



EFRA ANNUAL GENERAL MEETING
HOTEL NH Wien Airport,
Vienna Austria
5-6th of November 2016

AGENDA GENERAL MEETING

SATURDAY 5th of November 2016.

The meeting started at:

1. PRESIDENT'S WELCOME

Mr Dallas Mathiesen

Mr Dallas Mathiesen will open the meeting welcoming all delegates, associated members and special guests.

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents:

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

Other Present:

3. MINUTES OF 2015 ANNUAL GENERAL MEETING

November 2015— Barcelona, Spain

Matters arising from the minutes:

The following person was elected to check the minutes of this year:

4. SECRETARY'S REPORT

Mr Willy Wuyts

Correspondence received.

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

- a) Presentation of Annual Accounts
- b) Audit Report
- c) Approval of the presented figures for 2016
- d) Election of auditors for 2017
- e) Matters arising

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 2016.

The Annual Report, the Annual Accounts and the Group Accounts for the 2016 financial year are approved and discharge is granted to the treasurer, Jackie and to the auditors,....

Passed Unanimously. Passed with for, against and abstentions.

Was rejected with for, against and abstentions.

6. IFMAR LIASON OFFICER'S REPORT

Willy Wuyts

And Media Partner video report by Nick Daman

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 SHOULD BE AMENDED TO READ:

3.2.1.

- Existing Rule:** Each section may run a maximum of 4 European Championships per year and in the event of there being more than 2 classes, it is the sections responsibility to decide which class shall be raced as secondary to the main class in any particular year. The section shall decide at the section meeting.
- Proposal:** Each section may run a maximum of 4 European **Championship events** per year and in the event of there being more than 2 classes, it is the sections responsibility to decide which class shall be raced as secondary to the main class in any particular year. The section shall decide at the section meeting.
- Remarks:** Add in 'events' so that a section can hold more than 4 European Championships if several classes are combined within a single European Championship.

Proposed by Ian Oddie, Oddie Ian

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

3.5.7.

Existing Rule: 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)
Brushless 05 Motors	50 Per Motor Class.

All transport costs for homologations to be paid by the manufacturer

Proposal: 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,	230
Open	
International Race	200
Grand Prix	150
Deposits	
European Championship	600
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Additional Fees: GP and open	5
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European Championship	100
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All transport costs for homologations to be paid by the manufacturer

After 5 years a body will disappear from the list unless the manufacturer asks for a license for another period of 5 years. The fee for an extra period is 40% of the normal homologation fee.

Remarks:

- The Open EC status is deleted. All such fees are 100 Euro. All references to Open EC will be removed from the handbook.
- Clarification on homologation fee. To make an extended period possible, without having to pay a full fee.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and

.... abstentions.

o Rejected with for, against and abstentions. o Amended

4. INTERNATIONAL DRIVERS LICENCES

THE RULE SHOULD BE AMENDED TO READ:

4.1.1.

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

Proposal: Qualifying heats will be organized based on practice times (3 consecutive laps). There is also the option of reseeding after the first controlled practice heats. This way novice or less experienced drivers are not mixed up with the top international drivers, in the interest of both groups. In the case of a GP, EC or WC being filled up an EFRA licensed driver will be given precedence over a driver without an EFRA license.

Remarks: To be seen in combination with the change for rule 4.1.2. (EFRA license not required)

Proposed by NMF Norwegian Motorsport Federation, Naas Gunnar Mikal

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

4.1.2.

Existing Rule: 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 organiser will register the licence numbers of all drivers and record these in all results.

Proposal: It is not mandatory to have a valid EFRA drivers license for a competitor at European Championships and World Championships. But in the case of the events filling up the ones with a license will be favoured over those who do not have a license.

Application for entries at EC's or WC's is being done directly to the hosting club.

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

Remarks: GPs, ECs and WCs are struggling with low attendance. It's high time to simplify matters. In some countries the cost of an international license is also very high. So we need to lower the cost for entering as well. Finally it should be possible to more easily register directly (like we do for 40+) and at a later time, for many it's difficult to plan this so long beforehand as it is now.

Proposed by NMF Norwegian Motorsport Federation, Naas Gunnar Mikal

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

THE RULE SHOULD BE AMENDED TO READ:

4.4.3.

Existing Rule: Cancellation of an EFRA International Licence must be authorised by the EFRA Executive Committee and the driver is entitled to representation at any hearing of a proposal to cancel an International Licence.

Proposal: Cancellation of an EFRA International Licence must be authorised by the EFRA Executive Committee. Any appeal in the decision must be received in writing by the EFRA secretary within 30 days.

Remarks: self explained

Proposed by EFRA

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

5. GENERAL REQUIREMENTS EFRA EVENTS

THE RULE SHOULD BE AMENDED TO READ:

5.3.10.

Existing Rule: Mobile phones are not allowed to be used on the rostrum, pitlane or on the track. Other transmitting devices, except those who are needed by the organiser, are not allowed to be used. With the exception of the drivers radio equipment.

Proposal: Mobile phones are not allowed to be used on the rostrum, pitlane or on the track. Other transmitting devices, except those who are needed by the organiser, are not allowed to be used. With the exception of the drivers radio equipment and the equipment mentioned at 8.6.2.b).

Remarks: The intercom equipment was allowed past year and this rule was not updated accordingly.

Proposed by EFRA

Seconded by: Not Seconded

The proposal: Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

8. GENERAL RACE PROCEDURE

THE RULE SHOULD BE AMENDED TO READ:

8.7.2.

Existing Rule: At European Championships admission inspection must take place before the timed

practice.

Proposal: At European Championships admission inspection must take place before the **controlled** timed practice.

Remarks: Controlled practice is the last practice before real racing, most of the practices are actually timed, so to include controlled makes it more clear.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

8.12.2.

Existing Rule: The fitting of the correct transponder inside the cars body shell is the responsibility of the driver.

Proposal: The fitting of the correct transponder inside the cars body **shell, and ensuring it has adequate signal strength** is the responsibility of the driver.

Remarks: Words added to confirm what is required, to help the amendment to 8.12.3

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

THE RULE SHOULD BE AMENDED TO READ:

8.12.3.

Existing Rule: If a driver loses the transponder during the race, or if a transponder is not working, the lap counting supervisor must try to counts the laps manually.

Proposal: If a driver loses the transponder during the race, or if a transponder **malfunctions after starting the race-clock**, the lap counting supervisor must try to **count the laps and time manually. If a competitor chooses to use a transponder which is not the same manufacture of the timing decoder being used, then the competitor must accept full responsibility for any laps or times that are not recorded. In such cases, the time-keeper is not required to perform a manual count or adjust times, but may do so at his/her discretion.**

Remarks: There are a lot of non-genuine transponders being used in later years. Many do not give adequate signal strength and have been known to miss laps. It should not be the responsibility of the time-keeper to do (possibly) lots of manual adjustments if the recommended item is not used.

Proposed by EFRA

Seconded by: o Not Seconded

The proposal: o Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

9. STARTING PROCEDURES

THE RULE SHOULD BE AMENDED TO READ:

9.2.

Existing Rule: Starting procedure for qualifying It can be either:
a. Staggered Start: All cars are released one by one by the starter at an interval of approx. 1 second (track lay-out depending). Missing the starting procedure means that the car has to start his race from the pits after the last car has started from the designated starting area.
b. Flying Start: Cars will be driven at the track from the moment the track is declared "Open" for practice or warm-up, there will be no call for starting procedure. The Start Official will give a 2 minutes warning to the start, this will be announced through the sound system, you will also get the time "1 minute to the start", "30 seconds to the start" and "10 seconds to the start".An audible signal and the mention "clock is running" will indicate that the heat has started. During this procedure timing cant be adjusted.
Common conditions: Each car will have its own timing. The total time will be the one designed in each class appendix.

Proposal: Starting procedure for qualifying It can be either:

a. Staggered Start: All cars are released one by one by the starter at an interval of approx. 1 second (track lay-out depending). Missing the starting procedure means that the car has to start his race from the pits **or the starting line** after the last car has started from the designated starting area.

b. Flying Start: Cars will be driven at the track from the moment the track is declared "Open" for practice or warm-up, there will be no call for starting procedure. The Start Official will give a 2 minutes warning to the start, this will be announced through the sound system, you will also get the time "1 minute to the start", "30 seconds to the start" and "10 seconds to the start". An audible signal and the mention "clock is running" will indicate that the heat has started. During this procedure timing cant be adjusted.

Common conditions: Each car will have its own timing. The total time will be the one designed in each class appendix.

Remarks: Or the starting line... otherwise they loose a complete lap and forces all the organizers timetable, Valladolid electro off road has been really like this, "from the starting line"

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal: **Passed Unanimously** **Passed with for, against and abstentions.**

Rejected with for, against and abstentions. **Amended**

8. BUDGET & AGM VENUE & PRESENTATION

9. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen's

1:10 IC Track	Election of Chairman
Electric Track	Election of Chairman

1:8 Off Road	Election of Vice Chairman
1:8 IC Track	Election of Vice Chairman
1:10 EL Buggy	Election of Vice Chairman
Large Scale	Election of Vice Chairman

10. IFMAR 2015 WORLD CHAMPIONSHIP REPORTS

1/8 IC 1off Road	Las Vegas/ USA
Electric on Road	Beijing/ China
1/10 IC Track	Gubbio / Italy

11. ELECTION OF EXECUTIVE OFFICERS

a) President	Dallas Mathiesen	Sweden
b) Treasurer	Jacqueline Aebi	Switzerland

12. GENERAL DISCUSSION ITEMS

4. INTERNATIONAL DRIVERS LICENCES

4.1.2.

Suggestion: Licence for open EC?? Everybody can register for an open EC on the club website or myrcm or As National Federation you can't control if drivers have register or not. Sometimes also any driver register for the open EC you will not be known by the Federation.

Proposed by OFMAV Oesterreichischer Funk Modell Auto Verband, Jaeger Ing. Hubert H.

4.3.5.

Suggestion: the database is very slow. for 100 licence you should need 2 nights. therefor could you change the database that there will be a control casket where the National Federation can click to renew the licence driver - so you can click 50 driver and then go to save (and not automatically save after each person) this will save a lot of time!!!

Proposed by OFMAV Oesterreichischer Funk Modell Auto Verband, Jaeger Ing. Hubert H.

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

14. APPROVAL MINUTES

After reading the minutes were approved by