



EFRA ANNUAL GENERAL MEETING

HOTEL NH Wien Airport,

Vienna Austria

4-5th of November 2017

MINUTES GENERAL MEETING

SATURDAY 4th of November 2017.

The meeting started at: 9.15

1. PRESIDENT'S WELCOME

Mr Dallas Mathiesen

Good morning and welcome to the 2017 EFRA AGM..

Due to the fact that my voice for unknown reason has decided to not co-operate all the time this will be a short opening speech.

I hope the pillow was soft enough and you had a good refreshing night sleep, to be well prepared and willing to make this EFRA AGM friendly and successful.

It is, as always, a pleasure to see all of you again and I hope you will take the opportunity to make new friends and broaden your RC racing network.

It is, as always, a pleasure for me to once again meet old as well as new friends at the EFRA AGM and I'm sure that all of you are full with new exiting ideas that bring our sport forward.

During all the various meetings do I kindly ask you to stick to the subject each other and please bear in mind that not all of us speak English by birth so please to have patience and remember that all voice have equal right on this meetings.

The attendance at the AGM this year is for unknown reasons a bit lower than before, either have we reach the stage when our rules are peaking and just need some minor adjustment OR is the financial situation tuff for our members and priority is needed - we (understand Jackie) might have a solution to that which will be discussed later in this meeting.

On my private basis am I back to work again, they called me late spring and asked if I could take care of a refugee kid accommodation for tree mounts – well, I'm still there and will so be to the end of the year.

My presents at EFRA events has not been so frequent as other years, two Large Scale EC's and off course the two eight off road (int. & EC) in Sweden, all 4 races well organized and successful.

When it comes to other EFRA EC's must I mention that I'm a bit concern regarding 1/10 Electric Track where it seems like we are losing number of drivers to one of our concurrent organizer. If we want this class to grow again inside EFRA must we try to get new organizer in the middle of Europe.

Putting on my other hat did I for the first time in more than 25 years gave a higher priority to my work instead of RC Racing and by that missed the IFMAR 1/8 IC Track in France – sorry for that, however was it well covered by EFRA Officials present and to my knowledge a very well run and organized event.

By this has I now reach the point where I want to forward a warm thanks to all the Gentlemen up here on front. As you hopefully very well know are they NOT payed in any way – traveling and lodging at races is covered by EFRA but all other time they work to serve you, your racers and federation is done on totally voluntary basis.

I must say all the EFRA officials are doing a great job and I personally thank all the members of the EFRA committee for the effort they put to the sport.

They all have their specialities and I'm sure that you all have met in:

Paul that can measure anything down to a microbe,

Carlos with that with his lawyer knowledge easily can turn black in to white,

Ian that with his calm way can explain every needed rule clarification,

Frank, master of sarcasm with a touch of truth that some time hurts.

Wolfgang, the Large Scale technical god who is trusted by all LS racers.

Chris, with his bulldog intensity digging in to our handbook in order to get it correct.

Willy, the glue that holds EFRA together and stable.

And then we have the new star in the EFRA Team: Javier that during the past year has reached a more or less superstar status with his work in his section, all persons I have talked to raise Javier to the sky.

Willy, have I thanked EVERYONE now?

No, how could I missed the Queen of numbers. The wizard that handled our account as easy as it was ABC, and as you all understand do I talk about Jackie.

This is my personal thanks to hear, I'm very well aware of the fact that this might be a bit difficult for her to bring with her back home, please take photos and share it on the various media.

Just one more thing, and I know that Willy don't want me to say this. Next year will I be 70 and for your knowledge might this probably be my last year as your president; I have done my part in the history of EFRA, and it is time to turn the page for a new chapter...

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Ireland, Luxemburg, Slovenia, Gary Culver, Jean-Luc Retornaz

Member Countries presents:

AUSTRIA	X1	FINLAND	X1	LUXEMBOURG		SLOVENIA	
BELARUS		FRANCE	X1	MONACO	X1	SPAIN	X1
BELGIUM	X1	GERMANY	X1	NETHERLANDS	x	SWEDEN	X1
BULGARIA		GREAT BRITAIN	X1	NORWAY	x	SWITZERLAND	X1
CROATIA	X1	GREECE		POLAND		TURKEY	
CZECH REPUBLIC	x	HUNGARY		PORTUGAL	X1		
DENMARK	X1	IRELAND		RUSSIA			
ESTONIA		ITALY	X1	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:

Sweden: Kai Koivuranta, Finland: Jukka Hakkamies

4. SECRETARY'S REPORT

Mr Willy Wuyts

The past year I was restricted in time I could spent on EFRA affaires, due to other obligations.

The EFRA work I could normally do during the day, was now done in the late hours of the day.

I am sorry if there was sometimes a delay in answering your questions.

Let's have a brief looking back at a year that started off with the implementation of our new licensing and registration tool.

As with many new tools, it needed some time for our members to get used to it, but next year, with a lot of data now already filled in, it will become much easier to maintain.

Jackie will explain later in this meeting, a next stage for using the tool.

It will also help us to get EFRA more accessible for your members: The drivers.

The racing season closed with 9 GP's, 7 international races, and 23 European championship titles. Also IFMAR's has crowned a European driver as World Champion in France.

All this takes a lot of preparation, and we would like to thank the Federations, and their organisers for the facilities to run all those European Championships and GP's.

I believe we all do our best to promote our sport, but we can do better, if you send me impressions, pictures, updates, anything that helps to attract and stimulate drivers to enter your race.

We have nearly 5000 followers on Facebook, and the event pages on the EFRA website are heavily visited, a lot more the 15.000 times, so please take advantage of that.

During the year, I always try to publish as much information from all our races as possible.

But it is not possible for me to monitor all the Facebook groups, Instagram or Twitter for all the different classes...

The success of live streaming our EC's continued, and Nick can tell us more later on about that.

EFRA will investigate some offers to stream some of the races that currently are not covered.

I would like to thank Chris for the work he did with the handbook, and helping me out with manuals and testing.

And all other members of the board, for their endless efforts to keep EFRA on the highest level of RC Racing.

Our president for the support, and his clear thinking and advise.

And last, and certainly not least, Jacqueline, EFRA's Genius, who starts mailing me at 6 in the morning... Offering a lot of her free time on EFRA.

Both Chris and Jackie will present a revision on certain EFRA sanctions and rulings.

I hope that with your approval, we can move forward to a more modern EFRA.

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

- a) Presentation of Annual Accounts (in attachment)
- b) Audit Report (in attachment)
- c) Approval of the presented figures for 2017 (in attachment)
- d) Election of auditors for 2018: Switzerland and Finland
- 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 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,....

Seconded by BRCA: Passed Unanimously.

6. IFMAR LIASON OFFICER'S REPORT

Willy Wuyts

I have visited the World championship in France, that had a difficult few weeks before take-off. The most of the problems were solved, and we crowned a European driver as World champion. I would like to thank Javier Garcia for his endless efforts to get this race up to standard, and Nick Daman for helping us out again in very short notice. Most IFMAR races are held after our AGM, The IFMAR Secretary is better placed to discuss IFMAR affair
Media Partner video report by Nick Daman: (Attached)

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

Not Seconded

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: BRCA

At this time Jim Spencer from BRCA stepped in asking for a mandate of the floor to combine the proposed rules 3.5 and 4.

This was discussed, but was not concluded and we will take it up again on Sunday morning.

Meeting started again on Sunday 9.15

Chris Hardisty started by asking for a mandate for free licence using registration of driver date to use for Chairman.

Seconded by Sweden.

It was then split up into two parts.

Seconded by BRCA

Both parts were rejected with 7 against and 4 abstentions.

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

Withdrawn

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: Spain
The proposal: Passed

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: BRCA
The proposal: Passed Unanimously

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

Withdrawn

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

Withdrawn

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. 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

Withdrawn

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 **applicant's home federation** has **the right to veto any application**.

Proposed by EFRA, Hardisty Chris

Withdrawn

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

Withdrawn

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

withdrawn

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

Withdrawn

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

Withdrawn

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

Withdrawn

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: Finland

The proposal: Accepted Unanimously

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

Withdrawn

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 the 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: Sweden

Amended by EFRA and publish confirmed race results on the internet as the race advances

Seconded by Nomac

The proposal: Passed Unanimously

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: Spain

The proposal: Passed Unanimously

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:

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 causes frustration and confusion.

Proposed by EFRA, Gomez Ambrosio Carlos

Seconded by: Spain

The proposal: Passed with 15 for, 1 against and 1 abstention.

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: Spain

The proposal: Passed Unanimously

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: Sweden

The proposal: Rejected with 1 for, 12 against and 1 abstentions.

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

Not Seconded

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: France

The proposal: Rejected with 5 for, 8 against and 1 abstentions.

8. BUDGET & AGM VENUE & PRESENTATION

The presented budget was accepted by the floor.

This budget will be send out in a separate file to the federations.

The Next EFRA AGM was voted to be held 3-4 November at Van Der Valk Hotel Brussels.

Due to the IFMAR AGM that will be held in Perth, Australia in 2018, at the same date as we normally have our AGM, the exact date for our EFRA AGM will be announced as soon a possible.

9. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen's

1:8 IC Track	Election of Chairman	Javier Garcia
1:10 IC Track	Election of Chairman	Guillaume Lievre
Electric Track	Election of Chairman	Chris Hardisty
1:8 Off Road	Election of Chairman	Carlos Gomez
1:10 EL Buggy	Election of Chairman	Paul Worsley
Large Scale	Election of Chairman	Ian Oddie

10. IFMAR 2017 WORLD CHAMPIONSHIP REPORTS

1/8 IC Track	Monteux/France	Javier Garcia explained about this in his section report.
Electric Off Road	China	(later date)
Large scale	Argentina	(later date)

11. ELECTION OF EXECUTIVE OFFICERS

a) President

Dallas Mathiesen

Sweden

b) Secretary

Willy Wuyts

Belgium

Both persons are re-elected.

12. GENERAL DISCUSSION ITEMS

None

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

None

14. APPROVAL MINUTES

The Meeting ended at 12.00

After reading, the minutes were approved by Kai Koivuranta from Sweden and Jukka Hakamies from Finland