



EFRA ANNUAL SECTION MEETING
HOTEL Van Der Valk,
Brussels Belgium
3-4th of November 2018

MINUTES GENERAL MEETING

SATURDAY 3th of November 2018.

The meeting started at:9.00

1. PRESIDENT'S WELCOME Frank Mostrey

Mr Frank Mostrey will open the meeting welcoming all delegates, associated members and special guests.

I am very pleased to be here today for the opening of this general assembly.
 The preparations to call this meeting started last August and since then the board members and more precisely the secretary and treasurer have spent countless hours preparing this meeting.
 Appreciate their work.

But this also 2018 and there is no better moment to co-memorate the passing away of our president Dallas.

Let's have a moment of silence.

Earlier this year the board requested me to handle running affairs until today The conclusive evidence favoring this proposition is that you now have to listen to my first opening speech which is also my retirement one as president.

So maybe I should thank everyone for coming to celebrate?.

I said before that it is 2018, not 1978, no longer the 20th century.

In 1977 a loaf of bread costed some 30 Eurocent, nowadays easily over 2 €.

but maybe you're not into groceries, well then, a pint of beer costed 20times less than today.

Things do change.... Today there's no more telex machines, no more tape recorders, no more Floppy disks.

EFRA is still here, but why are we running 15 years behind?

3 Years of discussions over a virtual driver's license	Really?
tripling the retail price and rely on the driver to believe that it is EFRA	Seriously?
Sending EC entries and data by email back and forth insert them by hand into excel files and again sent them over and back	Really?

in 2018 I trust that you realize that it is time to release EFRA from the straightjacket that it is been imprisoned in... before time is up.

I sincerely hope that the new president will succeed turning EFRA into a modern and efficient association.....

I am ready to help, Are you... Really?

Thank you.

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Luxemburg, Czech rep, Ireland, Poland, Gary Culver, Mick Hill

Member Countries presents:

AUSTRIA	xx	FINLAND	xx	LUXEMBOURG		SLOVENIA	
BELARUS		FRANCE	xx	MONACO	xx	SPAIN	xx

BELGIUM	xx	GERMANY	xx	NETHERLANDS	xx	SWEDEN	xx
BULGARIA		GREAT BRITAIN	xx	NORWAY	xx	SWITZERLAND	xx
CROATIA	xx	GREECE		POLAND		TURKEY	
CZECH REPUBLIC		HUNGARY		PORTUGAL	xx		
DENMARK	xx	IRELAND		RUSSIA			
ESTONIA		ITALY	xx	SLOVAK REPUBLIC			

Other Present: Emelie V.d Veer; Maarten Ter Beek My Laps; Nick Daman, Rc Racing Tv

3. MINUTES OF 2017 ANNUAL GENERAL MEETING

November 2017— 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 could not have started worse.

The sudden death of our president turned everything upside down, and several unforeseen things came upon us. The EFRA Board preferred continuity by appointing an interim president, in the person of Frank Mostrey.

A man who was aware of the ins and outs of EFRA and IFMAR, and had proven his authority and knowledge several times in the past.

We also covered the GDPR regulations, which turned our current way of collecting information upside down.

When logging in to the website, permission must be given to use your data. Unfortunately, this also means that not all details from referees and other persons are visible, but they will be asked to register on the EFRA website, in order to comply to EU regulations.

Also the drivers who participate in our races will from now on create or update their own profile, and thus give us permission to use the data for direct contact, preferably by email. This gives us the opportunity to contact certain groups of drivers directly, for example to provide additional information about races for which they are eligible.

During the year we tried to set up a working group to evaluate the existing registration and licensing system. It was a bit disappointing that the interest to join this working group was minimal, but we got a good feedback with the participation of Josef Dragani (DMC) and Andi Fratteroli (SRCCA). The emphasis here is on simplification for the entire process. More about these two items later in the meeting.

It was an eventful year, among other things with an avoidable sanction against a driver.

And the recall of the World championship organisation 1/10 Electric Off Road from Reims, was also not the easiest or pleasant decision. I am sure that our officers will go into detail at the section meeting.

But it is not all bad news, EFRA has crowned 21 new European Champions this season, and 15 GP's and International races were held. With the most participants in total in years. With thanks to the organisers and their teams!

I like to thank our chairman again for their help in all sorts of matter, and their unconditional efforts to guide and improve our races.

And Frank, to helped us tackle some delicate issues, by using his "frank" opinions, and his ability to make decisions.

It is really not my intention to throw some flowers around, but I cannot enough express my admiration for the work our treasurer does. Let us consider ourselves lucky that she will continue for at least 2 more years.

Unfortunately, that is not the case for Wolfgang Petermann, who has decided to end his very long carrier as vice chairman in the Large scale section.

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

a) Presentation of Annual Accounts

b) Audit Report

The audit was done by SRCCA by François Moser and HAMS Ante Dujic

c) Approval of the presented figures for 2018

d) Election of auditors for 2019 SBF and AKK

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 2018.

The Annual Report, the Annual Accounts and the Group Accounts for the 2018 financial year are approved and discharge is granted to the treasurer, Jackie Aebi and to the auditors,....

Passed Unanimously

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.

2. CONSTITUTION OF THE EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES EFRA

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **4.1.a**

General Meeting

The Federation shall hold an Annual General Meeting in the month of November. A Special General Meeting shall be called if either the Executive Board of EFRA so resolves, or a request in writing signed by the Representatives of at least 1/3 of the member countries, is received.

Notice of every General Meeting shall be given at least one month beforehand with general particulars of the business to be conducted, and details of any proposed alterations to this constitution or to the racing or construction rules and regulations.

The Business at an Annual General Meeting shall be:

a) The election of Officers whose terms of office have expired, proposals for official posts must be lodged with the General Secretary at least 45 days before the General Meeting. The main Officers will form a Committee Board as follows:

Committee Board

1. The President
2. General Secretary
3. Section Chairmen
4. Treasurer

All candidates for office properly proposed under the provisions of this constitution shall be introduced to the General Meeting prior to the Section conferences. The meeting shall be given the opportunity to question candidates for election.....

Proposal:

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Committee Board

1. The President
2. **Vice President**
3. **General Secretary**
4. **Section Chairmen**
5. **Treasurer**

The position of Vice President has to be from within the existing EFRA Board following any elections at the AGM and will be decided annually by the existing Board members. All candidates for office properly proposed under the provisions of this constitution shall be introduced to the General Meeting prior to the Section conferences. The meeting shall be given the opportunity to question candidates for election.....

Remarks:

It is advisable that EFRA have a Vice President. This would give the Board a clear direction if the President is unable to fulfil his/her duties. It is normal practice that Board members decide the position of a Vice President.

Proposed by EFRA

Seconded by: NOMAC

The proposal: Passed Unanimously

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Committee Board

1. The President
2. General Secretary
3. Section Chairmen
4. Treasurer

Candidates for any Board position, can only be proposed by recognised officials of an EFRA Member Federation or by the existing Board of EFRA. EFRA reserves the right to refuse any such proposal from an EFRA Member Federation. All candidates for office properly proposed under the provisions of this constitution shall be introduced to the General Meeting prior to the Section conferences. The meeting shall be given the opportunity to question candidates for election.....

Remarks:

Only Member Federations and the EFRA Board should be allowed to propose members to the EFRA Board. EFRA should also have the right to refuse any person they consider unsuitable, for whatever reason.

Proposed by EFRA

Seconded by: NOMAC

Passed with 13 for, 3 against and 0 abstentions.

3. EFRA SANCTIONS

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **3.1.7.**

The European Championships should preferably be held during week numbers 26 - 31. Week 1 of the year is the week that contains the first Thursday in January, a week starts on Monday. Changes to this pattern may only be made at the AGM or EFRA committee meeting.

Proposal:

The European Championships **will** be held during **the summer months between the last full week in June until the middle of September**. Changes to this pattern may only be made at the AGM or EFRA committee meeting.

Remarks:

The dates when EC events can take place needs expanding to avoid 'clashes' between Sections and give the opportunity for selecting dates with more favourable weather conditions. The current ruling is not respected in recent years.

Proposed by EFRA

Seconded by: SBF

Amended: **Change Will to Preferably**

Seconded by AKK

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **3.2.3.**

The host Club proposed by the National Association must have successfully organised one Major EFRA European event with EFRA Sanction, in the last 4 years before the application, preferentially on the proposed track.

The year before a European Championship an EFRA Grand Prix will take place, The EFRA Referee present at this GP in the previous year before the EC will check that all EFRA Standards are met, if due to any reason he finds that required EFRA Standards are not reached he will inform directly on that subject to the EFRA Section Chairman & the EFRA General Secretary. At that year an observer of the organizer of the next European Championship must be present at least 3 days at the previous European Championship of the same kind. An EFRA Major European event must be held on the same track two (2), maximum four (4) months before the EC.

The AGM Section meeting may waive any of these requirements.

Proposal:

The host Club proposed by the National Association must have successfully organised one Major EFRA European event with EFRA Sanction, in the last 4 years before the application, preferentially on the proposed track.

The year before a European Championship an EFRA Grand Prix will take place, The EFRA Referee present at this GP in the previous year before the EC will check that all EFRA Standards are met, if due to any reason he finds that required EFRA Standards are not reached he will inform directly on that subject to the EFRA Section Chairman & the EFRA General Secretary. At that year an observer of the organizer of the next European Championship must be present at least 3 days at the previous European Championship of the same kind.

Any of those 2 last requirements can be waived by a Section Chairman decision

An EFRA Major European event must be held on the same track two (2), maximum four (4) months before the EC.

The AGM Section meeting may waive any of these requirements.

Remarks:

When we are attending a well known venue or a well known organizer it is kind a no sense to put those requirements, any of the 2 are suitable for new tracks or new organizers

Proposed by EFRA

Seconded by: NMF

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **3.2.10.**

A member Association cannot organise a National Championship race on the same days of a European Championship in the same class/section.

Proposal:

A member Association cannot organise a National Championship race on the same days of a European Championship or EFRA GP in the same class/section. In case of any member association organising a national Championship on the same days of an EC or EFRA GP in the same class, EFRA will impose penalties on this member association. Such penalties could consist of: <>

Remarks:

We have to prevent that EFRA events are compromised by national championship races. Member associations must in any case adhere to existing rule 3.2.10. In addition, this rule has to be extended also to EFRA GPs and GP series accordingly to provide the organisers with the best pre requisites to attract possibly as many drivers as possible to these events. Suitable penalties could be i.e.: ban of the member association from EFRA event for the current and the following year. Other suggestions to be discussed are welcome.

Proposed by SRCCA, Frattaroli Andres

Seconded by: FMM

The proposal: Withdrawn

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **3.5.7.**

FEES (all amounts quoted in Euro)

Membership Fees	
Annual Subscription	450 (including 5 non-renewable lics.)
Section Fee	75
Full membership	850 (annual + all sections)
Associate membership	1000
Drivers License	30
Sanction Fees	
European Championship	460
International Race	200
Grand Prix	150
Deposits	
European Championship	600
Grand Prix	600
Additional Fees:GP	5
Entry Fees	
European Championship	100
European Championship 2 classes	150
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

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.

Proposal:

FEES (all amounts quoted in Euro)

Membership Fees	
Annual Subscription	450 (including 5 non-renewable lic.) 300
Section Fee	75
Not Active Membership	250
Full membership	850 700 (annual + all sections)
Associate membership	1000
Drivers License	30
Sanction Fees	
European Championship	460
International Race	200
Grand Prix	150 200

Remarks:

During last year, we have been forming a working group with a few federations, discussing the renewal of EFRA procedures. A presentation will be given at the AGM to detail the outcome of the discussions, and how the shifting of fees can/will take place.

Proposed by EFRA

Seconded by: DMC

The proposal: Passed with ..14 for,1 against and1 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 3.5.7.

FEES (all amounts quoted in Euro)

Membership Fees

.....

Deposits	
European Championship	600
Grand Prix	600

.....

Proposal:

.....

Deposits	
European Championship	600
Grand Prix	600

Deposit replaced by Retention bond (rule 3.6.8)

Remarks:

The retention bond will allow a more efficient use of income and affects rules 3.6.8 and 7.1.5

Proposed by EFRA

Seconded by: FBA

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: 3.5.7.

FEES (all amounts quoted in Euro)

Membership Fees.....

Additional Fees:GP	5
Entry Fees	
European Championship	100
European Championship 2 classes	150

Grand Prix (maximum)	40	
.....		
Proposal:		
Entry Fees		
European Championship	400	120
European Championship 2 classes	150	170
Handling fee European Championships		30 Euro/Entry
Grand Prix (maximum)	40	50
Additional Fees: GP	5	
Handling fee GP		15 Euro/Entry
International Race		5 Euro/Entry
.....		

All fees apply starting November 2018

Remarks:

Proposed by EFRA

Seconded by: SRCCA

The proposal: Passed with 14 for, 0 against and 2 abstentions.

Amended by AECAR:

Reduce the Handling fee for European Championships entry to 20 Euro.

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **3.6.2.**

At the Annual Conference, each Section establishes the allocations for next years Championships, additional to the entitled one (1) place), from the official applications of the registered member countries submitted to the Section Chairman.

Final Numbers MUST be confirmed to the relevant Section Chairman by 21st Dec. latest, following the conference. Any places not confirmed by this date can be reallocated to member countries that have places on the reallocation list.

Proposal:

At the Annual Conference, each Section establishes the allocations for next years Championships, additional to the entitled one (1) place), from the official applications of the registered member countries submitted to the Section Chairman.

Final Numbers MUST be confirmed to the relevant Section Chairman by **21st. Jan.** latest, following the conference. Any places not confirmed by this date can be reallocated to member countries that have places on the reallocation list.

Remarks:

The date for confirming FINAL entries to EC events needs extending. NOTE: there are many other rules that will need updating if this proposal is accepted.

Proposed by EFRA

Seconded by: NOMAC

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **3.6.8.**

For each European Championship (not including Open EC), places will be allocated at the AGM. Federations MUST then confirm their Final Number for each event to the relevant Section Chairman no later than 21st. Dec. following the AGM. EFRA will invoice the Federations according to the Confirmed Final Numbers (submitted by

21st. Dec.), with the amount being as detailed in GR 3.5.7 for the current year. Invoices will be sent to the Federations by the end of January and must be paid to the EFRA Treasurer no later than end of February. EFRA will pay the Organising Federation the full amount of the entry fee value (100%), based on the Confirmed Final Numbers (submitted by 21st. Dec.). EFRA takes NO portion of the allocated entry fees. The allocated entry fees will be paid to the Organising Federation at least one month before the event, unless a written agreement has been received by the Treasurer to effect payment in a different manner. EFRA will inform the Organising Federation the Confirmed Final Numbers that will be paid, by 1st. January. The Section Chairman is responsible for controlling all event allocations and must inform the EFRA treasurer the confirmed final numbers for EFRA to invoice Federations and pay the correct number of allocations to the organiser.

Proposal:

For each European Championship, places will be allocated at the AGM. Federations MUST then confirm their Final Numbers for each event to the relevant Section Chairman no later than 21st January following the AGM.

NOTE: ALL EFRA; invoices, payments or deductions will be based on the Confirmed Final Numbers submitted by 21st Jan. for each event.

EFRA will invoice the Federations according to the Confirmed Final Numbers (21st Jan.) with the amount being as detailed in GR 3.5.7 for the current year. Invoices will be sent to the Federations by the end of February and must be paid to the EFRA Treasurer no later than end of March.

EFRA will receive 30 euro from each entry fee, based on the total of Confirmed Final Numbers (21st Jan).

EFRA will pay the organising Federation 75% of the remaining entry fee (after the 30 euro deduction), based on the Confirmed Final Numbers. This amount (75%) will be paid to the Organising Federation at least one month before the event, unless a written agreement has been received by the Treasurer to effect payment in a different manner.

The remaining 25% of the entry fees (after the 30 euro deduction) will be retained by EFRA as a 'performance bond' to cover any expenses for : Referee, Time-Keeper, Race Director or any other key positions if EFRA deem it is necessary to appoint such positions. Any balance from the 'performance bond' will be paid to the Organising Federation after the correct completion of the event.

The Section Chairman is responsible for controlling all event allocations and must inform the EFRA Treasurer the Confirmed Final Numbers for EFRA to: invoice Federations and pay the correct number of allocations to the Organising Federation.

Remarks:

NOTE: This proposal is subject to new proposed amounts in 3.5.7 being accepted.

The 30 euro received by EFRA is to replace the licence fee incorporated in the entry fee.

EFRA needs to retain some funds to be able to appoint experienced persons for 'key' positions at events if needed. This 'performance bond' could also negate the need for the currently stated 'deposit' . If accepted, the proposal to 7.1.5 to retain money for Referee expenses could also be reduced to zero.

Proposed by EFRA

According to the amendment to rule 3.5.7 the 30 Euro deduction has to be replaced to 20 Euro.

Seconded by: SRCCA

The proposal: Passed Unanimously

Amended by AECAR:

Make the performance bond flexible depending between 20 to 25 % according to the Section Chairman's decision.

Seconded by: NOMAC

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **3.7.2.**

EFRA Officials cannot and will not accept any legal liability for events that may take place at an EFRA Sanctioned event at which they are acting in an advisory or supporting role.

Proposal:

The organisation of EFRA is responsible for maintaining Rules and Procedures as agreed by the EFRA member countries, for which all EFRA sanctioned events must comply with. EFRA Officials cannot and will not accept any legal liability resulting from any situation that may take place at an EFRA Sanctioned event at which they are acting in an advisory or supporting role. EFRA or their officials are not responsible for any claims relating to;

injury, damage or loss of equipment or any other financial loss resulting from any procedures or equipment used by the organiser at any EFRA sanctioned event. EFRA is not responsible for any claims for any financial loss as a result of an EFRA sanctioned event having to be cancelled or curtailed. Competitors or 'their guardian' can be requested to sign an agreement to these conditions before taking part in any EFRA sanctioned event.

Remarks:

Rule needs expanding to clarify that EFRA are not legally liable at events. This wording could be adapted for competitors to 'agree to' when entering an EFRA sanctioned event.

Proposed by EFRA

Seconded by: NOMAC

The proposal: Passed Unanimously

At this point, Jackie presented the new registration procedure for drivers to the floor. This tool will be finalised and enrolled in the next weeks.

Meeting closed at 12.00. To be resumed on Sunday morning 9.00.

SUNDAY 3th of November 2018 9.00 AM

5. GENERAL REQUIREMENTS EFRA EVENTS

THE RULE IS NEW:

Existing Rule: 5.

GENERAL REQUIREMENTS EFRA EVENTS

Proposal:

rule 5.1.10 A dedicated smoking / vaping area must be provided

Remarks:

In line with the requirements in most member countries

Proposed by BRCA, Spencer Jim

Seconded by: SBF

The proposal: Passed with 10 for, 4 against and 2 abstentions.

THE RULE IS NEW:

Existing Rule: 5.3.

SAFETY

Proposal:

Rule 5.3.13 Smoking / Vaping is only allowed in the designated area.

Remarks:

To ensure we can manage smoking.

Proposed by BRCA, Spencer Jim

Not Seconded

7. RACE OFFICIALS

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **7.1.5.**

EFRA should pay the travelling costs (agreed in advance) of one non-national referee appointed to European Championships with allocated places at the AGM. Other costs to be supported by the organiser. Referees are entitled to claim a maximum of 92 EUR (or equivalent) for lodging, sundries and meals per 24H period from the organising club. Higher costs will be the responsibility of the referee or to be arranged in advance with organiser. All claimed costs, as far as possible, must be duly documented (e.g. bills, tickets, receipts etc.) However it may be assumed that the organiser reserves decent hotel accommodation and provides comfort at tracksite (Lunches, refreshments, dinner-party etc.)

Proposal:

EFRA will pay the travelling costs (agreed in advance) of one Non-National Referee appointed by EFRA to European Championships with allocated places at the AGM. All other costs (Hotel, meals, sundries etc.) to be covered by the organiser. EFRA will retain 1000 Euro from the Entry Fees paid to the Organiser/ Federation to cover these costs and any balance will be paid to the Organiser/Federation at the end of the year. It is assumed that the Organiser will reserve adequate and decent hotel accommodation for the EFRA appointed Referee and provides comfort at trackside (lunches, refreshments, dinner-party ticket etc.). If the accommodation reserved by the Organiser is deemed unsuitable, the EFRA Referee has the right to seek an alternative. The EFRA Referee is entitled to claim a maximum of 100 Euro (or equivalent) for Hotels, meals, sundries per 24hr. period. Higher costs will be the responsibility of the Referee. All costs claimed, must be duly documented on the expense claim to EFRA with receipts provided. The EFRA Referee will inform the Organiser/Federation of the costs that will be claimed prior to leaving the event. The organiser has the right to settle some/all of these costs direct, therefore reducing any claim to EFRA.

Remarks:

At some EC events, the organiser covers directly the Hotel costs for the EFRA Referee and this works OK. But, at some events the Referee has to get the payment from the organiser, then settle the Hotel cost himself. In some cases, this is not easy to organise and is a burden to the Referee. The proposal is to have the Referee pay the Hotel costs, then claim the cost on the normal expenses procedure along with travel costs (that EFRA already pay). EFRA will retain 1000 euro from the entry fees (to cover this cost) and pay the balance to the organiser at the end of the year when deposits etc. are settled.

Proposed by EFRA

Seconded by: SRCCA

The proposal: Passed Unanimously.

8. GENERAL RACE PROCEDURE

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **8.3.4.**

Prior to commencement of Qualifying Rounds, drivers should be re-grouped for qualifying heats taking into account controlled practice results and/or upon the Race Officials observations.

Proposal:

Prior to commencement of Qualifying Rounds, drivers should be re-grouped for qualifying heats taking into account controlled practice results and/or upon the Race Officials observations. For EFRA GPs, the reseeding has to be based on controlled practices from Friday and Saturday.

Remarks:

As EFRA GPs are not running the full week, some of the drivers are not able to attend already on Friday. To make these events even more attractive, it would help to give also participants arriving on Saturday to participate in the reseeding, preventing to have a top driver having to start in the last heat just because he was not able to attend the Friday. The controlled practise on Saturday should be included in the reseeding procedure for qualifying.

Proposed by SRCCA, Frattaroli Andres

Secoded by: NOMAC

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **8.6.2.b)**

Radio communication is allowed between Driver and Mechanic.

Radio Communication Rules:

a: Only designated public service bands with a maximum power output of 500 mW are allowed.

b: Radio communication can only be used by the driver their pit crew, only while their driver is on the drivers' rostrum for the duration of the race.

c: A single ear piece or one sided head set type that is not audible to others and does not reduce the ability to hear the referees' calls must be used.

d: All equipment must comply with the local & country radio communications rules.

e: Not allowed, any 2.4 GHz radio equipment.

f: Radio equipment cannot be used at any other time within or around the complex.

g: Race management has the right to test, decline or withdraw the use of any and all equipment without question.

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

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d: All equipment must comply with the local & country radio communications rules.

e: Not allowed, any 2.4 GHz radio equipment.

f: Radio equipment cannot be used at any other time within or around the complex.

g: Race management has the right to test, decline or withdraw the use of any and all equipment without question.

h. The equipment should not be carry on while marshalling.

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

Remarks:

While Marshalling we don't want the marshals to be listening to people talking in their ear, they must pay attention to the race. Obviously them talking is even worse...

Proposed by EFRA

Secoded by:SBF

The proposal: o Passed Unanimously

Amended By AECAR

Change Should to must.

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **8.6.2.b)**

Radio communication is allowed between Driver and Mechanic.

Radio Communication Rules:

a: Only designated public service bands with a maximum power output of 500 mW are allowed.

b: Radio communication can only be used by the driver their pit crew, only while their driver is on the drivers' rostrum for the duration of the race.

c: A single ear piece or one sided head set type that is not audible to others and does not reduce the ability to hear the referees' calls must be used.

d: All equipment must comply with the local & country radio communications rules.

e: Not allowed, any 2.4 GHz radio equipment.

f: Radio equipment cannot be used at any other time within or around the complex.

g: Race management has the right to test, decline or withdraw the use of any and all equipment without question.
Note: Rules, b, c & f, do not apply to race management.

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

NOTE: Radio communication between Driver and Mechanic during any race is only allowed at IC events where fuel stops are allowed. This equipment cannot be used at Electric events.

Remarks:

The use of radio equipment between driver and mechanic during a race, gives the distinct possibility of 'coaching' during the race. This is not an acceptable practice, so the use of this equipment should be restricted to advising when a fuel stop is required at IC events only.

Proposed by EFRA

Seconded by: SBF

The proposal: Rejected with 2 for, 5 against and 4 abstentions.

THE RULE IS NEW:

Existing Rule: **8.12.**

LAP COUNTING PROCEDURE

Proposal:

New Rule 8.12.8: The organiser of EFRA events must put a minimum of screens in the pit lane, boxes and visitors area in order for everyone to be able to follow the races on site.

Remarks:

As example in 2018 Utrecht EC 40+ there was only one screen in the pitlane. No visitor or participant could follow the race. This rule must be guaranteed at least for ECs and WCs (-> proposal to IFMAR?) but should be valid for all EFRA sanctioned events.

Proposed by SRCCA, Frattaroli Andres

Seconded by: AKK

The proposal: Passed with 14 for, 0 against and 2 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

Existing Rule: **8.15.3.**

The organisation of drivers marshalling for the final will be the responsibility of the organiser.

The main system for such will be the following one: For finals, large teams provide the most marshals, maximum 2, smaller teams 1 and very small teams none (but may volunteer to help). Marshals will be allocated designated points marked by their country names. Team Managers to ensure that these points are covered at all times by drivers. Only drivers taking part in the competition may and must marshal finals unless a substitute is allowed by the Race director due to physical disability. Alternative secondary systems like: Each driver taking part in a final must provide a marshal for his car number position or Drivers not bumping-up to the next sub final will marshal the positions of their car number in the immediate next sub final (descent from rostrum and go to marshal), or the driver marshal the precedent final on his side of the Christmas tree with the non-filled spots to be covered by the

club can be used following a decision made by the Race Director together with the referees and the Section Chairman if present.

Proposal:

The organisation of drivers marshalling for the final will be the responsibility of the organiser. The main system for such will be the following one: For finals, large teams provide the most marshals, maximum 2, smaller teams 1 and very **small teams will be added together by the race director to also become a small Marshalling team**. Marshals will be allocated designated **points**. Team Managers to ensure that these points are covered at all times by drivers. Only drivers taking part in the competition may and must marshal finals unless a substitute is allowed by the Race director due to physical disability. Alternative secondary systems like: Each driver taking part in a final must provide a marshal for his car number position or Drivers not bumping-up to the next sub final will marshal the positions of their car number in the immediate next sub final (descent from rostrum and go to marshal), or the driver marshal the precedent final on his side of the Christmas tree with the non-filled spots to be covered by the club can be used following a decision made by the Race Director together with the referees and the Section Chairman if present.

Remarks:

Proposed by NOMAC, Houtman Raymond

Seconded by: Belgium

The proposal: Rejected with 4 for, 5 against and 6 abstentions.

8. BUDGET & AGM VENUE & PRESENTATION

The Budget presented by the treasurer was accepted unanimously.

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

We had 3 offers for organising next year's AGM

Madrid, Malmo, and Brussels.

The Next EFRA AGM was voted to be held **8-9-10 th** of November 2019, at Hotel Van der Valk, Brussels

9. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen's

1:8 IC Track Election of Chairman Javier Garcia will remain chairman for the 2019 Season

1:10 IC Track Election of Chairman Julie Thurston was elected

1:12 Electric Track Election of Chairman Krist Bultynck will restand

1:8 Off Road Election of Vice Chairman Alex Fellner will restand

1:10 EL Buggy Election of Vice Chairman Frank Mostrey will restand

Large Scale Election of Vice Chairman Craig Orman was elected

Wolfgang Petermann steps down from his functions in the Board, he was honoured and received some presents.

10. IFMAR 2018 WORLD CHAMPIONSHIP REPORTS

1/10 IC Track Homestead/USA

The World championship was well attended, and 38 EFRA drivers gave their best effort to make it an enjoyable race. We can not compare some European locations and accommodations to the ones in the states, but the organisation did lack the finishing touch that lifts the WC to the higher level. So there was the concern about tires: The organiser ordered some higher shore tires after the warm up, but because the track was sugar watered in the warmup that was not the best solution to do. Catering for drivers (coffee!) could have been a lot better, but apart from ROAR, who had brought their team to the race, voluntary helpers are rare to find in the US. IFMAR will see to it that certain standards will be acquired in the future contracts with organisers.

Six European drivers ended up in the finals, with some impressive bump ups from Eduardo Escandon and Vice Champion Kyle Branson. Manufacturers did approach us to point out their growing concern about the unbalance in financial infusion in teams.

Electric On Road Welcome/ South Africa

Location: Welkom, Vrijstaat , South Africa.

This is a provincial mining town at some 2.5hours driving from JNB airport on well-maintained highways, south-east bound, passing through savannah, prairie land and cattle farms land.

The downtown area has a few hotels, most of the worldwide fast food restaurants , shopping centres, parks, “real” restaurants, commercial and business districts, just as any provincial mid-sized town in Europe, or the USA. There is a large number of guesthouses, the equivalent of small hotels/motels and B&B’s competing for your clientele with first class service and crushing rates.

Race facilities: the indoor track is brand-new and purpose custom build by an RC addict. It is big enough to host 1/8 IC scale as equipped with powerful air extractors and regulation. Showers separate washrooms for ladies and gents, a fully equipped restaurant and bar and ample enclosed parking.

It has permanent staffing by 7 employees ensuring maintenance, services and safety. The facilities are definitely within the top 5 of the world. One can say he is the xxxxxx distributor, but then; wasn’t Chico the home of A-Mains? Isn’t Yatabe linked to Yokomo?

This event was harmed by rumours and false concerns:

Health: Referring to a small Ebola outbreak in Central Africa: Africa is a huge continent with more than 50 countries. The outbreak was in the Sierra Leone, Liberia area, that is some 3500km from Madrid, 4600km from London, 3030km from Brazil, 7000km from new York, and6000 km from Welkom South Africa with no Ebola cases registered in the whole country. The chances you get Ebola in South Africa are far less than falling of your chair!.....Are you now never going to sit down again?

Safety: There are no hurricanes, no big earthquakes, no Tsunamis and no lions in the streets and they have two nuclear power plants so it is not only wilderness. Yes, there are zones and slums around the big cities where you must not parade with signs of your wealth and slinging a 3000€ camera at 2am in the night.

Are there none in Paris, is there not Kamagasaki, Rokongi in Japan, Bay view San Francisco, Hunting park, Philadelphia, North Shore, Auckland? or Redfern Sydney?

You must use your common sense everywhere, I got mugged in Cascais, Portugal: If was following similar reasoning as developed in the media then I should no longer go to Norway anymore?

It is far away: It is a 10 hours flight from Frankfurt, Miami is 10 hours from Amsterdam, a trip to Sydney is 24 ours from Frankfurt: Any place on this world is far away for the one living on the opposite side.

It’s expensive: Wrong, a meal in a restaurant costs an average of 7 Euro, 8 USD.

Beurk, It is 1/12 on asphalt: At the warm-up the first days on this “virgin” track the grip was uneven , depending on the portion of track, it seemed like the asphalt might be sweating a little, after it was thoroughly cleaned and a nights rest the grip improved. I do not know what else was done but a the world championship the grip was first class.

Race management: Due the low attendance and the blocs not supporting in experienced staff, one could state that the organisation was not completely to World Class expectation; officials were mainly local people experienced in national events and doing their outmost to step up a level to a WC.

Technically the facilities where top notch and the organiser is well aware that officials involved in the actual race management need an upgrade and for sure cannot be half time official and half time racer.

Due to the low attendance prognoses the race was supported by secondary classes.

We had 1/12 spec and E formula1 Spec, with hand out speedo’s and motors, one of the ways to avoid “specials” available to a few sponsored drivers. Spec motors have so much potential to stay on the border of existing rules and yet be upgraded for performance by “specialists”.

Hand-outs however where sponsored here by a main distributor but financial feasible as there were just a few drivers; Question remains what if we have 120 drivers in each spec class?

Find sponsors, tender so all interested can submit? Include a fee, rental or not, in the entries? Get rid of spec and limit motors by number of wires and turns?

The race brought another strong demand into daylight: “IFMAR please DO something for the youth”, the board has been looking into the possibilities, finances are an hurdle but there might be some more we can do.

We had 1/12 mod: 19 drivers, winner Alexander Hagberg

ISTC: 54 drivers, winner Bruno Coelho

1/12 spec: 10 drivers, winner EJ Evans

F : 19 drivers, winner Jan Ratheiski ,

102 cars on the asphalt, there has been lesser attendance: 73 for the official WC.

But it remains a bitter fact that the participation from the other 3 blocs remained far under expectations. The biggest delegation was from EFRA followed far behind by ROAR and FEMCA.

Whatever the reasons evoked this event did not deserve this dealing by the media RC-cavaliers that are not even involved in world level events and never did any good to the RC racing world.

Frank Mostrey, Electric IFMAR division chairman.

11. ELECTION OF EXECUTIVE OFFICERS

- | | | | |
|--------------|---------|-----------------|-------------|
| a) President | Elected | Javier Garcia | Spain |
| b) Treasurer | Restand | Jacqueline Aebi | Switzerland |

12. GENERAL DISCUSSION ITEMS

.AKK Suggest to clean up the rules that are contradict general rules with section rules. Jukka Hakkinen offers to help out doing that.

AECAR: Suggests to have a look at the different terminology used for the same things in the Handbook.

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

No Other Business

The meeting closed at 11.30.

14. APPROVAL MINUTES

After reading, the minutes were approved by:

Kai Koivuranta from Sweden and Jukka Hakamies from Finland