additional reallocated places are awarded that increases the total number of entries at the event to more than the Confirmed Final Numbers (submitted by 21th. Dec.), EFRA will pay the organising country the additional numbers.

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

At EC events where places are allocated/reallocated, any places not filled by the stated deadline dates (due to cancelations or reduced entry numbers) can be allocated to late entries subject to the agreement of the Section Chairman. Such places must be requested by a member Federation and will be charged at the 150% rate. Late entry requests may be declined if all entry details have been 'frozen' and submitted to the organiser.

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

Proposed by EFRA

Seconded by: Switzerland

The proposal: Passed Unanimously

4. INTERNATIONAL DRIVERS LICENCES

THE RULE SHOULD BE AMENDED TO READ:

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

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

Proposed by FEPRA Federação Portuguesa de Rádio Modelismo Automovel

Seconded by: Spain

The proposal: Rejected with 1 for and 15 against

5. GENERAL REQUIREMENTS EFRA EVENTS

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

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

Proposal:

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

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

Proposed by EFRA

Seconded by: Croatia

The proposal: Passed with 14 for and 2 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

5.3.12. In the interest of safety any battery pack carried on a modelcar must be able to be disconnected quickly in an emergency.
Note: Direct soldering of battery packs is not acceptable.
LiPo/LiFe drive batteries should be charged in a Lipo sack at all times.
LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

Proposal:

5.3.12. In the interest of safety any battery pack carried on a modelcar must be able to be disconnected quickly in an emergency.
Note: Direct soldering of battery packs is not acceptable.
All racing batteries, car and radio equipment, irrespective of the kind of material of its composition, must be charged in a Lipo sack at all times.
LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

Remarks: The race officials, not any neighbor in the pits, should not have to be obliged to touch a battery to find out if it is a Nimh or a LiFe or a LiPo (many times you have to turn it to find out the kind of battery), other times the battery has lost its label.
The cost of the Lipo sack is rather affordable, always lower than 20 euros and most of the times around or under 10 euros.

Proposed by EFRA

Seconded by: Nomac

The proposal: Passed with 15 for and 1 abstention.

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

Existing Rule:

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

Proposal:

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

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

Proposed by EFRA

Seconded by: Spain

The proposal: Passed Unanimously

8. GENERAL RACE PROCEDURE

THE RULE IS NEW:

Existing Rule: 8.1.PRACTICE AT EUROPEAN CHAMPIONSHIPS

Proposal:

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

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

Proposed by AECAR

Seconded by: Switzerland

Amended: Belgium

Seconded: Spain

Change All: Race Director to Race Control, and delete the rest of the rule.

The proposal: Passed with 12 for, 3 against and 1 abstention.

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

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

Proposal:

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

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

Proposed by EFRA

Seconded by: Switzerland

The proposal: Passed with 15 for and 1 abstention.

THE RULE IS NEW:

Proposal:

8.6.2.b) Radio communication is allowed between Driver and Mechanic.
Radio Communication Rules:
a: Only designated public service bands with a maximum power output of 500 mW are allowed.
b: Radio communication can only be used by the driver their pit crew, only while their driver is on the drivers' rostrum for the duration of the race.

- c: A single ear piece or one sided head set type that is not audible to others and does not reduce the ability to hear the referees' calls must be used.
- d: All equipment must comply with the local & country radio communications rules.
- e: Not allowed, any 2.4 GHz radio equipment.
- f: Radio equipment cannot be used at any other time within or around the complex.
- g: Race management has the right to test, decline or withdraw the use of any and all equipment without question.

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

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

Proposed by EFRA

Seconded by: Finland

The proposal: Passed with 12 for and 4 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

Existing rule:

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

Proposal:

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

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

Proposed by EFRA

Seconded by: Germany

Amended by Germany

Take out the word "only"

The proposal: Passed with 11 for, 2 against and 3 abstentions.

THE RULE IS NEW:

Existing Rule:

8.15. MARSHALLING

Positions for marshals must be spread equally around the track and may not obstruct the vision of the drivers.

The positions must be numbered. When a position is located at a dangerous part of the track (i.e. the straight or a fast corner), this position must be equipped with protection for the Marshal (a wall, tires, a gate etc.).

The marshal's position must be furnished with gloves and/or other protection and a safety jacket which is compulsory to wear. For IC events, it is mandatory (safety reasons) that the marshal position is also equipped with a plastic or wood baton as an aid to kill a running engine.

For IC track events, the organizer has to provide the marshals for the finals. For all the other classes: If a host club is not able to provide marshals the following rules take effect:

Proposal:

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

Proposed by AECAR

Seconded by: BRCA

The proposal: Rejected with 6 for, 9 against and 1 abstention

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule:

8.15. MARSHALLING

Positions for marshals must be spread equally around the track and may not obstruct the vision of the drivers.

The positions must be numbered. When a position is located at a dangerous part of the track (i.e. the straight or a fast corner), this position must be equipped with protection for the Marshal (a wall, tires, a gate etc.).

The marshal's position must be furnished with gloves and/or other protection and a safety jacket which is compulsory to wear. For IC events, it is mandatory (safety reasons) that the marshal position is also equipped with a plastic or wood baton as an aid to kill a running engine.

For IC track events, the organizer has to provide the marshals for the finals. For all the other classes: If a host club is not able to provide marshals the following rules take effect:

Proposal:

8.15. MARSHALLING

Positions for marshals must be spread equally around the track and may not obstruct the vision of the drivers.

The positions must be numbered. When a position is located at a dangerous part of the track (i.e. the straight or a fast corner), this position must be equipped with protection for the Marshal (a wall, tires, a gate etc.).

The marshal's position must be furnished with gloves and/or other protection and a safety jacket which is compulsory to wear. For IC events, it is mandatory (safety reasons) that the marshal position is also equipped with a plastic or wood baton as an aid to kill a running engine.

~~For IC track events, the organizer has to provide the marshals for the finals. For all the other classes: If a host club is not able to provide marshals the following rules take effect:~~

Remarks: Delete the sentence.

Proposed by EFRA

Seconded by: France

The proposal: Passed Unanimously

8. BUDGET & AGM VENUE & PRESENTATION

The budget was presented, and was passed unanimously.

A remark was made to use a communication expert. The EFRA Board will investigate.

After 2 rounds of voting the next AGM venue will be Barcelona, Spain, Hotel NH Hesperia Sant Just, 31st of October and 1st of November 2015.

9. SECTION MEETING REPORTS

Ratification of Rules:

All Minutes are accepted by the floor

Election of Chairmen:

1:10 IC Track

Josef Dragani was re elected as Chairman

Electric Track

Heiner Martin was re elected as Chairman

1:8 IC Buggy

Alexander Fellner was re elected as Vice Chairman

1:8 IC Track

Josef Dragani was re elected as Vice Chairman

1:10 EL Buggy

Frank Mostrey was re elected as Vice Chairman

10. IFMAR 2014 WORLD CHAMPIONSHIP REPORTS

1/10 IC On Road Bangkok/ Thailand (still to be run)

Electric On Road Kissimee/ USA:

1/12th WC: Not a big participation field, technical inspection was very summer, lacking tools, supervision of the tire treating area was in the end not sufficient.

1/10 th WC: It took some time to get the tire process going, as it was the first time using controlled tires, but the race was ok.

World Championship in general lacked some atmosphere.

1/8 IC Off road Messina / Italy:

1/8th Off Road: The event was up to standard. The Amsci team did a good job.

After a few hick ups in the beginning everything was solved.

Ifmar communication could be better (lacking stage 2 report)

Mick Hill made some remarks over a bad communication between IFMAR and EFRA to the federations, it needs to be improved.

11. ELECTION OF EXECUTIVE OFFICERS

President	Mr E Dallas Mathiesen	Sweden
Treasurer	Mrs Jaqueline Aebi	Switzerland
Both officers are re elected unanimously		

12. GENERAL DISCUSSION ITEMS

Suggestion:

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

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

EFRA has further developed the Noise Trap-measuring system in the recent months. The experience, however, in particular of the DMC, shows that so far no reproducible and unambiguous measurements are obtained. Before these measurements can now enter into force in the rules, clear and well-defined measurement procedures must be developed, which allow reproducible measurements. According to our experience, it recommends a measurement with a microphone about 2 m centered above the track.

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

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

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

Proposed by DMC

Sander de Graaf explained the current situation, the current noise measure system is constantly evaluated, and improved.

In the Large scale section, the system works very well.

Also some older confusing references of the word "homologation" in the handbook will be changed to "registration".

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

The proposals that were received very late from Norway, will be taken up for EFRA board discussions.

The meeting closed at 11.30

14. APPROVAL MINUTES

After reading the minutes they were approved by Chris Hardisty and Kai Koivuranta.