



EFRA ANNUAL GENERAL MEETING
HOTEL NH Wien Airport,
Vienna Austria
4-5th of November 2017

AGENDA GENERAL MEETING

SATURDAY 4th of November 2017.

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 2016 ANNUAL GENERAL MEETING

November 2016— Vienna, Austria

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

- Presentation of Annual Accounts
- Audit Report
- Approval of the presented figures for 2017
- Election of auditors for 2018
- 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 2017.

The Annual Report, the Annual Accounts and the Group Accounts for the 2017 financial year are approved and discharge is granted to the treasurer, Jackie Aebi 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:

Existing Rule: **3.1.2.**

To ensure the quality of these major events the minimum standards set by EFRA described here, have to be met. The EFRA Section Chairman will authorise the events after the applicant has proved able to meet the minimum standards of EFRA.

Proposal:

To ensure the quality of these major events the minimum standards set by EFRA described here, have to be met. The EFRA Section Chairman will **admit an application for an EFRA major event only if the applicant has successfully organized an EFRA event and** authorise the events after the applicant has proved able to meet the minimum standards of EFRA.

Comment:

We have seen how in the latest years the EFRA standards have been relaxed and not accomplished in many EFRA events. Besides the bad picture we give to the drivers attending this kind of events, this is also not fair with all the Organizations that have been doing their best to get a high level organizations during many years.

Proposed by AECAR, Llobregat Gómez Javier

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:

Existing Rule: **3.5. and 4. International Drivers Licenses.**

EFRA SANCTION FEES

Proposal:

EFRA SANCTION FEES

General proposal to change rules as required which will allow competitors to apply directly on the EFRA web site. All applications would be verified by the competitors own federation that they are indeed members and eligible with an automated e-mail system from EFRA.

A proposal from EFRA will be presented to replace Licenses and adjust fees.

Comment:

The purpose of this is to stream line the process instead of the convoluted system that we currently use. It also greatly simplifies the current invoicing system for federations and EFRA. The 2015 Proposal was withdrawn, and is now actualised.

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:

Existing Rule: **3.5.**

EFRA SANCTION FEES

Proposal:

EFRA SANCTION FEES

EFRA - Change to Entry & Licence Procedure

Proposal

That EFRA change to direct sales for the EFRA Licence and European Championship entries for the 2018 season.

Affected Rules

Parts of the following:-

3.5.7 - Membership Fees

3.6.8 - Retention of part of the entry fee.

3.6.9 - Invoicing of the federations, no longer required.

4.1.2 - International Drivers Licence - so it complies with the law.

4.3 - Licence application procedure.

The BRCA would like to propose that the AGM give authority to the Executive Committee to make the changes necessary within the above rules to accommodate the change.

Explanation:-

EFRA licences and entry fees alter in price depending on which country is selling them.

This practice of varying prices from country to country is at best unethical, certainly, it is hugely damaging to EFRA's reputation and one element is certainly illegal, (It is illegal to have a business practice that prevents an EU resident purchasing an item from wherever in the EU it is the cheapest.)

NOTE: - We believe this is caused by countries needing to cover the costs of EFRA membership, which ignoring minor administrative cost is the attendance at the AGM.

The Suggested Process Modifications.

EFRA Licences and Entries are by direct application to EFRA, by the Driver, there is complete clarity to the competitor.

The system can check applications back to the drivers country by email, or each country could be given a login code to issue to their qualifying drivers for example.

- Include in the Membership fee to EFRA one free (Hotel and Delegate fee) AGM Package.

- For each 25(?) Licences bought a country gets 1 additional AGM Package.

Additional places could be bought as required as per the current system.
To finance this increase the licence fee by 10 Euro's -and possibly the Entry Fee too- Jackie to confirm what these amounts need to be.

We should consider making the AGM Shorter, a mid-afternoon start, evening and a full following day would give us the same number of working hours but with only 1 hotel night.

Proposed by BRCA, Hill Janet

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:

Existing Rule: **3.6.5.**

The procedure for allocating entries is also used for re-allocation unless otherwise stated so. 40 days before the EC and 60 days before a WC the places not taken up by the Countries will be reallocated by the Section Chairman. The entry forms list must be given to the Chairman 40 days before the EC. Failing to deliver these forms list in time will lead to re-allocation of the corresponding places.

The Meeting may recommend preferential re-allocation of places to countries with small initial allocations. Preferential re-allocation places must be specified in the allocations list.

Proposal:

The procedure for allocating entries is also used for re-allocation unless otherwise stated so. 40 days before the EC and 60 days before a WC the places not taken up by the Countries will be reallocated by the Section Chairman. The **registration** must be **done at the EFRA web site** 40 days before the EC. Failing to **register this data** in time **may** lead to re-allocation of the corresponding places.

The Meeting may recommend preferential re-allocation of places to countries with small initial allocations. Preferential re-allocation places must be specified in the allocations list.

Comment:

New system is to be done on line, it does not involves entry forms but to register on line...
Will lead to re-allocation changed by "may" lead to re-allocation

Proposed by EFRA, Gomez Ambrosio Carlos

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:

Existing Rule: **4.**

INTERNATIONAL DRIVERS LICENCES

Proposal:

EFRA MEMBERSHIP

Remarks:

Rename this Chapter to "EFRA Membership"
Explanation and presentation will be done at the AGM.

Proposed by EFRA, Hardisty Chris

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:

Existing Rule: 4.

INTERNATIONAL DRIVERS LICENCES

Proposal:

EFRA MEMBERSHIP

4. EFRA Membership

4.1 Definition of types of member

- a. Any individual holding an office that they have been voted into - EFRA officials. See 4.2 in Constitution
- b. Any individual who has been the beneficiary of an honorary title from EFRA - EFRA honorary title holders. See 4.5 in Constitution
- c. Any country federation that is a fully paid up and recognised member of EFRA - EFRA Member Countries. See 3 in Constitution
- d. Any of the registered officials of an EFRA Member Country - It's named Officials. See 3 in Constitution
- e. Any valid member of an EFRA Member Country registered with EFRA - Members of any EFRA member country that is registered with EFRA.

4.2 4.2.1 All competitors at EFRA sanctioned events are EFRA members. All members are assigned a membership number by their Member Country with the ISO prefix to indicate the nationality.

4.2.2 All members, irrespective of the Member Country that assigned their membership number, participating in any IFMAR or EFRA sanctioned event will retain the nationality of their passport in all official documents, meetings, information bulletins, prize giving ceremonies and results.

4.2.3 Member Countries are entitled to:

- a. To enter their own members in EFRA sanctioned events.
- b. To enter members of other Member Countries in compliance with the following conditions:
 1. Their parent Member Country has given prior permission for that calendar year.
 2. That they can produce evidence to their parent Member Country permanent proof of residence in the other Member Country.
 3. That the parent Member Country no longer enters them as a member.

No person authorised by their Member Country to become a member from another Member Country will retain membership from one calendar year to the next.

However, if for very special reasons a member wishes to change the nationality of their license they can only after obtaining explicit permission from their parent Member Country.

A Member Country may also enter a person from a country that is not represented within EFRA but only on the condition that EFRA is immediately informed of this intention and EFRA has granted permission Member Countries must advise EFRA of any refusal on it's part to comply with a request of this nature.

4.3

Any EFRA member for the past two years who has participated in an EFRA sanctioned event in any class is not entitled to participate , in any class, in World Championships for another IFMAR bloc. Any driver found in contravention of this will face a ban for 2 years.

4.3 Cancellation of membership

- a. Member Countries have the absolute right to enrol or cancel the membership of its members to EFRA.
- b. EFRA reserves the right to cancel the membership of any member who:
 1. Has been adjudged to have broken EFRA or IFMAR rules. The issuing of penalties during a race will not normally constitute grounds for cancellation except in extreme circumstances.
 2. Has been excluded from the Member Country membership.
 3. Any member who's action or behaviour that brings the organisation into disrepute will be immediately suspended and may have their membership permanently revoked by decision of the EFRA Executive.

4.4 Team Driving & Unsporting Behaviour

4.4.1 In a case where team driving, unsporting behaviour or conduct by any person that is construed as being prejudicial to a fair race are suspected the official Referee will consult with the Race Director (or vice versa). In cases where both agree that such action has occurred and they had been unable to act to prevent it during the race they will report it to the most senior EFRA official present or the EFRA Section Chairman, who may take any action apart from issue a sanction or penalty. That person will then present the full circumstances of this report to the EFRA Committee at the next meeting.

4.4.2 Any individual involved must be called to represent themselves at the EFRA Committee meeting. They will be given due notice in accordance with rule 4.3. Any failure to attend or other represent themselves will be taken into consideration.

4.4.3 In instances where team driving, misconduct, unsporting behaviour, or conduct prejudicial to a fair race the

EFRA Committee may exercise the right to cancel membership for incremental 6 month periods to a maximum of 5 years.

Proposed by EFRA, Hardisty Chris

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:

Existing 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 a valid National License issued by their National organization. The 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.

Proposal:

All competitors at EFRA Grand Prix and other EFRA sanctioned events (apart from EC's) must either have a valid EFRA drivers license, or a valid National License issued by their National organization. ~~The 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.

Comment

"The licence must be produced personally at registration."

This is not required now that all has full access to the license lists.

Proposed by EFRA, Hardisty Chris

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**

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Existing Rule: **4.1.3.**

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

Proposal:

All competitors at EFRA Grand Prix and other EFRA sanctioned events (apart from EC's) must either have a valid EFRA drivers license. The organiser will ~~check~~ the licence numbers, ~~using the EFRA website~~, of all drivers and record these in the final results.

Comment

If there free then why not, the federation checks will sort out if they are a paid up member.

Proposed by EFRA, Hardisty Chris

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:

Existing Rule: **4.3.1.**

Applications for International Drivers Licences are made by the National Federation to the EFRA Treasurer, before the 1st of March of every year. EFRA will only issue licences when the country applying has settled all payments to EFRA and the payments for the cost of licences have been received by EFRA.

Proposal:

Applications for International Drivers Licences are made by the ~~National Federation to the EFRA Treasurer~~ driver before the 1st of March of every year. EFRA will only issue licences when the ~~applicants home federation~~ has ~~the right to veto any application.~~

Proposed by EFRA, Hardisty Chris

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:

Existing Rule: **4.3.4.**

Only the national association could ask to the EFRA secretary/ treasurer to obtain a certain number of EFRA licence. The request will be accepted only if the fee has been paid.

Proposal:

Only the national association could ask to the EFRA secretary/ treasurer to obtain a certain number of EFRA ~~licence and issue numbers to new applicants.~~

Proposed by EFRA, Hardisty Chris

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 DELETED:

Existing Rule: **4.3.4.**

Only the national association could ask to the EFRA secretary/ treasurer to obtain a certain number of EFRA licence. The request will be accepted only if the fee has been paid.

Not really required anymore.

Proposed by EFRA, Hardisty Chris

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 DELETED:

Existing Rule: **4.3.5.**

The National Association should fill in the licence in the appropriate sections before issuing to a driver. The licence must carry the name of the National Organisation. The name of the driver and a licence number must also be entered and recorded. A list of licence holders including Name, Address and Licence Number should be introduced in the EFRA database. The individual drivers licence number should remain unchanged from year to year and must not be used for re-issue to other drivers. Each number is a personal number.

Proposed by EFRA, Hardisty Chris

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 DELETED:

Existing Rule: **4.3.6.**

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

Proposed by EFRA, Hardisty Chris

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 DELETED:

Existing Rule: **4.3.6.**

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

Comment

Not required anymore.

Proposed by EFRA, Hardisty Chris

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**

5. GENERAL REQUIREMENTS EFRA EVENTS

THE RULE IS NEW:

Existing Rule: **5.**

GENERAL REQUIREMENTS EFRA EVENTS

Proposal:

A suitable public address system must be provided. It must be capable of fulfilling the referees requirements on the rostrum (7.1.24), making clear announcements to the pit area and able to make safety announcements on the track area. It must have some means over over riding any commentary in the track and pit area. It is not allowed to feed any commentary to the rostrum and pit lane.

Comment

Couldn't find any reference which makes it clear that a good PA system is needed.

Proposed by EFRA, Hardisty Chris

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:

Existing Rule: **5.1.8.**

An EFRA Press Area must be put in place by the Organizer of any EFRA European Championships, that must be protected against bad weather and must be equipped with tables, chairs, electricity supply. EFRA Press Area must have a Quality of Service (QoS) capable unrestricted internet connection, which is shared using QoS between EFRA Media Partner and other media representatives. Sharing is done in way, that EFRA Media Partner has up- and downstream bandwidth, which fulfils the requirements of yearly revisited specifications agreed at AGM together with EFRA technical representative and EFRA Media Partner. These requirements will be announced during AGM and published in meeting minutes.

Proposal:

An EFRA Press Area must be put in place by the Organizer of any EFRA European Championships, that must be protected against bad weather and must be equipped with tables, chairs, electricity supply.

Comment

Delete the broadband requirements, no longer required.

Proposed by EFRA, Hardisty Chris

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**

6. ORGANISATION OF EFRA EVENTS

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **6.1.1.**

Preliminary Checks: Before applying for an EFRA sanctioned event, the host club must:

- a) Be confident they can offer foreign competitors a race that is worth the travelling and expense in all respects;
- b) Have the track available from at least Friday-morning prior to the race (09.00 till 18.00 hours minimum), unless stated differently by section appendix;
- c) Be sure the track and accommodation comply with the rules as described in chapter 5 and the section appendix;
- d) Have enough experienced volunteers to organise the race, and set up a committee for this purpose to cover: lap counting and timekeeping, technical inspection, and race control facilities, organise marshalling and to arrange hotel accommodation
- e) have the necessary authorisation to hold the race, i.e. from the owner of the track or property, with regard to noise, spectators, refreshments, chargeable entries etc.
- f) have the right insurance for an international event.

Proposal:

Preliminary Checks: Before applying for an EFRA sanctioned event, the host club must:

- a) Be confident they can offer foreign competitors a race that is worth the travelling and expense in all respects;
- b) Have the track available from at least Friday-morning prior to the race (09.00 till 18.00 hours minimum), unless stated differently by section appendix;
- c) Be sure the track and accommodation comply with the rules as described in chapter 5 and the section appendix;
- d) Have enough experienced volunteers to organise the race, and set up a committee for this purpose to cover: lap counting and timekeeping, technical inspection, and race control facilities, organise marshalling and to arrange hotel accommodation **and publish race results in internet as the race advances**
- e) have the necessary authorisation to hold the race, i.e. from the owner of the track or property, with regard to noise, spectators, refreshments, chargeable entries etc.
- f) have the right insurance for an international event.

Comment

This year some EC races (1:10 OR for example) lacked live timing. Only way to see the results were through some persons facebook pictures.

Proposed by AKK, Håkämies Jukka

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:

Existing Rule: **6.2.2.**

For European Championships the National Federation is responsible for sending the entry-forms of their national team to the EFRA Section Chairman, at the latest 60 days before the event. They may send in entry-forms for up to 4 drivers additional to their country allocation for reallocation purposes. Those extra entry-forms must be marked clearly "FOR REALLOCATION".

A list of the team members, mentioning their EFRA DRIVERS LICENCE numbers, must be send to the EFRA Section Chairman at the same time. Family Names must be written in Block letters. eg. MARTIN Angus. The name of the team manager of the country who is sending the list for the EC must also be mentioned at the entry form.

Proposal:

For European Championships the National Federation is responsible for **registering** their national team **at** the EFRA **tool**, at the latest **40** days before the event. They may **submit a waiting list** for up to 4 drivers additional to their country allocation for reallocation purposes. Those extra **4 names** must be clearly **pending on EFRA approval**.

Comment

All to be done electronically, so no longer entry forms to be sent.

NO longer Entry Forms means no need of the extra last paragraph of the rule

Proposed by EFRA, Gomez Ambrosio Carlos

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**

8. GENERAL RACE PROCEDURE

THE RULE IS NEW:

Existing Rule: **8.8.2.**

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

- security and safety items;
- starting procedure, explanation;
- disciplinary questions;
- other items concerning the contestants;
- changes in the organisation or procedures;
- presentation of the main Officials and Referees.
- details of the penalties that may be awarded and the circumstances that they will be awarded under.
- details of the number of mechanics etc. authorised to enter the pit lane during racing.

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

Proposal:

8.3.3. All Team Manager Meetings must have its correspondent "distribution information time", advised to be 20 minutes.

Remarks:

Otherwise to start immediately will mean that the information generated there at the Meeting NEVER arrives properly to the final destination Drivers and Mechanics and so that it caouses frustration and confussion.

Proposed by EFRA, Gomez Ambrosio Carlos

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:

Existing Rule: **8.11.10.**

After the final race, there will be a "protest period" of 10 minutes after the provisional results have been published in writing on the score-board.

For this purpose, the publishing time of the provisional results must be noted down on the result-sheet.

During these 10 minutes, protests against the results may be presented to the Race Director who will then act according 8.11.7 and 8.11.8.

If no protests are presented within the 10 minutes "protest period", the provisional results become official and final and may be announced.

Proposal:

After the final race, there will be a "protest period" of **20** minutes after the provisional results have been published in writing on the score-board.

For this purpose, the publishing time of the provisional results must be noted down on the result-sheet.

During these **20** minutes, protests against the results may be presented to the Race Director who will then act according 8.11.7 and 8.11.8.

If no protests are presented within the **20** minutes "protest period", the provisional results become official and final and may be announced.

Remarks:

The actual 10 minutes are absolutely against what is written 6 rules before... 8.11.4. protest time is 20 MINUTES

Proposed by EFRA, Gomez Ambrosio Carlos

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:

Existing Rule: **9.3.**

Staggered Start: Timing/counting starts for each car separately the first time that car passes the start-line. For any cars not starting when directed, the latest that their individual clocks will be started is when:- Either:

a) Any of the cars complete a full lap. Or:

b) Maximum one (1) minute after the designated first car was called to start.

Flying Start: Timing/counting starts for each car separately the first time that car passes the start-line or as maximum as when a 150% of a standard lap-time for the track has passed since the clock is running. The actual starting position has to be a few meters before the start-line.

Flying Start: Timing/counting starts for each car separately the first time that car passes the start-line or as maximum as when a 150% of a standard lap-time for the track has passed since the clock is running.

Proposal:

Staggered Start: Timing/counting starts for each car separately the first time that car passes the start-line. For any cars not starting when directed, the latest that their individual clocks will be started is when:- Either:

a) Any of the cars complete a full lap. Or:

b) Maximum one (1) minute after the designated first car was called to start.

Flying Start: Timing/counting starts for each car separately the first time that car passes the start-line or as maximum as when a 150% of a standard lap-time for the track has passed since the clock is running. The actual starting position has to be a few meters before the start-line.

Flying Start: Timing/counting starts for each car separately the first time that car passes the start-line or as maximum as when a 150% of a standard lap-time for the track has passed since the clock is running. **c) If a car does not start in an aborted qualifying heat, no matter the cause/reason, the car cannot start when the aborted heat is restarted.**

Remarks:

The intention is to prevent someone gaining an advantage from sitting out a qualifying heat that has the potential to be aborted due to conditions, and then start in the restarted heat.

Proposed by NMF, Hagen Marthe Moen

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:

Existing Rule: **9.3.**

Staggered Start: Timing/counting starts for each car separately the first time that car passes the start-line. For any cars not starting when directed, the latest that their individual clocks will be started is when:- Either:

a) Any of the cars complete a full lap. Or:

b) Maximum one (1) minute after the designated first car was called to start.

The actual starting position has to be a few meters before the start-line.

Flying Start: Timing/counting starts for each car separately the first time that car passes the start-line or as maximum as when a 150% of a standard lap-time for the track has passed since the clock is running.

Proposal:

Timing/counting: a) Staggered Start: Timing/counting starts for each car separately the first time that car passes the start-line. For any cars not starting when directed, the latest that their individual clocks will be started is when:- Either:

a) Any of the cars complete a full lap. Or:

b) Maximum one (1) minute after the designated first car was called to start.

b) Flying Start: Timing/counting starts for each car separately the first time that car passes the start-line or as maximum as when a 150% of a standard lap-time for the track has passed since the clock is running. The actual starting position has to be a few meters before the **start-line**.

Remarks:

1st.- To make clear what is the purpose of the rule 9.3 2nd.- To separate as well like in rule 9.2 the 2 different scenarios (staggered vs. flying)

Proposed by EFRA, Gomez Ambrosio Carlos

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**

APPENDIX 9 PROCEDURE FOR BODY-APPROVAL (1/8 TRACK, 1/10 TRACK, ELECTRIC TRACK & LARGE SCALE)

This proposal has been discussed at the section meetings.

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **1.a.**

Bodies for 1:10th, 1:8 class and Electric Track. Anyone who wishes to have a body tested and homologated must submit 2 samples before December 1st to the body homologation officer.

Bodies will be checked and verified between December 1st and february 28th and will be put on the EFRA webpage for publication on March 1st.

After publication no other bodies will be added to the list before the end of the running year.

Proposal:

Bodies for 1:10th, 1:8 class and Electric **Track. There will be 3 (three) time windows per year during which the bodies can be checked and verified by the homologation officer: the first going from January 1st to February 15th, the second from May 1st to June 15th and the third from September 1st to October 15th. Anyone who wishes to**

have a body tested and homologated must submit 2 samples of said body during the 28 days (4 weeks) before the opening of each examination window. Within 2 weeks from the end of each examination period, the officer will notify the manufacturers about the results and will update the approved body list accordingly, so that the bodies will become legal.

Remarks:

The developments done on bodysshells throughout the year are conspicuous, therefore we believe it would be good for both EFRA and the manufacturers to have the chance to update the body list at least 3 times a year so that we can maintain a consistent volume of testing, production and sales throughout the year. Especially when a body doesn't pass the examination, with the old rule it would take a year to make modifications and get the body approved. Since we believe that there's big room of improvement over 10th scale bodies, the chance to work in a more dynamic and flexible way would be a huge plus.

Proposed by XTREME, Boni Cristian

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

8. BUDGET & AGM VENUE & PRESENTATION

9. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen's

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

10. IFMAR 2017 WORLD CHAMPIONSHIP REPORTS

1/8 IC Track	Monteux/France
Electric Off Road	China
Large scale	Argentina

11. ELECTION OF EXECUTIVE OFFICERS

a) President	Dallas Mathiesen	Sweden
b) Secretary	Willy Wuyts	Belgium

12. GENERAL DISCUSSION ITEMS

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

14. APPROVAL MINUTES

After reading the minutes were approved by