



**EFRA ANNUAL SECTION MEETING**  
**HOTEL Van Der Valk,**  
**Brussels Belgium**  
**9-10th of November 2019**

## AGENDA GENERAL MEETING

**SATURDAY 9<sup>th</sup> of November 2019.**

The meeting started at: 9.15

### 1. PRESIDENT'S WELCOME Javier Garcia

Mr Javier Garcia will open the meeting welcoming all delegates, associated members and special guests.

Dear Delegates, Federations, Board members, Honorific members, Associate members and other guests,  
**GOOD MORNING**

Good morning and welcome to the 2019 Annual General Meeting of EFRA here in Brussels. I'm very glad to see you here one more time, ready to make proposals, to vote them and, in general, to work with aim to get the best 2020 season possible. We have some proposals to be discussed, some of them will need more than a hand up, but before that it's time to do some thoughts about 2019.

For my personal side, it has been a busy year, but an amazing one. As I said last year when I become a President position, fill the shoes of Dallas, who was one of the most important persons in RC in last 20 years, has been a challenging task and a big responsibility, but on the other hand, I realized that YES it's possible to improve, WE have margin to do it that and NOW I'm more motivated than year before. My 1/8th section that I'm still on charge, gave me the possibility to be in contact with Federations, drivers, manufacturers and people involved in RC cars and I could get all concerning's and complains, but also what the positive things we have.

Trust me that nothing of this could be possible if we don't have the team that we have inside EFRA Board. I would like to start my words for the Executive Committee: Jackie thanks to wake up at 6:00am to work for EFRA, our figures are safe thanks to your dedication. Chris, always able for everything, advices, meetings, solutions, manuals... APPRECIATE. Willy, YOU are the man in EFRA. Nobody knows how many mails you got this year... THANKS for your passion and dedication and to go bed sometimes later than me... For my colleagues of the Board: Ian quiet and smooth nothing is a problem for you, Paul THANKS to expend your time checking and homologating motors and all tech staff, any technical mail without replying for your side; Very appreciated. Frank, your presence in the background is essential and necessary for EFRA; Throw away this year and keep going. Krist, THANKS to spend your time in the section and homologating our bodies. JULIE, my teammate, my right hand, THANKS to your effort this year learning all EFRA package, ALL THE BEST FOR YOU GUYS!

Before to start the meeting, from my side I would like to put the focus in "MY BABY" as Willy said in one of our meetings. After Media Partner report, we are going to introduce EFRA DEVELOPMENT PLAN 2020-2022. As promised when I became EFRA President, we need a Plan to introduce EFRA in new generations of drivers, organizations and federations. And this DEVELOPMENT PLAN is first STEP. The Plan is still open to introduce more ideas, more suggestions and of course is open to all members interesting to participate on it. Let me talk clear: This not an EFRA Plan, THIS IS OUR PLAN to put RC competition cars in the new era. The Train is on the station waiting for you to get on. Train sooner or later will leave the station in the way to bring EFRA a great future. And, of course, I want to see everybody in. Do you want to get on?

I hope a great meeting for everybody. THANK YOU

### 2. APOLOGIES FOR ABSENCE

Apologies have been received from: Jean-Luc Retornaz, Federation of Ireland, Slovenia

Other people present : Gary Culver, Mylaps

Member Countries presents:

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

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

Other Present: Gary Culver, Mylaps, Mach Heemstede

### 3. MINUTES OF 2018 ANNUAL GENERAL MEETING

November 2018— Brussels, Belgium

Matters arising from the minutes:

The following persons are elected to check the minutes of this year: Sweden- Finland

### 4. SECRETARY'S REPORT

Mr Willy Wuyts

Dear friends,

First of all, I want to thank the EFRA board, for their continuous efforts to improve our racing sport.

After all those years acting as EFRA secretary, I feel comfortable that I can always rely on their competence and solid advise. Having this well-oiled machine behind me, is a must to keep on continuing doing this every year more demanding job.

Before I stop throwing out compliments, I really would like to thank Javier, in his first year in his executive function, for his input and refreshing ideas.

A very regrettable issue this year, was the Federation dispute between ACI and AMSCI.

EFRA has tried to find a solution having 2 meetings with ACI, despite of it is an internal Italian situation, especially for the Italian drivers who have been the victim of this conflict.

In the end, according to the request of AMSCI, and by following our rules the membership of EFRA remains with AMSCI .

Also EFRA suffered from a lower Italian driver participation due to this. We do hope everything will stabilize in Italy, but AMSCI has now some work to do to gain the trust of the RC community in Italy.

Apart for the internal EFRA work, we got a few of our member countries who have send us their concerns about decisions that have been taken, they will be handled at the respective section meetings, in correspondence received, or at the actual proposals.

Finally, to be taken in serious consideration at the end of the meeting, we will get an explanation of both BRCA and AECAR of how they handle the insurance and liability issues. EFRA might have to put out a questionnaire toward our member federations to see to it that the drivers, and our organisers are not at risk.

The general part of the AGM will be well filled, so I will not elaborate any further, and let the meeting take its course. As always, I remain at your disposal for any of you concerns, and try to serve you the best I can.

### 5. TREASURER'S REPORT

Mrs Jacqueline Aebi

- a) Presentation of Annual Accounts
- b) Audit Report
- c) Approval of the presented figures for 2019
- d) Election of auditors for 2020 Sweden- 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 2019.

The Annual Report, the Annual Accounts and the Group Accounts for the 2019 financial year are approved and discharge is granted to the treasurer, Jackie Aebi and to the auditors,....

**Passed Unanimously.**

Media Partner video report followed by the EFRA development plan.

## 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

#### Current Rule

##### 4.1.a

#### General Meeting

.....  
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 .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.  
.....

#### Proposal

#### General Meeting

.....  
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~~ 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

Delete this sentence:-

EFRA reserves the right to refuse any such proposal from an EFRA Member Federation.

This is unconstitutional. It contradicts the following: - f ) To consider any matter or proposal of which a member has given notice in writing up to the 31st of August. Particulars..... matters. This procedure does not remove the absolute right of any Member to make proposals directly to the General Meeting, these direct proposals will be recorded on the minutes and will be voted in the next General Meeting.

While we have no question as to the honourable behaviour of the current EFRA board we do not know that this will be the case in future years, the ability of member countries to make whatever proposal they see fit is surely a fundamental part of our Association?

The board has the ability to make its views known about a potential candidate in the same manner as we have in our ability to question them at the time they are put forward, simply refusing a member countries proposal is unacceptable, without explanation. If the situation is delicate then discussion should be had with the proposing country, if they agree the proposal can be withdrawn, if they don't then it should stand and the board can make their point in open forum.

**Proposed by: BRCA, Spencer Jim**

**Proposal Status:**

**Secoded by: Sweden**

**The proposal:**

**Rejected :..6.. for, ..5.. against and ..2.. abstentions. (no 2/3 majority for constitution changes)**

**Current Rule**

**4.1.a**

## General Meeting

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b) Election of President will take place at the Annual General Meeting each year. General Secretary, Treasurer and Section Chairmen shall hold office for 2 years and be elected at the Annual General Meeting.

.....

## Proposal

### General Meeting

.....

b) Election of President will take place at the Annual General Meeting each year. General Secretary, Treasurer and Section Chairmen shall hold office for 2 years and be elected at the Annual General Meeting. **Maximum term is 8 years.**

.....

### Remarks

Purpose of this addendum is to have continuity in the board positions, but not to make a life sentence of the board membership.

**Proposed by: AKK, Jukka Hakamies**

**Proposal Status: Withdrawn**

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## Current Rule

### 4.2.

#### Committee Board

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#### SECTION CHAIRMEN:

- 1 Effectively manages the Section for which he is elected at the AGM.
- 2 Provides information to other E.F.R.A. Officials as and when requested.
- 3 Attends the GP organised ahead of an EC and reports upon the track, the accommodation and the organising committee.
- 4 Attends the EC relevant to his section.

.....

## Proposal

#### Committee Board

.....

#### SECTION CHAIRMEN:

- 1 Effectively manages the Section for which he is elected at the AGM.
- 2 Provides information to other E.F.R.A. Officials as and when requested.
- 3 Attends the GP organised ahead of an EC and reports upon the track, the accommodation and the organising committee. **During the GP series in Large Scale when it is the European Championship, an Efra board member will attend the GP events**
- 4 Attends the EC relevant to his section.

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### Remarks

When the GP series results in a European champion, an EFRA official should attend each event to ensure the events are run to a good standard/rules etc

**Proposed by: EFRA**

**Proposal Status: withdrawn**

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## Current Rule

### 4.2.

## Committee Board

.....

### SECTION CHAIRMEN:

- 1 Effectively manages the Section for which he is elected at the AGM.
- 2 Provides information to other E.F.R.A. Officials as and when requested.
- 3 Attends the GP organised ahead of an EC and reports upon the track, the accommodation and the organising committee.
- 4 Attends the EC relevant to his section.

.....

### Proposal

#### SECTION CHAIRMEN:

- 1 Effectively manages the Section for which he is elected at the AGM.
- 2 Provides information to other E.F.R.A. Officials as and when requested
- 3 Attends **all the GP of his section and for** the GP organised ahead of an EC, **he** reports upon the track, the accommodation and the organising committee.
- 4 Attends the EC relevant to his section

### Remarks

Proposal to change SECTION CHAIRMEN, paragraph 3 to add the "obligation" for a section chairman, vice chairman or his deputy to attend all the GP of his section. Especially where the GP are used to determine rankings (A + B) or even championship titles, it is mandatory that an official from EFRA is present to make sure everything runs according to the rules on one hand and on the other hand, provides support to the organizer whenever doubts or questions arise during the meeting.

**Proposed by: SRCCA, Frattaroli Andres**

**Proposal Status:**

**Secoded by: Croatia**

**Amended**

**Secoded by: Spain**

When the section Chairman is not able to attend the event, he will appoint an EFRA delegate.

**The proposal: o Passed Unanimously**

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## 3. EFRA SANCTIONS

### Current Rule

3.1.5.

If the minimum standard is not met during the event, despite having an EFRA Sanction, then EFRA must consider to not returning the deposit(s) in fully or in part.

### Proposal

If the minimum standard is not met during the event, despite having an EFRA Sanction, then EFRA must consider to not returning the deposit(s) **and/or retention performance bond** in fully or in part.

### Remarks

We are using now for EFRA European Championship a Retention bond

**Proposed by: EFRA**

**Proposal Status:**

**Secoded by: Croatia**

**The proposal: Passed Unanimously**

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### Current 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. 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.

#### **Proposal**

The host Club proposed by the National Association must have successfully organised one Major EFRA Sanctioned event, in the 4 years prior to the application, preferentially on the proposed track. If the National Association is experienced in holding EC events and is 100% involved in the organisation of the proposed EC event this requirement could be waived.

During the year before a European Championship an EFRA sanctioned event will take place. If an EFRA Referee is present at this event in the previous year before the EC, the EFRA Referee will check that all EFRA Standards are met. If due to any reason, the EFRA Referee finds that required EFRA Standards are not reached he will inform directly on that subject to the EFRA Section Chairman & the EFRA General Secretary. During all EC events, an observer for the organiser of the next European Championship for the specific Section/Class must be present at least 3 days. Any of the above requirements can be waived by the EFRA Section Chairman or EFRA Board if it is considered that the organising Club and the National association has the required experience and organising skills. An EFRA sanctioned event must be held on the same track minimum two (2) months, maximum four (4) months before the EC.

#### **Remarks**

Amends the rule to cover what is done in some Sections

**Proposed by: EFRA**

**Proposal Status:**

**Seconded By: Croatia**

**Amended by: BRCA**

Swap the last 2 sentences

**Seconded by: Spain**

**The proposal: Passed Unanimously**

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#### **Current Rule**

### 3.2.4.

The National Association of an EFRA country hosting a European Championship or World Championship is subject to a special fee to EFRA, to cover the extra expenses of the EFRA involvement in that race. This fee is established by the AGM ( 3.5)

#### **Proposal**

The National Association of an EFRA country hosting a European Championship or World Championship is subject ~~to a special fee to EFRA~~ to cover the extra expenses of the EFRA involvement in that race. ~~This fee is established by the AGM ( 3.5)~~

#### **Remarks**

Not to cover those costs by a fixed in advance Fee but for the cost of the expenditures, not more.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Sweden**

**The proposal: Passed with ..12... for, ..2.. against and ..2.. abstentions.**

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**Current Rule**

3.2.11.

OPEN ENTRY EUROPEAN CHAMPIONSHIPS

Open entry EC's are determined by the section conferences annually .

**Remarks**

No longer needed

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Switzerland**

**The proposal: Passed Unanimously**

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**Current Rule**

3.2.11.1

3 . 2 . 11 . 1 For each entry the organiser will pay EFRA 5 EUR - the total amount will be settled with the deposit .

**Remarks**

Referring to previous proposal

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Sweden**

**The proposal: Passed Unanimously**

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**Current Rule**

3.3.2.

Each EFRA member-country may organize 1 (one) official EFRA Grand Prix per year per class. Each section may run a maximum of 3 (three) EFRA Grand Prix per year.

For large scale section only: Limit strictly to 4 EFRA GP per year, (4 EFRA GP instead of 3 will allow a right to make mistakes, or an absence on 1 EFRA GP).

An EFRA Grand Prix must have an EFRA Sanction. In order to obtain such, an application must be sent to the EFRA General Secretary to be received at 31st of August the latest.

At the AGM must each presumptive organizer make a presentation containing relevant information such as pictures of the accommodation, hotel information, camping and charges to be paid, details of facilities such as water, electric power, W.C. and showers.

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

Proposal

Each EFRA member-country may organize 1 (one) official EFRA Grand Prix per year per class. Each section may run a maximum of 3 (three) EFRA Grand Prix per year.

For large scale section only: Limit strictly to 4 EFRA GP per year, (4 EFRA GP instead of 3 will allow a right to make mistakes, or an absence on 1 EFRA GP).

An EFRA Grand Prix must have an EFRA Sanction. In order to obtain such, an application must be sent to the EFRA General Secretary to be received at the **designated date**.

At the AGM must each presumptive organizer make a presentation containing relevant information such as pictures of the accommodation, hotel information, camping and charges to be paid, details of facilities such as

water, electric power, W.C. and showers.

For each entry the organizer will pay EFRA 15 EUR. The total amount will be settled with the deposit.

**Remarks**

This year the date has been 15 September.  
There was a typo of missing 15 instead of 5

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Sweden**

**The proposal: Passed Unanimously**

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**Current Rule**

3.3.5.

Organisers of EFRA Grand Prix are subject to a special fee payable to EFRA. This fee is established by the AGM (see 3.5).

**Proposal**

**National Federations organizing** EFRA Grand Prix are subject to **the Sanction-fee established at rule 3.5.**

**Remarks**

EFRA deals with National Federations and the fee is always at the rule 3.5, so refer directly to the rule.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Croatia**

**The proposal: Passed Unanimously**

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Meeting was paused at 12.15 to continue on Sunday morning.

Meeting continued on Sunday 9.00

**Current Rule**

3.4.

**INTERNATIONAL RACES WITH EFRA SANCTION**

**Proposal**

**INTERNATIONAL , WARM-UP & PROMOTIONAL RACES WITH EFRA SANCTION**

**Remarks**

Title needs expanding to cover all types of events that EFRA sanctions.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Finland**

**The proposal: Passed Unanimously**

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**Current Rule**

3.4.1.



For important international events other than European Championships and EFRA Grand Prix, an EFRA Sanction can be requested, in writing only.

The EFRA Sanction will be an official recommendation of EFRA to the special event, to ensure a minimum standard. These races may not be called EFRA Grand Prix.

#### **Proposal**

For important **International, Warm-Up and Promotional (PR)** events other than European Championships and EFRA Grand Prix, an EFRA Sanction can be requested, in writing only.

The EFRA Sanction will be an official recommendation of EFRA to the special event, to ensure a minimum standard. These races may not be called EFRA Grand Prix. **The EFRA Section Chairman or the EFRA Board will decide if the EFRA sanction should be granted.**

#### **Remarks**

Reference to warm-up and promotional events needs adding. EFRA Board or Section Chairman needs to authorise the sanction.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Portugal**

**The proposal: Passed Unanimously**

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#### **Current Rule**

3.4.2.

Organisers of international races with an EFRA Sanction are subject to a Sanction-fee. This fee is established by the AGM.

#### **Proposal**

**National Federations organizing International, Warm-Up and Promotional (PR)** races with an EFRA Sanction are subject to a Sanction-fee **established at rule 3. 5**

#### **Remarks**

Additional event types added and clarifying that federations will be invoiced.; the rule to cover it is 3.5

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Finland**

**The proposal: Passed Unanimously**

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#### **The Rule is new**

#### **Proposal**

3.4.3 . Organisers of important Promotional (PR) events can apply for an EFRA sanction to obtain EFRA recognition for the event . The event will then be included in the EFRA calendar and listed in Event Information . PR events are subject to an EFRA sanction fee that will be invoiced to the respective Federation . There will be no handling fees for PR events. The EFRA Section Chairman or the EFRA Board will decide if the EFRA sanction should be granted .

#### **Remarks**

New rule to cover promotional events being sanctioned by EFRA .

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Croatia**  
**The proposal: Passed Unanimously**

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**Current Rule**

3.5.1

The EFRA Sanction fee is established annually by the AGM and published in the minutes of the meeting.

**Proposal**

All the EFRA Sanction fees are established annually by the AGM and published in the minutes of the meeting.

**Remarks**

It was written in single tense while it is a rule to cover all Sanction Fees...

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Sweden**  
**The proposal: Passed Unanimously**

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**Current Rule**

3.5.2.

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

**Proposal**

EFRA will invoice respective Federation for the EFRA Sanction fee from the 1st of March of the year the race is scheduled. The invoice must be paid to EFRA within 30 days of the invoice date.

**Remarks**

EFRA only deals with Federations. Our real invoice date is always after 21 January, not sooner. The EFRA Treasurer invoices normally when all preparation work is done by the end of February, not sooner, realistic scenario.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: France**

**Amended by: EFRA** Change to invoice Respective Federation or Applicants through the federation

Seconded by Portugal

**The proposal: Passed with ..13.. for, ..0.. against and ....1 abstentions.**

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**Current Rule**

3.5.3.

The organising country-member must pay all fees for World Championships, European Championships, Grand Prix's and International Races at the beginning of the year of the Championship within 30 days of the invoice date.

**Proposal**

The organising Federation must pay all fees for World Championships, European Championships, Grand Prix's and International Races at the beginning of the year of the Championship within 30 days of the invoice date.

**Remarks**

Federation is the correct wording to use.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Netherlands**

**The proposal: Passed Unanimously**

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#### **Current Rule**

3.5.4

A deposit is payable for all E.C.'s and sanctioned G.P.'s. Copies of the result and the referees report should be send to the EFRA General Secretary and Section Chairman.

#### **Proposal**

A deposit is payable for all sanctioned G.P.'s. Copies of the result and the referees report should be send to the EFRA General Secretary and Section Chairman.

#### **Remarks**

We only need Deposit for GP, the EFRA ECs are covered by the retention performance bond

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Switzerland**

**The proposal: Passed Unanimously**

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#### **Current Rule**

3.5.6.

If a Grand Prix is cancelled for whatever reason, the sanction fee is not returnable.

#### **Proposal**

If **an EFRA Event** is cancelled for whatever reason, the sanction fee **can be retained**.

#### **Remarks**

The rule must cover all our events and with a similar approach.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Monaco**

**The proposal: Passed Unanimously**

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#### **Current Rule**

3.5.7.

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

##### **Membership Fees:-**

Annual Subscription	300
Section Fee	75

Full membership 700 (annual including all sections)

None-active Membership 250

Associate membership 1000

**Sanction Fees:-**

European Championship 460

International Race 200

Grand Prix 200

Retention bond:- See Rule 3.6.8.

**Entry Fees:-**

European Championship 120

European Championship 2 classes 170

Grand Prix (maximum) 50

**EFRA Handling fees:-**

European Championships 20 (For 2019, then to be reviewed)

GP 15 Euro per. entry

International Race 5 Euro per. entry

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.

All above fees applicable starting November 2018.

**Proposal**

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

**Membership Fees:-**

Annual Subscription 300

Section Fee 75

Full membership 700 (annual including all sections)

None-active Membership 250

Associate membership 1000

**Sanction Fees & Deposits:-**

European Championship 460

EC Retention bond: See Rule 3.6.8.

Grand Prix sanction fee 200

Grand Prix deposit 600

International Race sanction fee 200

**Entry Fees:-**

European Championship 120

European Championship 2 classes 170

Grand Prix (maximum) 50

**EFRA Handling fees:-**

European Championships 20

GP 15 Euro per entry

International Warm-Up Race 5 Euro per entry

International Promotional Race, no handling fees taken.

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.  
All above fees applicable starting November 2018.

#### **Remarks**

Reinstates GP deposit missed in 2019. Covers all types of events that can be granted EFRA sanction. Clarifies fees for new PR events.

**Proposed by: EFRA**

**Proposal Status:**

**Secoded by: Finland**

**The proposal: Passed Unanimously**

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#### **Current Rule**

3.6.1.

For European and World Championships, member countries can apply for allocated places in the Sections for which they have registered and paid. A member country that is 'new' to any Section for the following year can apply for allocated places, providing they have officially informed the EFRA General Secretary they will be registering for the particular Section prior to the AGM.

Within each Section (or Class), each member country to be registered for the Section is entitled to have at least one (1) place allocated at the AGM which must be confirmed by 21st January.

Application for places to be submitted to the Section Chairman before or at the AGM.

The first twenty (20) direct nominated allocations from the Section ranking lists existing in Sections 1/10 IC Track and Large Scale are subject to the approval of their National Federation for these drivers.

#### **Proposal**

For European and World Championships, member countries can apply for allocated places in the Sections for which they have registered and paid. A member country that is 'new' to any Section for the following year can apply for allocated places, providing they have officially informed the EFRA General Secretary they will be registering for the particular Section prior to the AGM.

Within each Section (or Class), each member country to be registered for the Section is entitled to have at least one (1) place allocated at the AGM which must be confirmed by 21st January.

Application for places to be submitted to the Section Chairman before or at the AGM.

The first twenty (20) direct nominated allocations from the Section ranking lists existing in [Sections 1/10 IC Track](#) Large Scale are subject to the approval of their National Federation for these drivers.

#### **Remarks**

No longer a ranking at 1/10th class

**Proposed by: EFRA,**

**Proposal Status:**

**Secoded by: Sweden**

**The proposal: Passed Unanimously**

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#### **Current Rule**

3.6.1.

For European and World Championships, member countries can apply for allocated places in the Sections for which they have registered and paid. A member country that is 'new' to any Section for the following year can apply for allocated places, providing they have officially informed the EFRA General Secretary they will be registering for the particular Section prior to the AGM.

Within each Section (or Class), each member country to be registered for the Section is entitled to have at least one (1) place allocated at the AGM which must be confirmed by 21st January.

Application for places to be submitted to the Section Chairman before or at the AGM.

The first twenty (20) direct nominated allocations from the Section ranking lists existing in Sections 1/10 IC Track and Large Scale are subject to the approval of their National Federation for these drivers.

## Proposal

For European and World Championships, member countries can apply for allocated places in the Sections for which they have registered and paid. A member country that is 'new' to any Section for the following year can apply for allocated places, providing they have officially informed the EFRA General Secretary they will be registering for the particular Section prior to the AGM.

Within each Section (or Class), each member country to be registered for the Section is entitled to have at least one (1) place allocated at the AGM which must be confirmed by 21st January.

Application for places to be submitted to the Section Chairman before or at the AGM.

The first twenty (20) direct nominated allocations from the Section ranking lists existing in Sections 1/10 IC Track and Large Scale are subject to the approval of their National Federation for these drivers.

In respect to Events open to IFMAR collaboration, there will be certain reserved allocations for overseas drivers.

## Remarks

To open the possibility of block collaboration at classes or events considered suitable to.

**Proposed by: EFRA**

**Proposal Status: Withdrawn**

**Seconded by:**

**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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## 4. INTERNATIONAL DRIVERS REGISTRATION

### Current Rule

#### 4.1.3.

All competitors at European Championships and World Championships (all events previously requiring an EFRA Licence) must be registered on the EFRA entry system database.

.....

A National Federation cannot grant any EFRA Registration to a foreigner belonging to a country not yet represented in EFRA. This can only be done by the EFRA Board in exceptional circumstances.

Event Organisers will register the EFRA Registration Numbers of all drivers and record these in all results.

### Proposal

All competitors at European Championships and **the European drivers at** World Championships (all events previously requiring an EFRA Licence) must be registered on the EFRA entry system database.

.....

A National Federation cannot grant any EFRA Registration to a foreigner belonging to a country not yet represented in EFRA. This can only be done by the EFRA Board in exceptional circumstances.

Event Organisers will register the EFRA Registration Numbers. **of all drivers and record these in all results.**

### Remarks

a.- We can not obly a Chinese to enter his data in EFRA website if he is not an EC or European driver.

b.- To register the EFRA registration number is not 100 % clear enough, it might be possible, but is it really needed to make it in all results?

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Netherlands**

**The proposal: Passed Unanimously**

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## 6. ORGANISATION OF EFRA EVENTS

### Current Rule

## 6.2.2.

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.

### **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. **In respect to Events open to IFMAR collaboration, overseas drivers will be registered by their respective IFMAR Bloc .**

### **Remarks**

This last new sentence just in case that is necessary based on a mutual interest in collaboration at certain classes and events only, to be applied, if suitable 2021, not sooner.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Portugal**

**The proposal: Passed Unanimously**

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## **8. GENERAL RACE PROCEDURE**

### **Current Rule**

#### 8.1.4.

Free practice for all drivers CAN be allowed prior to the organised practice. During free practice a frequency board must be in use. In order to give every driver the same free practice and organised practice time a ticket system may be used under the control of the Race Director. Whether it is free, organised or timed practice, the identity of each driver must be carefully checked upon arrival on the rostrum.

### **Proposal**

Free practice for all drivers CAN be allowed prior to the organised practice. ~~During free practice a frequency board must be in use.~~

In order to give every driver the same free practice and organised practice time a ticket system may be used under the control of the Race Director.

Whether it is free, organised or timed practice, the identity of each driver must be carefully checked upon arrival on the rostrum.

### **Remarks**

WE don't use frequency boards since the past century.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Sweden**

**The proposal: Passed Unanimously**

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### **Current Rule**

#### 8.4.4.

At every EFRA event, pre-registration may be requested by the organizers. Limit date for pre-registration must be 72 hours before the official limit time for registration. Pre-registration must involve:

Name of driver

Country  
The required drivers license  
EFRA License number  
At least two (2) frequencies  
And may involve: Payment in advance, Sending a picture for accreditation.

#### Proposal

At every EFRA event, pre-registration may be requested by the organizers. Limit date for pre-registration must be 72 hours before the official limit time for registration. Pre-registration must involve:

Name of driver  
Country  
The required drivers license  
EFRA **Registration** number  
And may involve: Payment in advance **and or sending** a picture for accreditation.

#### Remarks

No longer EFRA licence but EFRA registration number, reference to Frequencies is from XX century. and to include the expression "and or" is better English than a comma and a Capital letter after it.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Switzerland**

**Amended by Spain:** Add transponder number, Email Address and agreement of the driver to send results

**Seconded by: Portugal**

**The proposal: o Passed Unanimously**

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#### Delete the Rule

8.5.

#### FREQUENCIES AND FREQUENCY CHANGES

#### Remarks

DELETE the WHOLE CHAPTER 8 . 5 , from 8 . 5 to 8 . 5 . 10 , Obvious reason , it is there without being used since past century .

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Portugal**

**The proposal: Passed Unanimously**

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#### Current 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.
  - h: The equipment must not be carried whilst marshalling.
- Note: Rules, b, c & f, do not apply to race management.



## Proposal

Radio communication is allowed between Driver and Mechanic **at certain classes**.

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.

h: The equipment must not be carried whilst marshalling.

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

## Remarks

Not all classes allows them, so it is better to make it clear it is not allowed every time.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Sweden**

**The proposal: Passed Unanimously**

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## Current Rule

8.6.6.

At European Championships , the organizers must have the ability to verify that transmitters as detailed in 8 . 6 a) are operating correctly on the frequency that has been designated . EFRA will advise on any equipment that is needed .

## Remarks

We are not using crystals since years and years , so that the rule and a frequency counter are not been used for years as well . We need to delete crossed references like 8 . 6 . a) that refers to this rule suggested to be deleted .

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Sweden**

**The proposal: Passed Unanimously**

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## Current Rule

8.7.3.

Technical inspection must include a thorough check-out of the car, weight limit, motor, muffler, tank, batteries, tyres, homologation of bodies, spoiler and overall dimensions. At European Championships, also of the transmitter (see 8.6.2.).

Any tank found illegal after a heat or final shall be removed from the car and inspected for a second time after an initial "cool down period" of app. 15 minutes. This period of 15 minutes is only necessary in case the temperatures are above 20 C. The use of artificial aids to cool the car, tank and/or the fuel in the cool down period is forbidden. Only EFRA approved equipment for measuring are allowed.

Only for IC track: Any tank found illegal after a heat or final will remain installed in the car and inspected for a second time after an initial cool down period of app. 15 minutes. This period of 15 minutes is only necessary in case the temperatures are above 20 C. The use of artificial aids to cool the car, tank and/or the fuel in the cool down period is forbidden. Only EFRA approved equipment for measuring are allowed.

## Proposal

Technical inspection must include a thorough check-out of the car, weight limit, motor, muffler, tank, batteries, tyres, homologation of bodies, spoiler and overall dimensions. At European Championships, also of the transmitter (see 8.6.2.).

Any tank found illegal after a heat or final shall be removed from the car and inspected for a second time after an initial "cool down period" of app. 15 minutes. This period of 15 minutes is only necessary in case the temperatures are above 20 C. The use of artificial aids to cool the car, tank and/or the fuel in the cool down period is forbidden. Only EFRA approved equipment for measuring are allowed. ~~Only for IC track: Any tank found illegal after a heat or final will remain installed in the car and inspected for a second time after an initial cool down period of app. 15 minutes. This period of 15 minutes is only necessary in case the temperatures are above 20 C. The use of artificial aids to cool the car, tank and/or the fuel in the cool down period is forbidden. Only EFRA approved equipment for measuring are allowed.~~

#### Remarks

Send the special rule for IC track to its appropriate chapter Appendix 1.

**Proposed by: EFRA**

**Proposal Status:**

Amended By: France Remove the word App.

**Seconded by: France**

**The proposal: o Passed Unanimously**

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#### Current Rule

8.12.4.

If a driver forgets to fit the transponder during the race, the Race Director and the lapcounting supervisor will decide whether the laps are counted or not. There is no appeal against their decision.

#### Proposal

If a driver forgets to fit **or activate** the transponder during the race, the Race Director and the lapcounting supervisor will decide whether the laps are counted or not. There is no appeal against their decision.

#### Remarks

It is more common to forget to activate it that to fit it. The other usual possible special circumstances are previsited at rule 8.12.3

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Netherlands**

**The proposal: Passed Unanimously**

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#### The Rule is new:

#### Proposal

8 . 12 . 9 . The organiser of EFRA events must be able to produce and display on line live results from lap counting for everyone to be able to follow the races on line .

#### Remarks

The programs and the internet connection must be able to do that . To be hacked by a programmer asking for an absurd amount of money to be capable is crazy , the TV column solution is not always suitable and it is poor compared to a proper live lap counting on line .

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Finland**

**The proposal: Passed Unanimously**

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**Current Rule**

8.13.8.

The best driver under 17 years will also receive an EFRA award.

**Proposal**

The best driver under **16** years will also receive an EFRA award.

**Remarks**

For a Junior drivers award, under 17 is too old. A driver could be working and married at this age.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: France**

**The proposal: Passed Unanimously**

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**Current Rule**

8.13.8.

The best driver under 17 years will also receive an EFRA award .

**Proposal**

Competition age for Junior drivers will be determined by their age on the 1st . Jan of the year of the event .

**Remarks**

It has been known that a driver entering a double event in the same week , may not be eligible as a Junior for the last event in the week . It has also occurred that a driver with a mid . year DOB is prevented from being classified as a Junior , because an event is held earlier in the summer months some years .

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Sweden**

**The proposal: Passed Unanimously**

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**Current Rule**

8.15.2.

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

If competitors are required to marshal Finals, then failure to marshal in a Final will result in being placed last in the appropriate Final. Failure to marshal is clarified as: not being at the correct marshalling point 30 seconds prior to the start of a controlled practice, qualifying heat or final.

.....

**Proposal**

Failure to marshal or provide a competent substitute will result in the loss of the driver's best qualifying time if qualifying by Fastest Time is in operation. **If the Round by Round Qualifying system is used then a ten place**

demotion will be applied to the drivers final qualifying position when all qualifying has been completed.

If competitors are required to marshal Finals, then failure to marshal in a Final will result in being placed last in the appropriate Final. Failure to marshal is clarified as: not being at the correct marshalling point 30 seconds prior to the start of a controlled practice, qualifying heat or final.

.....

#### Remarks

With the current rule, it is possible for a driver that has achieved the 'A' Final to be demoted through no fault of his own. It has happened. This may require Race Program software updates, but could be applied manually.

**Proposed by: EFRA**

**Proposal Status:**

**Seconded by: Portugal**

**Amended by EFRA:** Change to: One final level demotion

**Seconded By Finland**

**The proposal: Passed Unanimously**

## 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 2 offers for organising next year's AGM: Malmo, Sweden and Brussels, Belgium.

The selected venue for the next AGM will be Malmo and the date will be 6-7-8 of November 2020.

## 9. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen's

1:8 IC Track	Election of Chairman	Javier Garcia
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 2019 WORLD CHAMPIONSHIP REPORTS

1/10 Electric Off road	Trencin/Slovakia
Large Scale	Vila Real/Portugal
1/8 IC Track	Fontana/ Usa

## 11. ELECTION OF EXECUTIVE OFFICERS

a) President	Re-elected	Javier Garcia	Spain
b) Secretary	Re-elected	Willy Wuyts	Belgium

## 12. GENERAL DISCUSSION ITEMS

Jim Spencer from BRCA made a presentation about Insurance and made recommendations of how to handle toward Federations. Jim's presentation will be added to the minutes in a separate file and send out to federations. Followed by an explanation from AECAR.

EFRA study this further and will request a copy from the Federations of the insurance in use.

### **13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)**

### **14. APPROVAL MINUTES**

The meeting was closed at 12.00

After reading the minutes were approved by SBF and AKK