



**EFRA ANNUAL GENERAL MEETING**  
HOTEL Sofitel, Brussels.  
Belgium  
4th to 5th of November 2006

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**MINUTES GENERAL MEETING**

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**SATURDAY 4th OF NOVEMBER 2006**

The meeting started at: 09.00

**1. PRESIDENT'S WELCOME**

Mr Dallas Mathiesen

Good morning everyone...

...and welcome to the 2006 EFRA Annual General meeting.

I can assure you that this will be one of my shortest speech ever as well as President for EFRA as the former General Secretary

It is, as always, a pleasure for me to once again meet old as well as new friends at the EFRA AGM and off course can here I not avoid to present the delegate from Georgia that attend our AGM for the first time

Special welcome also to all our honorary President Mr Ted Longshaw and the Honorary live Vice presidents, Gary Culver, Jean-Luc Retornaz, Heiner Martin and Mick Hill.

There is also a rumour that it should be some kind of IFMAR President around but so far has it nor been confirmed.

I kindly ask all of you to bear in mind that not all of us speak English by birth so please try to have patience and remember that all voices are equal right on this meetings

I also have to inform you that the electric vice section Chairman Robert Lee, due a conflict with the Swedish federation, understood that he had to redraw his position within EFRA. Robert

Regarding my presence at main events this year have I been at 2 EC's, Spain and Germany and also 2 WC's, Italy and Jakarta the last ones with my other hat. All of them well organised even if the ones in Europe have been rather wet.

Yes wet, I do know that most people say it has been a sunny summer but I did had a lot of rain in as well Italy and Spain as Germany. I have never seen so many burning cars as I did at the Electric touring Car EC in Germany. One reason is off course all the rain but also the power of the new batteries seems also to cause problems and I do guess the electric section will discuss this during their meeting.

Since we later on will present the work that had been done regarding the future of EFRA will I not give you the short version first and you have to wait for that presentation

It has as usual been a lot of work for the EFRA Board, sometimes has we been very uniformed and other times a bit more tricky and time consuming to reach an acceptance that match into a consensus.

I do thanks all my fellow members of the EFRA board and a little extra tanks to the acting Treasurer Tyrone but I will off course come back to that tomorrow

Since we have a lot of proposals that might need some time for discussion will I herby finish my opening speech and declare the 2005 EFRA AGM as open

I will not be able to be present at every section meeting but I will do my best. Once again welcome everyone and let's work together to make the AGM constructive.

E Dallas Mathiesen  
President, EFRA

**2. APOLOGIES FOR ABSENCE**

Apologies have been received from:

Member Countries presents:

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

Other Present: Ted Longshaw Honorary Life President  
Gary Culver Honorary Life Vice President  
Jean-Luc Retornaz Honorary Life Vice President  
Heiner Martin Honorary Life Vice President  
Mick Hill Honorary Life Vice President  
Jürgen Lauterbach and Stefan Köhler Adv Member LRP  
Mario Hudy Adv Member Hudy  
Rudy Roem Adv Member  
Oscar Jansen Adv Member Orion

### 3. MINUTES OF 2005 ANNUAL GENERAL MEETING

5<sup>th</sup> -6<sup>th</sup> of November 2005— Brussels, Belgium

Matters arising from the minutes:

WADA report: The working group on WADA concluded that the signature of the WADA code is much more appropriate to be done by IFMAR and so that EFRA will make a proposal towards IFMAR in order to cover that.

Lap counting: The work done here is already included in some of the proposals made, but unfortunately we have to say that the group didnt perform very well, for next season we gonna continue with the work trying to improve it towards future.

The result of the executives work with the future of EFRA was presented and will be enclosed to the minutes.

England and Norway volunteered to check that the minutes were a true record of the main meeting.

### 4. SECRETARY'S REPORT

Mr Frederick Scholander

Dear Ladies and Gentleman's,

Time really flies, and it seems to me as if it only was some weeks ago that we last met. But in fact, a whole year has past, and it has been full of different activities around the world, around Europe.

As far as correspondence received is concerned I do receive a lot of referee reports, but not all. Please help me to push on the referees you know in order to let me have a copy.

Talking about referees, I do hope that you all have red my mail about next year's list of EFRA referees.

I will clean it out completely, and start with a fresh white paper. The reason is simple, at the moment we do have some names on the list that have not done any refereeing at for several years. There is no point to publish names which are not actually needed. So let me know a.s.a.p. if you do have any candidates.

I have also received an application from Turkey who wants to become an EFRA member, and the work with protecting the EFRA name is going according to plan. I made the application some 13 month ago, and the whole procedure will take some 18 month to be completed.

So far there are no objections against our application, so it looks good.

It is my hope that that the handbook for next year will be published on our web. This will for sure speed things up, and I want to remind you about updating your current handbook information to me as soon as possible.

Working as a secretary within EFRA is like working as a secretary in any federation or club. All of us, and I do not only mean us secretaries, I mean all people involved in our clubs and federations, are doing this on a voluntary basis. We do it because we love the sport, we have brothers, sisters, parents, cousins etcetera who drive the cars, on a local, national or international basis. It is my believe that all of us do a hell of a good job, a job so very important to keep the sport alive, and to offer many youngsters an alternative to just hang around, or in worst case, start dealing with stuff that for sure is not very healthy.

Simply, without all the voluntary work that is put in to the sport I am sure there would be very little action, if any action at all.

We must not forget to respect and honour all this work. As for our work within the EFRA committee, we do depend completely of your cooperation. EFRA is responsible for all our European Championships as well as our GP:s. It is mainly for those high status races we meet here and discuss rule proposals as well as applications for different events.

In order to give all members and their clubs and drivers a fair chance to participate in this very democratic process, we must stick to the rules. During the races as well as during the AGM.

We might not love all the rules, but it is up to each member to propose changes, but until the AGM has accepted a change, or a new proposal, the old ones must rule.

During this year there has been several discussions about this, and the time we start to bend the rules I believe we also start to ruin not only our common work, but also the sport.

Please Ladies and Gentleman's, understand that even if this is a sport based on almost 100 % voluntary work, we must follow what is written in he handbook.

As far as my, and the committees work is concerned, we must stick to the rules. Being late with proposals or applications, being late with the membership fees, being late with what ever that is governed by the rules can not be accepted any more. I know that all of us several times, in good faith, have accepted several delays. But just as we try to accept your situations and functions in your home countries, I ask you to accept ours.

With this said I want to wish you all a nice and constructive stay here in Brussels during our AGM for 2006.

## 5. TREASURER'S REPORT

Mr Tyrone Norrman

Good morning...

...nice to be here. I am probably a new face to most of you. However we have, some of you, had a rather big e-mail conversation during the past month. I have appreciated our contact and communication which mostly have been friendly, constructive and fruitful.

We should now concentrate on the figures for the Fiscal year ending September 30, 2006. After the presentation and eventual discussion around the outcome of the financials for that period I will present a Budget proposal for 2006/2007. It is a proposal built on input from the section chairmen and PR officer. The budgets for the three Executives have been built on my own estimations.

The budget is a proposal regarding 2006/2007 despite that one month already has past of the period.

Before the presentation let me briefly inform you of the EFRA banks and accounting situation the past period.

During the period mid March up to mid September, EFRA has had two banks and 5 bank accounts, one French bank, BNP ( Bank National de Paris) and one Swedish, SHB ( Svenska Handelsbanken). This has worked, but the workload has been significantly impacted. From now

and on we have only one bank and 3 accounts. The bank is Svenska Handelsbanken, Norrköping, Sweden. Nice bank and nice people to work with. By the way, I assume that everybody knows that EFRA is a Swedish registered non-profit association and as such falls under the Swedish tax- and accounting laws as well as under the law regulating Swedish non-profit associations.

I have informed the auditors about that fact.

The auditors have made a great job. Thank you!

I ask them that after my presentation, inform the AGM about their Audit Clearance.

The discipline and understanding regarding the payments from the federations has mainly been good.

However, regarding a certain numbers of federations I have had hugh problems to get paid both in due time and to the correct amount, the reason for that has been of various character. Very often I have received part payments of an invoice issued without explanations what has been paid.

For the future please understand, all of you, that due to that we have 29 federations, 5 sections and a number of various cost/income items it is hard to understand and identify the payments if an invoice is only to, say 75 % paid, without explanation what the payment concerns.

During my period as Acting Treasurer I have noticed a rather hugh number of areas of which the handeling and administration must be better. I have left a document/letter to the Executive group and the section chairmen containing my views on the EFRA accounting and administration. I really do hope it will seriously be considered and that my suggestions will be carried through. The document is called "EFRA with Fresh Eyes" and enclosed to this report and minutes of meeting.

Financial report 2005/2006 and Budget 2006/2007 according to enclosures.

Yes, That was my first, but also last report/presentation due to that I immediately after the AGM will leave my position as Acting EFRA Treasurer. The past seven month period has been most interesting.

I appreciate you all and the work you have done. However my time, which I month ago informed the Executive committee about, is requested elsewhere.

I wish my successor all the best for his/hers future work.

Thank you.

**BRCA and DMC where elected as auditors for 2007**

## **6. PR OFFICER`S REPORT**

Mr Wolfgang Petermann

Dear Ladies, Dear Gentlemen,

Welcome to this meeting.

The past season was not one of my best, due to some severe health problems but it looks that it is now solved. As normal, some success and failure in promoting EFRA.

When we presented in January a new format for the Main page, we did not succeed.

Over the year, the page was modified, but still is very static. Not only I feel, that this must be changed, due to some decisions that might be made during this AGM.

We now also have produced more EFRA flags and banners that can be use at the EFRA events For next year we will produce a small leaflet to explain EFRA to the visitors of EFRA events.

When I looked through the price giving photos this year, I did not find that much EFRA logos on them. That is poor, because the organiser signed that in the contract.

A video project planned by a British Company planned for an EC in Summer failed due to lack of interest by the organiser, as I was told later by that company. Anyhow, we got a full video coverage from some other EC's. One of my ideas for the future is, to post, with the allowance of the relevant owners of the rights, short clips on "My Tube" and other open video portals to reach people outside the RC scene.

A lot of EFRA News are now also available at "Starting Grid" and other RC related websites.

EFRA News is according to the statistics now very well accepted by an average user frequency of more than 5000 hits per month. I am sure, that this could be improved by using that medium more for advertising, promoting EFRA races.

Well, if I get the invitation to an EFRA GP less than four weeks before the event, that will not be enough to promote that event. Especially competitors from other countries normally need more time to plan they travelling.

My contacts to real Motor sport start now to work. KSO, the organiser of the FIA WTCC is very interested to have promotion or show races beside the Touring Car events.

During the Winter break, we will sit together and find out what they want and what we can offer. I will afterwards contact the Federations that might be involved so we can find the needed help to make that happen.

Thank you for your attention.

## 7. IFMAR LIAISON OFFICER'S REPORT

Mr Carlos Gomez

This year has been quite a special year in IFMAR, a new board has take the chair in IFMAR, leaded by Dallas M. And Jean Luc, an unfortunately to collect all the information needed has took much more time and effort than expected.

As a consequence of that the IFMAR AGM of this year has nearly no important content, and so that we in EFRA took the decision to not to send the IFMAR liaison officer to the IFMAR AGM meeting solving his absence by one of the EFRA delegates there, we save EFRA money for better uses.

Racing season at IFMAR will be reported by respective Section Chairmen and inside our projects for this coming season is included to come again with our proposals in order to get IFMAR into XXI century.

## 8. NEW MEMBER OF EFRA

Mr Frederick Scholander

Turkey had applied to EFRA for membership.

The application passed with 16 for and 4 against

## 9. PROPOSALS REGARDING GENERAL RULES

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

#### THE PROPOSED RULE IS NEW

#### 3 Membership

Only one membership from one country can be accepted as EFRA-member. If there is more than one organization in a country applying for an EFRA-membership, EFRA's AGM-meeting will decide witch organization will be applied as a member of EFRA. If the country already has a organization with membership of EFRA, will it not be possible to apply membership by another organization, unless the already membership are withdrawn by the member, ore the already membership are excluded by EFRA's AGM-meeting by two thirds majority of the membership (ref §2.3a).

**Remark:** We can't find any clear rules concerning memberships from one ore more national federation in one country. Maybe this is a "unwritten rule" but it will in case where a nation has more than one federation organizing rc-cars, be a question if more than one of those organizations want to be a EFRA-member.

Norway's clear view is; Only one membership from one country can be accepted, and only that country can give places to EFRA's and IFMAR's championships. Only one organization has the right to hand out EFRA-licenses. This must be clarified in the constitutions

**Proposed by Norway. The proposal was withdrawn**

## DELETE AND AMEND THE RULE TO READ

### 5 Voting

- b) Each member country shall have one – 1 – vote affiliating 1-3 sections, and two – 2 – votes 4 sections or more. The person(s) must be authorised in writing by his governing body in such country.

To vote, the authorised person(s) must be present at the meeting.

**Remark:** **Oversettes:** Land som betaler seksjonsavgift og er til stede på flere møter, bør også gis større påvirkningsmulighet under generelle møtet. De fleste land ser også ut til å sende minst 2 representanter, da de deltar på mer enn ett seksjonsmøte.

**Proposed by Norway Seconded by: BRCA**

**The proposal was rejected with 4 for, 14 against and 3 abstentions.**

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## THE PROPOSED RULE IS NEW

### 7 Executive Board

Define the structure of the EFRA Executive. Currently it is not clearly defined and has become variable. This is not a criticism, from time to time it has become necessary for this to happen.

The proposal is evenly distribute the workload between more people but reduce the number on the main board. This will make the Exec more manageable and economic, a 20-30% reduction depending on the re-structure. The new board would be tiered as follows:

President, Secretary & Treasurer – First tier

I/C Chairperson, Electric Chairperson, PRO & EFRA/IFMAR (Presidents role?) – Second tier

Each of the sections that run European Championships should have a Vice Chairperson whose sole interest is that meeting and its administration. They would report to the relevant Chairperson on the second tier.

**Remark:** It is unnecessary for all the board to meet all the time. The First and second tiers would obviously meet and report on the general affair of EFRA. The Vice-Chairpersons would be invited to report on events that would be of immediate interest to EFRA and/or could take place at European or World Championships that are taking place within Europe. It would also evenly distribute the administrative workload for each of the sections by making sure that each of them has an “expert” whose sole role is to make each event a success.

The rather more obvious one is economics and making it easier to meet with fewer people having to attend, this may not be the case if the EFRA board choose to meet more often. Again this would be a bonus.

**Proposed by BRCA, seconded by Portugal**

**The proposal passed with 19 for, 1 against and 3 abstentions.**

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## DELETE AND AMEND THE RULE TO READ

### 8. Subscription

The Annual subscription of the Federation shall.... shall become due on the first of May of each year. If not paid with ....October each year.

#### Proposal

The Annual subscription of the Federation shall be fixed from time to time by resolution of a General Meeting. Such subscription shall become due on the first of **Jaunary** of each year. If not paid within three months thereafter, representatives of a country in default may not, until payment take part in any activity of the Federation or be sponsored by; if not paid within twelve months, membership of the country in default shall cease.

**To recover its active membership the member must pay the duly invoices pending.**

The accounts will be closed on the 30<sup>th</sup> of September each year.

**Remark:** The mention of May must probably come from the times when the Efra accounts year was from 1<sup>st</sup> May to 31 April, british scheme, now logical membership refers to each year.

**Proposed by EFRA Executive seconded by: BRCA**  
**The proposal passed with 21 for, 1 abstentions.**

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## **DELETE AND AMEND THE RULE**

### **11. Duties of executive Board Officers**

1. Maintain contacts with IFMAR Bloc Officials.
2. Co-ordinates the efforts of the different E.F.R.A. Section Chairmen and provides advice when problems occur.
- 3 Takes the chair at the E.F.R.A. AGM and at E.F.R.A. Committee meetings.
4. Proposes appointment of Honorary Officers to the E.F.R.A. AGM.
5. Visits important races.
6. Forms Executive Working Committee with General Secretary and Treasurer to deal with all matters that affect the day to day running of E.F.R.A. business.
7. Liaises/meets with Officials from Member Countries.

### **GENERAL SECRETARY:**

- 1 Takes the minutes at E.F.R.A. Committee meetings and the E.F.R.A. Annual General Meeting.
- 2 Publishes a record of the minutes of these meetings.
- 3 Updates lists of Member Countries and other interested parties such as Manufacturers, Magazines and Contact addresses.
- 4 Deals with the correspondence from/to all Member Countries and maintain file copies of all correspondence.
- 5 Co-ordinates the arrangements for the E.F.R.A. Annual General Meeting. Liases with the hotel, Member Countries and provides full details of the timetable of the AGM.
- 6 In conjunction with the President and Section Chairmen draws up the Agenda for the AGM.
- 7 Co-ordinates the racing calendars of the E.F.R.A. Sections and arranges for the publishing of these calendars.
- 8 Collects the results of all E.F.R.A. sanctioned races.
- 9 Maintain copies of all Member Country Officials address changes for updating the E.F.R.A. database.
- 10 Visits important races.
- 11 Forms Executive Working Committee with President and Treasurer to deal with all matters that affect the day to day running of E.F.R.A. business.
- 12 Liaises/meets with Officials from Member Countries.
- 13 Arrange for the completion and return of E.F.R.A. contracts applicable to EC events being organised the following year.
- ~~14 Co-ordinates the distribution of information to IFMAR/ROAR/FEMCA relevant to the organisation of any WC event being hosted by an E.F.R.A. Member Country.~~

### **TREASURER:**

- 1 Maintains a complete set of records of the Financial aspects of E.F.R.A. business.

- 2 Produces a full set of accounts as at the end of the financial year for presentation and acceptance by the Member Countries at the E.F.R.A. Annual General Meeting. Expenses have to be split down into amounts around 3000 €
- 3 Issues International Driver's Licences **to the different member countries.**
- 4 Send copies of all Licence address changes **received from member countries** to the General Secretary for updating of the E.F.R.A. database.
- 5 Keeps abreast of all facets of bookkeeping and the financial situation of the E.F.R.A. ~~Member Countries.~~
- 6 Before the **15th** January following the AGM he sends invoices to all E.F.R.A. Member Countries regarding annual subscriptions, sanction fees for E.F.R.A. GP and EC events, entry fees for EC events.
- 7 During the year he sends invoices to Member Countries or persons every time he is requested to do so.
- 8 He maintains a watching brief of outstanding invoices and one month after the date of maturity of the invoices he sends reminders to those Member Countries who have not paid their invoices.
- 9 Every three months he produces a report for all Committee Members giving details about the financial situation and status of all debtors.
- 10 Pays the expenses declarations of the Committee members within a week of receipt.
- 11 Refunds all the deposits as soon as the Section Chairman sends his approval.
- 12 Visits important races.
- 13 Forms Executive Working Committee with President and General Secretary to deal with all matters that affect the day to day running of E.F.R.A. business.
- 14 The Treasurer has to present his books and all assigned documents to the auditors prior to the AGM

#### **SECTION CHAIRMEN:**

- 1 Effectively manages the Section for which he is elected at the AGM.
- 2 He provides information to other E.F.R.A. Officials as and when requested.
- 3 He attends the GP organised ~~one year~~ ahead of an EC and reports upon the track, the accommodation and the organising committee.
- 4 He attends the EC relevant to his section.
- 5 As soon as the race calendar of the next year has been published ~~he sends out the E.F.R.A. application sanction form to the organising Member Countries asking them to complete and return~~ enforces the distribution of the information of the Section events on appropriate languages.
- 6 He issues race meeting sanctions after fully examining the ~~application form received back~~ information sent by the applicants.
- 7 He updates the list of "A" licensed drivers **and decides upon the validity of an EFRA Licence.**
- 8 He co-ordinates the entries for EC and WC and settles re-allocations in cooperation with the Member Countries and the organisers.
- 9 He decides if the deposits paid for GP and EC events maybe refunded and requests the Treasurer to refund any monies due.
- 10 He keeps a record of the results of all the E.F.R.A. sanctioned races.
- 11 He makes a report of the past racing season to be presented at the AGM.
- 12 He is a full member of the E.F.R.A. Committee with a seat in all E.F.R.A. Committee meetings.
- 13 He takes the Chair at the Section Meetings during the AGM.
- 14 He arranges for the minutes of the Section Meeting to be recorded and provides a copy of these minutes to the General Secretary.
- 15 He presents proposals made at the Section Meetings to the main AGM.



16. He has the authority to provide clarification on the interpretation of rules.

**The following Positions do not have a seat on the E.F.R.A. Committee:**

**PR OFFICER:**

- 1 Maintain contact with the EFRA Executive
- 2 Carry out the promotional and communicating work as decided by the AGM and EFRA Executive Committee
- 3 Attends EFRA Committee meetings **when needed** and AGM. ~~Has a full seat at the EFRA Committee in respect of his post.~~
- 4 Co-ordinates the production and distribution of the regular news.
5. **Does not have a seat on the E.F.R.A. Committee in respect of this post.**

**IFMAR LIAISON OFFICER:**

- 1 Maintains direct contact with IFMAR bloc officials.
- 2 Acts as a central co-ordinator for all matters between E.F.R.A. and IFMAR.
- 3 Provides information to/from IFMAR/FEMCA/ROAR/**FAMAR** to all Sections within E.F.R.A.
- 4 Puts forward proposals drawn up and approved by the E.F.R.A. Committee to IFMAR.
- 5 **Attends EFRA Committee meetings when needed and AGM.**
- 6 He attends IFMAR Meetings as the full representative of E.F.R.A.
5. **Does not have a seat on the E.F.R.A. Committee in respect of this post.**

**MUFFLER HOMOLOGATION OFFICER:**

- 1 Receives and acknowledges the exhaust pipes from Manufacturers wishing to have their products homologated by E.F.R.A.
- 2 Passes invoice order to the E.F.R.A. Treasurer.
- 3 Measures the pipes received and makes detailed drawings.
- 4 Checks the noise level of the pipes at track.
- 5 If pipe is acceptable under E.F.R.A. standards he sends homologation certificate to the Manufacturer. Should there be any discrepancies he will advise the Manufacturer in writing as to the exact reasons why the pipe cannot be homologated.
- 6 Copies of the homologation certificate and detailed drawings are passed to the General Secretary and IFMAR Liaison Officer.
- 7 Retains the original pipe for specification purposes.
- 8 Advises the E.F.R.A. Treasurer of homologation expenses incurred.
- 9 At no time and under any circumstance will the pipes received for homologation be shown to or handed to anybody involved with the manufacture of model cars, engines or exhaust pipes.
- 10 Does not have a seat on the E.F.R.A. Committee in respect of this post.

**BODY SHELL HOMOLOGATION OFFICER:**

- 1 Receives and acknowledges the bodyshells from Manufacturers wishing to have their products homologated by E.F.R.A.
- 2 Passes invoice order to the E.F.R.A. Treasurer.
- 3 Checks the bodyshell against pictures, drawings or measurements provided by the Manufacturer. A 10% tolerance is acceptable.
- 4 If the bodyshell is acceptable under E.F.R.A. standards he sends homologation certificate to the Manufacturer. The certificate will bear the homologation number

which the Manufacturer must mold into the production body shell. Should there be any discrepancies he will advise the Manufacturer in writing as to the exact reasons why the bodyshell cannot be homologated.

- 5 Copies of the homologation certificate and detailed drawings are passed to the General Secretary and IFMAR Liaison Officer.
  - 6 Retains the original bodyshell for specification purposes.
  - 7 Advises the E.F.R.A. Treasurer of homologation expenses incurred.
  - 8 At no time and under any circumstance will the bodyshell received for homologation be shown to or handed to anybody involved with the manufacture of model cars or body shells.
- 9 Does not have a seat on the E.F.R.A. Committee in respect of this post.

#### **AUDITORS**

- 1) The position of an auditor is to be appointed by EFRA member countries and voted at each AGM for a period on duty of one year.
- 2) This position will be covered by two delegates, not belonging to the same national federation, nor being member of the same federation as the treasurer.
- 3) They have the right to have a look to all actions or bookkeeping, which are in conjunction with EFRA's money.
- 4) They have to present their written report to the AGM. The EFRA Board has to have knowledge about their comments prior the AGM, so that board members may prepare their reactions.

**Remark:** 1<sup>st</sup> General Secretary: The 14 point has no meaning as long as there is an IFMAR liaison officer.

2<sup>nd</sup>.- Treasurer: In regards of licences, he deals with those through member countries.

In respect of knowledge of accounts it is impossible to require him to know all member countries financial aspects.

In respect of invoices if 1<sup>st</sup> January is invoice date, it is impossible to make those BEFORE.

3<sup>rd</sup>.- Liaison officer: Just to include the mention to FAMAR

4<sup>th</sup>.- Section Chairmen: logical changes, he don't deal anymore with application forms, that form is out fashioned and non used, he decides on validity of an EFRA licence. He is responsible of his international races inside his class, so that enforces communication and information.

5<sup>th</sup>.- PR: He is a tool post, like the other ones as Muffler Homologation officer or Bodies Homologation officer., so that his function is instrumental following decisions of the committee.

**Proposed by EFRA Executive, Seconded by: Spain  
The proposal passed Unanimously**

***The General Meeting closed for lunch 13.00, following by Section Meetings.***

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**SUNDAY 5<sup>th</sup> NOVEMBER 2006** *The meeting reconvened at 09.07*

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***When the General Meeting were closed Saturday lunch there were still a number of Rule Proposals left on the agenda,***

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**3 EFRA SANCTIONS**

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**DELETE**

**EC 40+ and EC B:**

Delete all rules in all classes concerning those ECs.

**Remark:** First of all; get more attention to the “real” EC. 40+ and B ECs has the history back into the time, when there was only a few classes. Today its many classes and maybe the same number of drivers. We think its time to discuss if there shall be such substitutes for drivers, who not can compete in the ordinary ECs.

In the federations its also a problem when the calendar is full of international races. It’s a big problem to find weekends to race national cups/championships, and local races.

We think its necessary to find out how to get more drivers to races – a discussion we try to have every year. If we can get more drivers to local races, they will take the step to national races. Then we will find some of them maybe at GPs/ECs.

Less ECs/GPs will maybe do drivers more “hungry” to compete?

**Proposed by Norway, Withdrawn**

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**WE HAVE COMBINED THESE TOGETHER AS THEY ARE LINKED.**

**Rule 3.2.12 Open Entry European Championships – Delete in TOTAL.**

**Rule 3.2.13 Open Entry EC, entry Procedure – Delete in TOTAL.**

**RULE 3.2.1**

**DELETE THE OPENING PART:-**

**EFRA annual European Championships are:-**

- **Sportscars/GT-P/GroupC 1:8 I.C.**
- **Sportscars/GT-P/GroupC 1:8 I.C. B Drivers**
- **Off Road 1:8 I.C. 4WD**
- **Off Road 1:10 modified Electric 4WD & 2WD**
- **Track 1:5 I.C.**
- **1:10 I.C. Track**
- **1:10 Electric Saloon Cars**

***Leave the last Paragraph as is:-***

Each section may run a maximum of 4 European Championships per year..... >  
<.....decided at the section meeting.

**Remark:** Open Entry EC’s do not work – we have tried for several years to make the entry procedure work, but it just doesn’t, It simply confuses the competitors and then the organising clubs do not get as good an entry as they should.

The section meetings should decide if an event is worthy of being an EFRA European Championships, if it is we can then do it properly according to the current procedures which work well, if an event is not worthy of a “EFRA European Championship” title, then it does not get one.

**Proposed by BRCA, seconded by: Holland**

**The proposal passed with 10 for, 1 against and 6 abstentions.**

---

**AMEND THE RULE**

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 **6** weeks before the AGM and must contain :

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.

**a. The organiser's name, address, fax and telephone number and email address.**

- b. A single contact point for all correspondence/enquiries
- c. Diagram of track indicating length, width and direction of racing
- d. Drawing of the venue (preferably photograph) showing track, rostrum, pit area, timekeeping and general facilities
- e. Details/location of the venue
- f. Map of the area showing proximity of airports, port, roads, etc.
- g. Basic details of race timetable and dates
- h. List of race officials
- i. List of approved frequencies and list of specific frequencies that cannot be used.
- j. Practice facility
- k. Details of accommodation (at least three (3) local hotels/motels of different grade which must include daily rate including all taxes, if applicable, and alternative accommodation, e.g. camping).
- l. Any special accommodation deals, including all taxes, if applicable.
- m. Information on transport available between hotel/s and track.
- n. Voltage used in host country. Drawings of plug types.
- o. Advice on whether each competitor is required to bring or mail one passport sized photograph of him/herself and any mechanics or Team Manager for attachment to identity badges
- p. marshalling details if needed.

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:** To follow the format of the Stage 1 report of IFMAR combined with some elements of the 2<sup>nd</sup> one, is much more better than the generical mentions existing now, sometimes other organizations did good things.

**Proposed by EFRA Executive. Seconded by: Spain**  
**The proposal passed with 16 for and 1 abstentions.**

## AMEND THE RULE

### 3.2.12. OPEN ENTRY EUROPEAN CHAMPIONSHIPS

Open entry EC's are:

- § 2WD 1:8IC (2WD & Flat chassis)
- § 4WD 1:8 IC Buggy EC B
- § 1:4 IC Track (F1 & GT Saloon)
- § 40 + 1: IC Track & **4WD 1:8 IC Buggy**
- § Sports.....

Etc...

**Proposed by France, Withdrawn**

## DELETE AND AMEND THE RULE

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

**Amend to:**

Each EFRA member-country may organise 1 (one) official EFRA Grand Prix per year per class. Each section may run a maximum of **3 (three)** EFRA Grand Prix per year. An EFRA Grand Prix must have an EFRA Sanction. **In order to obtain such, an application must be sent to EFRA i.e. the section concerned, at least 6 weeks before the AGM and must contain relevant information such as pictures of the accommodation,**

hotel information, camping and charges to be paid, details of facilities such as water, electric power, w.c. and showers.

For each entry the organizer will pay EFRA €5,- . The total amount will be settled with the deposit.

**Remark:** Reduce the maximum number of GP and rule the information need from applicants, to that we propose to use the old wording of the European Championships information.

**Proposed by EFRA Executive, Seconded by: Norway**

The proposal Was amended

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

This first part was withdrawn

**The second part was seconded by BRCA**

Each EFRA member-country may organise 1 (one) official EFRA Grand Prix per year per class. Each section may run a maximum of **3 (three)** EFRA Grand Prix per year. An EFRA Grand Prix must have an EFRA Sanction. **In order to obtain such, an application must be sent to EFRA i.e. the section concerned, at least 6 weeks before the AGM and must contain relevant information such as pictures of the accommodation, hotel information, camping and charges to be paid, details of facilities such as water, electric power, w.c. and showers.**

Passed with 15 for and 3 abstentions.

The third part was seconded by BRCA

For each entry the organizer will pay EFRA €5,- . The total amount will be settled with the deposit.

Passed with 17 for, 3 against and 1 abstention.

---

## AMEND THE RULE

3.5.2. EFRA will invoice the applicant for the EFRA Sanction fee from the 1st of January **of the year the race is scheduled**. The invoice must be paid to EFRA within 30 days of the invoice date.

**Remark:** If an application is accepted by the AGM for 2 years ahead then we have problems with actual wording.

**Proposed by EFRA Executive, Seconded by: BRCA**

The proposal passed with 15 for and 3 abstentions.

---

## DELETE AND AMEND THE RULE

3.5.7. FEES (all amounts quoted in Euro)

### Membership Fees

Annual Subscription	<del>300</del>	<b>450 (including 5 non-renewable lics.)</b>
Section Fee	<del>60</del>	<b>75</b>
Full membership		<b>850 (annual + all sections)</b>
Advisory Associate	<del>250</del>	<b>1000</b>

### Sanction Fees

European Championship	460	
European Championship, Open	230	
Grand Prix	440	<b>150</b>
International Race	<del>70</del>	

### Deposits

European Championship	600	
European Championship, Open	<del>275</del>	<b>600</b>
Grand Prix	<del>485</del>	<b>600 ( -€5,- for EFRA for each entrance)</b>

#### Entry Fees

European Championship	60	<b>75</b>
Open Entry Championships max.	40	<b>50</b>
Grand Prix (maximum)	30	<b>40</b>
Pre-Race	<del>500</del>	

#### Homologation Fees

Mufflers	250	<b>500 (50% discount for Advisory Associate)</b>
Mufflers (second homologation)	425	<b>250 (50% discount for Advisory Associate)</b>
Bodyshells	450	<b>300 (50% discount for Advisory Associate)</b>
Large Scale Bodyshells	200	<b>400 (50% discount for Advisory Associate)</b>
INS-Box	400	<b>800 (50% discount for Advisory Associate)</b>
Batteries		<b>300 (50% discount for Advisory Associate)</b>

#### All transport costs for homologations to be paid by the manufacturer

#### Miscellaneous

Hand Book	25	<b>75</b>
Drivers Licences	30	
A5 Advert in Newsletter	<del>120</del>	
A5 Advert in Handbook (pdf)	250	<b>750 (included in Advisory Associate fee)</b>

**Remarks:** The change of the fees is also because of some other rule proposals.

The annual fees goes up but 5 licenses are now included. This is specially for the smaller countries that sometimes ask three times to send a single licenses, which is expensive because of registrated post. These licenses cannot be returned back to EFRA at the end of the season for a new license. There is now a full membership fee with a small discount if you are member together with all the sections. The Advisory Associate membership has been raised, but there is a 50% discount included for homologation. Take into account that a lot of manufacturers use EFRA's name in case championships are won. If EFRA wants to raise the standard of races by sending experienced people and material we need to raise our income.

There is a proposal to skip the EFRA license for GP's, this way EFRA will get some money back, which will be settled with the deposit bound. The fee for EC, Open EC and GP has been raised to give the organisers more money to organize the event.

There is a proposal to put the rules as pdf on the web. This means that the handbook is no longer necessary for the EFRA license. Sending the books was already a problem for some years, due to the countries that sometimes did not send in the addresses in time. By putting the rules on the website everybody can make a print-out of those rules he needs.

A limited number of books still will be printed for the EFRA committee, all countries and the EFRA referees that are nominated to visit a race (section chairman will send the handbook to the nominated referee).

**Proposed by EFRA Executive, Seconded by: Norway**

#### The proposal was amended

The proposal was divided in three parts.

#### Part one:

#### FEES (all amounts quoted in Euro)

#### Membership Fees

Annual Subscription	<del>300</del>	<b>450 (including 5 non-renewable lics.)</b>
Section Fee	60	<b>75</b>
Full membership		<b>850 (annual + all sections)</b>
Advisory Associate	250	<b>1000</b>

#### Sanction Fees

European Championship	460	
-----------------------	-----	--

European Championship, Open	230	
Grand Prix	440	150

**The amendment was seconded by BRCA**

**Passed with 16 for, 2 against and 2 abstentions.**

**Part two:**

**Deposits**

European Championship	600	
European Championship, Open	275	600
Grand Prix	485	600 ( -€5,- for EFRA for each entrance)

**Entry Fees**

European Championship	60	75
Open Entry Championships max.	40	50
Grand Prix (maximum)	30	40
Pro Race	500	

**The amendment was seconded by BRCA**

**Passed with 15 for, 2 against and 4 abstentions.**

**Part three**

**Homologation Fees**

Mufflers	250	500 (50% discount for Advisory Associate)
Mufflers (second homologation)	125	<del>250</del> (50% discount for Advisory Associate)
Bodyshells	450	500 <del>300</del> (50% discount for Advisory Associate)
Large Scale Bodyshells	200	500 <del>400</del> (50% discount for Advisory Associate)
INS-Box	400	800 (50% discount for Advisory Associate)
Batteries		500 <del>300</del> (50% discount for Advisory Associate)

**All transport costs for homologations to be paid by the manufacturer**

**Miscellaneous**

Hand Book	25	75
Drivers Licences	30	
A5 Advert in Newsletter	120	
A5 Advert in Handbook (pdf)	250	750 (included in Advisory Associate fee)

**Passed Unanimously**

**The board was given the mandate to finalise the exact wording for changing the term Advisory / associate member – supporting member?**

**At this stage the future project was discussed, and the board asked the floor for a mandate to continue the work according to the plans.**

**Passed with 21 for and 1 abstention**

**AMEND THE RULE**

3.6.8 For each....

Reallocation money will be 1.1/2 times the normal entry fee, **unless the number of places now allocated to the country in question is still less than, or the same as, the original application made (see rule 3.6.2).** EFRA will pay the allocation fees.... *Etc continue as is...*

**Remark:** The situation occurs where a country applies for 10 places (example)  
Following discussion in the section meeting this is reduced to 7 (example)

After other countries drivers drop out the 3 places are made available.

The 3 drivers now have to pay extra for the places they requested months earlier...

But...

...if driver number 11 wants to go, near to the date of the event, he would still pay extra.

This is a Fair system, the current one penalises unfairly, and causes difficulties when allocating entries to events, we have to defend the number of places we want so hard because this penalty exists if we are flexible and try to help the section.

**Proposed by BRCA, Seconded by: Germany**

**The proposal passed with 19 for, 2 against and 1 abstentions.**

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## **4 INTERNATIONAL DRIVERS LICENCES**

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### **DELETE AND AMEND THE RULE**

4.1.1. International driver's licences ensures that the driver is a **valid licensed driver** of his National Association.

**Remark:** Actual rule doesn't really means nothing, the EFRA member countries are looking for something like the proposed wording.

**Proposed by EFRA Executive, Withdrawn**

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### **DELETE AND AMEND THE RULE**

**4.1.2. All competitors at European Championships and World Championships must have a valid EFRA drivers licence.**

**Application for entries at EC's or WC's must be made by the National Association that have granted the EFRA licence, using the model delivered by EFRA, bearing the initials of the National Federation and the licence number.**

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 **each year** 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 **if such exists**.

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.



**Remark:** By this 3 changes we close the 2 sides of the actual issue, the yearly permission + the obligation that your licence is issued through your National Association or that yours have given prior consent.

**Proposed by EFRA Executive, Seconded by: Italy**  
**The proposal passed with 12 for, 4 against and 5 abstentions.**

---

### **DELETE AND AMEND THE RULE**

4.1.3. All competitors at EFRA Grand Prix and other EFRA sanctioned events (apart from EC's) must either have a valid EFRA drivers license, or ~~if competing in their home country a valid National License issued by their passport National organization~~ ~~host country~~. The ~~EFRA~~ licence must be produced personally at registration. The organiser will register the licence numbers of all drivers and record these in the final results.

Drivers with an international EFRA licence take precedence over non-**EFRA** licensed drivers at EFRA Grand Prix in the event of over subscription

**Remark:** At least we need a licence, either national or international, but at least one, if not, the GPs may be plenty of absolutely non licence drivers.

**Proposed by EFRA Executive, Seconded by: Luxembourg**

**The proposal was amended**

**National License issued by their passport National organization** ~~host country~~. The ~~EFRA~~ licence must be produced personally at registration. The organiser will register the licence numbers of all drivers and record these in the final results.

Drivers with an international EFRA licence take precedence over non-**EFRA** licensed drivers at EFRA Grand Prix in the event of over subscription

**The amendment was seconded by Austria**

**The amended proposal passed with 18 for, 2 against and 1 abstentions.**

---

### **DELETE AND AMEND THE RULE**

4.1.4. Nationality of a competitor or driver

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.

**Remark:** The actual wording is a pure nonsense; he takes the nationality of the other country and then retains the nationality of his passport for every purpose, so to delete 1st paragraph will help to make it clear and easier.

**Proposed by EFRA Executive, Seconded by: Germany**  
**The proposal passed with 18 for, 1 against and 2 abstentions.**

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### **ELECTION OF TREASURER**

At this stage the meeting had to elect a new treasurer since one of the candidates was running out of time.

Two candidates were presented, Mrs. Jacqueline Aebi from Switzerland and Mrs. Anna Blasuska from Poland. The candidates were asked to make a short presentation.

**After a vote Ms Jacqueline Aebi was elected as treasurer for EFRA.**

Mrs Anna Blasuska received a warm applause for her willingness to candidate.

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## THE PROPOSED RULE IS NEW

**4.1.5** For all non Open EFRA European Championships and IFMAR World Championships, the Official list of entries, established by the Section Chairman, must be published on the EFRA web site:

- 40 days before the event (European Championships)
- 60 days before the event (World Championships)

List including:

- Country,
- Driver's names
- Licence number of a valid EFRA licence.
- Ranking position in National selection and Total number of the National selection list

or

- Ranking positions in the last two EFRA GP of the same class

*Should the validity of an EFRA licence be questioned by a National Federation, the matter must be settled latest three weeks prior to the event.*

*If the matter is not settled before that limit, then the driver cannot participate to the event.*

*This non allocate entry is then reallocated according rule 3.6.5*

**Remark:** Most of the EFRA Federation Members use a selection system to choose their drivers for EC's & WC's.

But a driver may escape the selection system by registration himself in a country where no selection system is used or where the number of drivers is small enough to guarantee an easy selection.

This is unfair towards all the drivers who make the necessary racing investments in time and money in order to qualify in the selection system of their country.

This is the open gate for drivers who escape racing time and money investments to be selected.

Such drivers can therefore participate in several major events in different classes without making one single race.

This is also an open gate for totally inexperienced drivers coming with their new ready to run purchase.

The French Federation would like that EFRA investigate a selection system acceptable and accepted by all member federations. There are many such systems that exist in other sports (Comparative sportive results, pre qualification, money, etc...)

Our regular European Championships, a professional Championship if necessary, will take benefits of a system where all drivers have similar chance and access to the races. advise it so. Sometimes we have to recognize other sections are good on ruling too

**Proposed by France, Seconded by: Spain**

The proposal was withdrawn, and the board was given a mandate to continue investigate this matter

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## 5 GENERAL RACE PROCEDURE

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### AMEND THE RULE

5.2.5. Timing...

Car numbers for 1:8 I.C. must be min. 40mm height, on a white surface of 55x55mm or 55mmØ. Car numbers for Large scale must be min. 80mm height, on a white surface of 70x98mm. Car numbers for all other scales must be minimum **40mm** in height, black, on white background of 55mm square or diameter. . . . .

**Remark:** Since the surface area is equal large with 1:8 and the smaller cars, can be large also equal to numbers (it better to see).

**Proposed by Austria, Seconded by: Norway**

### The proposal was amended

... . Car numbers for all other scales, **excluding 1/12**, must be minimum **40mm** in height, black, on white background of 55mm square or diameter....

The proposal with the amendment passed with 17 for, 2 against and 1 abstentions.

---

### DELETE AND AMEND THE RULE

5.2.5. Timing and...

Car numbers....

No other text is allowed inside the measured white area.

The only allowed type fonts for car numbers are:

Avant Garde Gothic medium/demi/bold

DIN 1451 Traffic sign numbers

Futura Demi bold/bold

**Futura XBLKit BT**

~~Times bold~~

**Fonts and samples could be downloaded from the EFRA Webpage: [www.efra.se](http://www.efra.se)**

Car numbers must be used as provided by the Organisers Adequate length must be provided for the lap counting officials

The area must be protected against bad weather. Interruption of lap counting officials by drivers must be prevented.

**Remark:** To make the numbers more visible for audience as well as Race Officials

**Proposed by EFRA Executive, Seconded by: Norway**

### The proposal was amended

Timing and...

Car numbers....

No other text is allowed inside the measured white area.

The only allowed type fonts for car numbers are:

~~Avant Garde Gothic medium/demi/bold~~

~~DIN 1451 Traffic sign numbers~~

~~Futura Demi bold/bold~~

**Futura XBLKit BT**

~~Times bold~~

**Proper fonts and samples could be downloaded from the EFRA Webpage: [www.efra.se](http://www.efra.se) Those will be compulsory from 2008.**

Car numbers must be used as provided by the Organisers Adequate length must be provided for the lap counting officials

The area must be protected against bad weather. Interruption of lap counting officials by drivers must be prevented.

### Passed Unanimously

**Remark:** Since some fonts are protected by originator did Anders Myrberg, Sweden volunteered to suggest a number of fonts and samples to be published at the EFRA web.

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### AMEND THE RULE

5.3 SAFETY

5.3.1 ***Safety for everybody must be the most important aspect when designing a track and at every moment while race is on progress.***

**All non authorised people will have to leave the track area when the call 1 minute to start is given.**

**Remark:** Safety is not only for designing the track but all over the event; it is always of primary importance. Press people and other people will have to clear the track area (unless otherwise authorised) before the start of each race.

**Proposed EFRA Executive, Seconded by: Denmark**  
**After some discussion was the proposal withdrawn**

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### **THE PROPOSED RULE IS NEW**

5.3.11 A committee consisting of EFRA referee, section chairman, race director, and a board member of the organising club, can make the decision to stop the race or event for urgent safety reasons like heavy thunderstorms, lighting, fires, ext.....

This committee can overrule a decision of the international jury

**Proposed by EFRA Executive, Seconded by: BRCA**

**The proposal was amended**

In the case of a race which is interrupted for more than 60 minutes for reasons beyond the control of the organisers (bad weather conditions with safety risks for all persons at the meeting), the referees together with the Race-director will decide whether to cancel or continue the meeting.

**The amended proposal passed Unanimously**

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### **THE PROPOSED RULE IS NEW**

5.3.12 Marshals shall be provided with suitable protective gloves to minimise the risk of injury when coming into contact with the moving parts of the car. **Flip shoes (non firm adjusted ones) are not allowed, to wear safety jackets is advisable.**

**Remark:** At off road racing, flip shoes (open sandals without firm adjustment) are a severe risk of problems. Safety jackets helps to visibility

**Proposed by EFRA Executive, Seconded by: Norway**

**The proposal was amended**

Marshals shall be provided with suitable protective gloves to minimise the risk of injury when coming into contact with the moving parts of the car. **Firmly attached shoes with no open toes must be used, to wear safety jackets is advisable.**

**The amended proposal passed Unanimously**

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## **7 RACE OFFICIALS**

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### **THE PROPOSED RULE IS NEW**

**7.1.7 b) The referees together with the Race Director takes the decision to cancel an event if needed.**

Please take note that Appendix 1 page 90 rule 4.7.1 must be changed And that Appendix 7, page 142, rule 4.7.1 must be changed as well

**Remark:** They must decide. Please incorporate those 2 changes to your sections Sander & Franky

**Proposed by EFRA Executive Withdrawn**

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### **DELETE AND AMEND THE RULE**

7.4.3. Responsibilities of the International Jury:  
a. to adjudicate in unforeseen situations.

- b. to adjudicate in the case of protests **if needed**.
- c. to amend the ~~race procedure~~/schedule.
- ~~d. to cancel the race whenever this is required due to reasons of safety~~
- ~~e.~~ **d.** to check that the race is run according to the official EFRA rules.

**Remark:** The jury deal with protests if Race Director considers he needs thier advice. Amend race procedure is not possible. Cancel the race must be in hands of the responsables of the race.

**Proposed by EFRA Executive, Seconded by: Germany**  
**The proposal passed unanimously**

## **AMEND THE RULE TO READ**

7.4.4. When necessary, the Race-Director calls an International Jury meeting. The Referees may also call an International Jury meeting to settle disputes or protests against unforeseen situations. **A written agreement of a minimum of 3 Team Managers** have the power to call an International Jury meeting.

The Race-Director must provide a room or other place for the international jury to meet in seclusion.

**Remark:** If any single team manager wants now he can be calling International Jury every single moment he may feel needed, now at least 3 have to get an agreement to do it so.

**Proposed by EFRA Executive, Seconded by: Portugal**  
**The proposal passed with 13 for, 7 against and 1 abstentions.**

## **8 GENERAL RACE PROCEDURE**

### **THE PROPOSED RULE IS NEW**

8.6.10 It is not allowed to use any electronic parts for “Traction Control and Breaking control (ABS)” witch can control the power of the transmission by means of a feedback system.

It is not allowed to use any form of telemetry with active transmission.

Sensors are only allowed for the purpose of passive data recording and not for adjusting the performance of the car whilst in motion. The reading of the data must be done with equipment, inside or mounted on the driver’s radio. No external devices (i.e in the pit/handheld by the mechanics) are allowed. There are not allowed to log the data.

**Remark:** We want to make it clear in the rules, that “passive” telemetry is allowed as long its not stored but must be read during the race, by the driver.

**Proposed by Norway, Seconded by: Luxembourg**

The proposal was amended

~~It is not allowed to use any electronic parts for “Traction Control and Breaking control (ABS)” witch can control the power of the transmission by means of a feedback system.~~

It is not allowed to use any form of telemetry with active transmission.

~~Sensors are only allowed for the purpose of passive data recording and not for adjusting the performance of the car whilst in motion. The reading of the data must be done with equipment, inside or mounted on the driver’s radio. No external devices (i.e in the pit/handheld by the mechanics) are allowed. They are not allowed to log the data.~~

The ammended proposal passed with 19 for and 2 abstentions

### **DELETE AND AMEND THE RULE**

8.7.13 ... (Page 78)

**DELETE FIRST THREE PARAGRAPHS:-**

*The car, except for Large Scale, shall be measured for width by placing it on a baseboard equipped with 2 side rails of 20mm 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 -----  
etc. etc. etc.*

**REPLACE WITH :-**

**The car shall be measured for width, length and height using equipment as detailed in each Sections Technical rules. The equipment should be constructed preferably from metal, or alternatively from high quality board suitably stiffened to prevent distortion.**

**The car must freely fit such equipment with any steer able wheels set in the straight ahead position, and comply with any maximum dimensions due to suspension movement that may exist in the Section rules.**

The rule can continue with paragraph 4 :-  
The measurement of the wheelbase -----

**Remark:** The existing rule dictates the construction of the measuring equipment using side rails of 20mm high.

Clearly, side rails of 20mm high will not check the overall width and length of most cars as the rails are below the axle centre-line.

The individual Sections have the best experience to determine the construction of such equipment, and in some cases, one piece of equipment can check several dimensions.

**Proposed by BRCA, Seconded by: Denmark**  
**The proposal passed with 17 for and 3 abstentions.**

---

**AMEND THE RULE**

8.15.1 ...page 83.

Only drivers **taking part in the competition** may and must marshal the heat following their own, (subject to 8.15.4). The first heat will be marshalled by the drivers of the last heat

**Remark:** Rule 8.15.3 states that only competing drivers are allowed to marshal finals. The same should exist in qualifying heats.

It will prevent family members marshalling, claiming that they are drivers in home competitions

**Proposed by BRCA, Seconded by: Holland**  
**The proposal passed with 16 for, 3 against and 1 abstention.**

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**AMEND THE RULE**

8.15.1, 8.15.2

Marshall's for....  
.....racing is in progress

Marshall's for EC's and GP's are not compulsory. During the Qualifying the drivers must marshal the heat following their own. The first heat will be marshalled by the drivers of the last heat. The organising club must provide Marshalls for the finals. They must be experienced and supplied with gloves and/or other protection. No other drivers or

mechanics will be allowed as Marshall's. One Marshall should be posted every 30 meters. No other persons, except officials are allowed on the track whilst racing is in progress.

Failure to marshal or provide a competent substitute will result in the loss of the driver's best qualifying time if qualifying by fastest time is in operation. The loss of the best points score will be the result if qualifying is by the round by round system

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

The organiser must provide a marshal for any unfilled position i.e. previous heat

**Remark:** Organizers find it more and more difficult to find volunteers for weekdays, so marshalling can be done by the drivers during qualifying.

**Proposed by EFRA executive. Withdrawn**

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## 10 RULING

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### THE PROPOSED RULE IS NEW

#### 10.1.2 Rules set at the AGM must be enforced by the Section Chairman without interpretation

**Remark:** Discuss explanation in the meeting

**Proposed by BRCA. Withdrawn**

## 10. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen

- |                   |   |
|-------------------|---|
| a) 1:8 IC Track   | Elected Chairman Sander de Graaf, elected Vice section Chairman Franky Noens  |
| b) 1:8 IC Buggy   | Elected Vice section Chairman, Alex Fellner   |
| c) Electric Track | Elected Chairman Electric Track, Heiner Martin, Elected Chairman Electric Buggy, Frank Mostrey, Elected Vice section Chairman Electric track, Russ Giles, Elected Vice section Chairman Electric Buggy, Paul Worsely. |
| e) Large Scale    | Elected Vice section Chairman, Wolfgang Petermann   |
| g) 1:10 IC Track  | Elected Vice section Chairman, Sander de Graaf  |

## 11. ELECTION OF EXECUTIVE OFFICERS

- |                              |                       |             |
|------------------------------|-----------------------|-------------|
| a) President                 | Mr E Dallas Mathiesen | Unanimously |
| b) Treasurer                 | Jaqueline Aebi        | By vote     |
| c) PR Officer                | Mr Wolfgang Petermann | Unanimously |
| d) EFRA-IFMAR Liason Officer | Mr Carlos Gomez       | Unanimously |

## 12. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

It was discussed however EFRA should have a "contract" with each driver where the driver confirms that they have read the rules.

## 13. DATE/VENUE OF THE 2007 ANNUAL GENERAL MEETING

As decided at the AGM 2005 the venue for 2007 will be Brussels. The date for the 2007 AGM will be November 3<sup>rd</sup> and 4<sup>th</sup>.

The EFRA President, Mr Dallas Mathiesen, thanked all participants for a constructive meeting, and being no further business the meeting was closed at 13.00