



EFRA ANNUAL GENERAL MEETING

5-6th of November 2022

Hotel Van Der Valk, Brussels, Belgium

Minutes GENERAL MEETING

SATURDAY 5th of November 2022.

The meeting started at

1. PRESIDENT'S WELCOME

Javier Garcia

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

Good morning and welcome to the 2022 Annual General Meeting of EFRA in BRUSSELS. **FINALLY, a PHYSICAL meeting.** After 2 years having this important meeting for our Federations by ZOOM, we can see each other face to face, to make a summary of 2022 season, discuss about new rules and to take an important decision for the future of EFRA. Some of the improvements that these pandemic times brought for us, is to give us the opportunity to do this AGM also in Hybrid mode. So, for our members, Associate members and other guest at home, **WELCOME** the 2022 AGM.

WE ARE BACK. I think that this is good sentence as summary of 2022 EFRA season. Short and clear. It has been 2 years with no activity and to say this sentence is a great satisfaction. **WE ARE BACK** with no health issues, with no important cancellations, with no big problems in terms of organizations. **WE ARE BACK** keeping our economical accounts safe and strong, keeping our structures stables. **WE ARE BACK** with amazing European Championships and great WC's hold in Europe. But **WE ARE BACK** also with negative things to put on the table. Some issues that occurred in a couple of our events (EFRA & IFMAR ones), especially in EP on road class **BUT NO EXCLUSIVELY IN THAT SECTION**, has demonstrated that some of our rules, after many years, need to be updated, because the World has changed, people has changed, and, with our rules (even Constitutional ones), we are two or three step back of what the RC community needs which includes Drivers, Organizers and Sponsors. I'm pretty sure that it's also not good for the future of our members. Not good for all of you. We can see in a period of 2 year's time how some National Federations have step down and some others are technically dead. With all of this on the table, and a lack of progress and interest for the EFRA Development Plan of the RC Community, I convinced myself that I cannot lead the change that EFRA needs. And 2022 will be my last year inside the EFRA Board. But I think it's not the time to talk about this. Let's talk later, after the election of new **EFRA PRESIDENT**.

YES, this year all of you had a big and important responsibility in the future of EFRA and for the future of RC Community. With the **election of the new EFRA PRESIDENT** you are going to choose, not just a person, you are going to choose which direction you want to take. I don't know if all of you realize your responsibility in the day of day working of EFRA. I guess you are not aware. Because, I have to say, some of my frustration to leave EFRA comes because of the lack of answers, proposals, feedback and work for National Federations and Associate Members side. Because all of you have the keys of EFRA to accept or refuse of any project, Development Plan, rules... And the power to use these keys have to be used during the year, not just in a couple of YES OR NOT votes during this AGM. You have to be proactive, you have to support (or not) the EFRA board, you have to answer mails, accept drivers in the system, promote EC's in your countries, get feedback of EFRA projects and a lot more. I hope you chose the right option for EFRA's future and for your own future as well. But nothing will be valid if after the election of the new EFRA PRESIDENT, you go home and keep the same as now. My advice is "Be proactive and work for RC Community".

My last word before to start with normal bussies of this AGM is **THANKS**. Thanks to **all EFRA BOARD MEMBERS AND EXECUTIVE MEMBERS for their full support in my person. JACKIE, WILLY AND CHRIS, you were more than a team. And EFRA BOARD MEMBERS, I will keep all of you deep In my heart.** Also my special thanks to **Mat McCallum and all his whole team.** As a company CTRL provided great and professional stuff, but as individual he went 10 steps higher. And of course **THANKS** to all of you NATIONAL FEDERATIONS and ASSOCIATE MEMBERS to give me the opportunity to be EFRA PRESIDENT, and for your support during the last 4 years as President, and 7 years as Section Chairman 1/8th on Road. I will keep all of you in my memories. **THANKS**

Thanks for your time and I hope it will be a great meeting for everybody

2. APOLOGIES FOR ABSENCE

No Apologies have been received.

Member Countries present on site, and by means of ZOOM:

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

Other persons present: Gary Culver, Laszlo Gal, Jean-Luc Retornaz

3. MINUTES OF 2021 ANNUAL GENERAL MEETING

November 2021— Virtual AGM

Matters arising from the minutes: None

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

4. SECRETARY'S REPORT

Mr Willy Wuyts

Dear friends,

I will make this as short as possible, because as you know we have a real busy agenda this year. EFRA has made it possible to have a hybrid meeting. This is new for everyone, we do hope this will run smoothly with the help of our media team.

We also will introduce new way of voting. We were always happy with the voting tool in zoom, but unfortunately the voting tool cannot be used in breakout rooms.

So we will use an external voting tool that can be used in both the zoom meeting and on location.

This system is anonymous and straightforward to use, it will be explained after the media presentation.

Only those with the voting authority will be able to vote.

Very recently I got an application from a new federation in Poland. The old one no longer exists, and Mr Orlowski has done a great job creating a new one under the flag of the Polish automobile club.

He will give a short introduction in a moment, and I hope you can all approve his membership.

There is also another federation who wants to join EFRA. Whilst there is a war going on, it seems there is still RC racing going on in Ukraine.

Viktor Lytvynenko has reported to us they have 27 clubs with 400 members. He also will have a few words for us in a moment.

Before we continue with the meeting, I want to say thank you. Thank you for your efforts as volunteers to help the sport. Your work is often underrated, or not appreciated.

And closer to my heart, I want to thank our board members for their never fading commitment.

With a special thanks to Javier, for the countless hours he has put in, to give EFRA a new approach.

Javier has become a real friend, and it really, really hurts to see him go.

But let's get on with the show....

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

- a) Presentation of Annual Accounts
- b) Audit Report
- c) Approval of the presented figures for 2022
- d) Election of auditors for 2023: Jim Spencer – Kai Koivuranta
- e) Matters arising:

AECAR had a question the delay of payment of the fees to the organiser, and the sponsorship money toward the organisers. A balance of this will be shown later.

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 2022.

The Annual Report, the Annual Accounts and the Group Accounts for the 2022 financial year are approved and discharge is granted to the treasurer, Jackie Aebi and to the auditors,....

Seconded by: Sweden

Passed Unanimously

The annual report, the audit report and the budget will be send out to the Federations.

6. EFRA MEDIA

Before the media report, we informed the floor that there are proposals to do a split in Section 1/8 Track and Largescale. When this gets approved in the section, the candidates are:

Dan Jones Great Britain 1/8 GT
Darren Worth Great Britain Large scale Off Road
Conny Svensson Sweden Large Scale Off Road

The EFRA Media report and season overview video was presented by Mat McCallum from CTRL.

Amongst the remarks, Mat was questioned about the many posts from BRCA on the EFRA Website. Every federation is again invited to send their information to pr@efra.ws

Media report will be made available for the Federations.

7. ELECTION OF EXECUTIVE OFFICERS

President:	Proposed by SRCCA: Jackie Aebi (Switzerland) Proposed by BRCA: Chris Hardisty (Great Britain) Proposed by AECAR, FEPRA: Carlos Gomez (Spain) Proposed by AKK: Kai Koivuranta (Sweden) Proposed by NOMAC: Frans Heinsbroek (Netherlands)
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The President election was led by Honorary Life President Gary Culver on a round by round vote. After the presentation of the candidates, Chris Hardisty and Kai Koivuranta withdrew their candidacy. Frans Heinsbroek was voted out after the first round, followed by a second round of voting, and the Federations gave the preference to Jackie Aebi over Carlos Gomez.

Secretary:	Offers to re-stand Willy Wuyts (Belgium)
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Before you go to a vote for my re-election, I want to make it clear that this will be my last run.

In the 15 years of service for EFRA, I started when we just got rid of FAX machines...

My time invested in EFRA since I began, has multiplied since then by 10, and became a lot more complex and time consuming.

I actually always enjoyed working with the board, and all of you, spending countless hours for EFRA on the laptop, late night zoom calls, and overflowing mailboxes at times.

But after 15 years, I feel it is now time for new blood, and I am sure there are persons with far better capabilities than mine to help take EFRA into the future.

It would be great if there are candidates before my time is up, so he or she, will not be dropped cold into the water

Willy Wuyts was re-elected for 2 years.

8. 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

3 Membership

a. Membership of EFRA shall be open to the National governing body of Radio Controlled Car Racing in each country in Europe and those countries considered by the Executive Board to be acceptable in terms of proximity to Europe.

Any application for membership must contain such information as the Executive Board of EFRA may from time to time require and must be accompanied by the then current annual membership fee. All membership applications shall be submitted for acceptance before the next General Meeting of EFRA. All membership applications shall be deemed as provisional until formally accepted by the General Meeting.

Such acceptance shall require a simple majority of votes.

Pending such acceptance however a provisional member shall be entitled to be represented at all EFRA sponsored events.

Any question that may arise regarding if the Applicant is in fact the governing body of the country it wishes to represent, or whether such country is in fact a country for the purpose of these rules, (as distinct from a province, country etc,) shall be decided at the General Meeting of EFRA by a simple majority. A General Meeting may, by a two thirds majority of the membership, cancel the membership of any member.

At least one month notice of any proposal to review a membership shall be given to all members and the executive shall, if so requested, transmit to all members any defence or explanation which the member in question wishes to put forward.

b. **Manufacturer Associate Membership.**

1 Associated Membership to EFRA is available to bona fide manufacturers of RC model goods against an annual Associated Membership fee as decided by the EFRA AGM and published on the EFRA website.

Associated membership is valid from January 1st. for the calendar year. An Associated Membership carries no voting rights at:- AGM, General Meeting, Section Conferences or any Team Managers or International Jury meetings.

2 Benefits and rights of Associated Members:

Attend and participate to manufacturer meetings organised by EFRA. Attend General meetings as an observer.

Address the General Meeting subject to authorisation or invitation (a request stating the topic to be sent to the General Secretary in writing in due time to be included in the agenda).

Submit proposals regarding the sport of RC racing for the General Meeting or Conference agenda's.

Participate at Section meetings.

Participate in workgroups or specific taskforces when invited to do so by EFRA. Subject to authorisation by EFRA:- expose products, where it is possible, without trading rights at meetings. A nominal fee may be applicable and EFRA does not provide exposition accessories, stands or furniture.

Receive early notification about proposed constructional rule changes.

One page advertising in the concerned section of the electronic (pdf) version of the EFRA handbook. (Advertising of acceptable quality, pdf format A4 to be provided by the member).

Be advertised as Associated Member on the EFRA website (appropriate company logo to be provided).

Being listed in the EFRA handbook as an Associated Member (subject to the application being received in due time).

Considerable discounts on approval fees.

Associated Members have specific advertising rights as detailed in [3] below.

3. Associated Members of EFRA are allowed to use a specific EFRA logo and state that they are an Associated Member of EFRA in any advertising or on any products. EFRA will supply a specific logo to be used for this purpose when a company becomes an Associated Member. In the event of a company ceasing or resigning from being an Associated Member, then all references to EFRA and the use of any EFRA logo in advertising or on products must also cease.

4. Where EFRA has a homologation/approval process for any specific products, then an Associated Member is allowed to state that a specific product is approved by EFRA, using the wording: "EFRA Approved". EFRA will supply a specific logo for this purpose. Other wording such as: "EFRA Legal, accepted, preferred, recommended, etc." is specifically NOT allowed. This only applies to products that have been officially approved by EFRA and are included on an EFRA homologation/approved list. Any product not included on an official EFRA approved list must not bear any wording relating to EFRA approval, although it can portray that the manufacturer is an Associated Member of EFRA.

Associated Members that contravene this ruling can be banned for up to two (2) years from holding EFRA Associated Membership, or applying to obtain approval of any further products. It is also possible that any existing approved products could be removed from any approved lists. No refund or indemnities whatsoever will be granted. If any existing EFRA approved product is altered in any way resulting that the product no longer complies with EFRA rules, then the same penalties apply.

AM's should gain permission from EFRA before using "EFRA Approved" on any product.

5. Manufacturers not having Associate Membership:

a) Manufacturers or Companies that are not Associated Members of EFRA are specifically NOT allowed to include any EFRA logo/ trademarks in any advertising or on any products. This includes the use of any EFRA Logo or any wording that could be construed to relate to any membership recognition by EFRA. This does not preclude any non- Associate Member from having products approved by EFRA and included on the relevant homologation/approved list.

b) Manufacturers or Companies that are not EFRA members, but have specific products approved by EFRA, are allowed to portray in advertising or on the specific product, the wording "EFRA Approved" for that specific product. This only applies to products that have been officially approved by EFRA and are included on an EFRA homologation/approved list. Any product not included on an official EFRA approved list must not bear any wording relating to EFRA approval, either in general advertising or on the product. Wording such as: "EFRA legal, preferred, recommended" etc., is specifically not allowed.

c) Any unauthorised reference to EFRA by non-Associate Members is subject to a ban from any approvals or becoming an Associated Member for up to three (3) years. No claims whatsoever can be made against EFRA in such case and EFRA retains sole rights to accept or refuse applications for membership or approval of products at any time.

If any existing EFRA approved product is altered in any way resulting that the product no longer complies with EFRA rules, then the same penalties apply.

Manufacturers/companies that are not Associated Members of EFRA should gain permission from EFRA before using "EFRA Approved" on any product.

Proposal

ALL ABOVE to be replaced with re-numbering and updated rules in Blue:

3. Membership:

3.1 Country Federation Membership.

Membership of EFRA shall be open to the National governing body of Radio Controlled Car Racing in each country in Europe and those countries considered by the Executive Board to be acceptable in terms of proximity to Europe.

Any application for membership must contain such information as the Executive Board of EFRA may from time to time require and must be accompanied by the then current annual membership fee. All membership applications shall be submitted for acceptance before the next General Meeting of EFRA. All membership applications shall be deemed as provisional until formally accepted by the General Meeting.

Such acceptance shall require a simple majority of votes.

Pending such acceptance however a provisional member shall be entitled to be represented at all EFRA sponsored events.

Any question that may arise regarding if the Applicant is in fact the governing body of the country it wishes to represent, or whether such country is in fact a country for the purpose of these rules, (as distinct from a province, country etc,) shall be decided at the General Meeting of EFRA by a simple majority. A General Meeting may, by a two thirds majority of the membership, cancel the membership of any member.

At least one month notice of any proposal to review a membership shall be given to all members and the executive shall, if so requested, transmit to all members any defence or explanation which the member in question wishes to put forward.

3.2. Manufacturer Associate Membership.

a) Associated Membership to EFRA is available to bona fide manufacturers of RC model goods against an annual Associated Membership fee as decided by the EFRA AGM and published on the EFRA website.

Associated membership is valid from January 1st. for the calendar year. An Associated Membership carries no voting rights at:- AGM, General Meeting, Section Conferences or any Team Managers or International Jury meetings.

b) Benefits and rights of Associated Members:

Attend and participate to manufacturer meetings organised by EFRA. Attend General meetings as an observer.

Address the General Meeting subject to authorisation or invitation (a request stating the topic to be sent to the General Secretary in writing in due time to be included in the agenda).

Submit proposals regarding the sport of RC racing for the General Meeting or Conference agenda's.

Participate at Section meetings.

Participate in workgroups or specific taskforces when invited to do so by EFRA. Subject to authorisation by EFRA:- expose products, where it is possible, without trading rights at meetings. A nominal fee may be applicable and EFRA does not provide exposition accessories, stands or furniture.

Receive early notification about proposed constructional rule changes.

One page advertising in the concerned section of the electronic (pdf) version of the EFRA handbook. (Advertising of acceptable quality, pdf format A4 to be provided by the member).

Be advertised as Associated Member on the EFRA website (appropriate company logo to be provided).

Being listed in the EFRA handbook as an Associated Member (subject to the application being received in due time).

Considerable discounts on approval fees.

Associated Members have specific advertising rights as detailed in [c & d] below.

c) Use of EFRA Logo's by Associated Members:-

Associated Members of EFRA are allowed to state that they are an Associated Member of EFRA in any company advertising or on any products. EFRA will supply a specific logo (EFRA Associated Member) to be used for this purpose when a company becomes an Associated Member. Other wording such as: "EFRA Approved Manufacturer" etc. is specifically not allowed. The use of this logo does not constitute that any product is homologated/approved by EFRA. In the event of a company ceasing or resigning from being an Associated Member, then all references to EFRA and the use of any EFRA logo in advertising or on products must also cease.

d) Additionally; if EFRA has an homologation/approval process for any specific products, then an Associated Member is allowed to state that a specific product is approved by EFRA. This only applies to products that have been officially approved by EFRA and are included on an EFRA homologation or approved list. EFRA will supply a specific logo (EFRA Approved Product) for this purpose. Other wording such as:- "EFRA Legal, accepted, preferred, recommended" etc. is specifically NOT allowed. Any product not included on an official EFRA approved list must not bear any wording relating to EFRA approval, although it can portray that the manufacturer is an Associated Member of EFRA.

Associated Members that contravene this ruling can be banned for up to two (2) years from holding EFRA Associated Membership, or applying to obtain approval of any further products. It is also possible that any existing approved products could be removed from any approved lists. No refund or indemnities whatsoever will be granted.

If any existing EFRA approved product is altered in any way resulting that the product no longer complies with EFRA rules, then the same penalties apply.

AM's should gain permission from EFRA before using "EFRA Approved Product" on any item.

3.3 Use of Logo's by Manufacturers not having Associate Membership.

a) Manufacturers or Companies that are not Associated Members of EFRA are specifically NOT allowed to include any unauthorised EFRA logo, trademarks or wording in any advertising or on any products, that could be construed to depict any membership recognition by EFRA. This does not preclude any non- Associate Member from having products approved by EFRA and included on the relevant homologation/approved lists.

b) Manufacturers or Companies that are not EFRA Associated Members, but have specific products approved by EFRA, are allowed to portray in advertising or on the specific product that the product has been approved by EFRA. This only applies to products that have been officially approved by EFRA and are included on an EFRA homologation/approved list. EFRA will supply a specific logo (EFRA Approved Product) for this purpose and this is the only reference to EFRA that can be used. Any product not included on an official EFRA approved list must not bear any wording relating to EFRA approval, either in general advertising or on the product. Other wording such as:- "EFRA Legal, accepted, preferred, recommended" etc. is specifically NOT allowed.

c) Any unauthorised reference to EFRA by non-Associate Members is subject to a ban from any approvals or becoming an Associated Member for up to three (3) years. No claims whatsoever can be made against EFRA in such cases and EFRA retains sole rights to accept or refuse applications for membership or approval of products at any time.

If any existing EFRA approved product is altered in any way resulting that the product no longer complies with EFRA rules, then the same penalties apply.

Manufacturers/companies that are not Associated Members of EFRA should gain permission from EFRA before using "EFRA Approved Product" on any item.

Remarks

All the layout of the rules dealing with membership are not good. The numbering is duplicated many times, meaning it is impossible to refer to a specific rule. We have renumbered everything and updated the wording regarding who and when logo's can be used. In the first few pages. No actual change to the purpose of the rule has been made, only tidy up.

Proposed by: EFRA

Proposal Status:

Seconded by: Belgium

The proposal: Passed Unanimously o Passed with 19.. for, against and .3... abstentions.

Current 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. Vice President
3. General Secretary
4. Section Chairmen
5. 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 .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.

Each section shall also elect a Vice Chairman who shall deputise in the event of the Chairman's absence.

One officer will be elected every two years to act as liaison between EFRA and IFMAR to maintain continuity of policy. The post of IFMAR liaison officer may be combined or separate from other post.

To carry out the task for Public Relationships one officer will be elected for two years.

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.

c) To decide

Proposal

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 shall be held on the proposal of the candidates sent to the Secretary-General at least 45 days before the holding of the Assembly. It will be carried out in the following way:

1 Candidate for the Presidency, together with the Vice President, Secretary, Treasurer and representative to IFMAR (joint candidacy)

2 Head of Section Candidates must be persons recognised by the members of the Assembly and belong to one of EFRA's member national federations. The President shall be elected by the General Assembly. Chairman and potential Vice-Chairmans shall be elected in the relevant section.

b) The time for which candidates are elected will be 4 years.

c) To decide

Remarks

In order for any candidate for President to be able to do a correct job and according to the electoral program he carries, he must at least have time and team. Currently at EFRA he has neither time nor team. The president is elected each year and the rest of the team every two. It doesn't make sense. In real life, our politicians are elected, at least every four years, and the election of the future president is accompanied by the election of the team that will work with him. Therefore, We believe that the positions of President, Vice-President, Secretary, Treasurer and IFMAR liaison Officer should be elected in a single candidacy. In the event of a vacancy, the General Assembly may ratify the replacements.

Proposed by: AECAR, Pineda Beato Jose Alfonso

Proposal Status: Withdrawn put in any other business

3. EFRA SANCTIONS

The Rule is new

3.2.

EUROPEAN CHAMPIONSHIPS

Proposal

3.2.11. An organisation/club can only organise one European Championship event per year and this for all sections together. When an organisation applies for more than one section and this organisation is assigned more than one European Championship event, the relevant Section Chairman has to announce at the AGM which

European Championship will be organised. In the case of the non-accepted/postponed venues, the choice is given to the second location, unless there is no other alternative.

Remarks

To give every club and/or organisation a chance to set up a European championship.

Proposed by: EFRA

Proposal Status:

Seconded by: Spain

Amended by Spain : A venue can only apply for one.....

Passed with .14... for, ..5.. against and ..2.. abstentions.

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 & 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

.....

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

Current two class events are:

1/10th Off Road 2WD and 4WD,

1/12th Spec and Mod,

1/8th and 1/10th IC On Road 40+,

1/10th Electric on Road: Mod with F1/FWD, or Spec with F1/FWD.

Grand Prix (maximum) 50

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Proposed by: EFRA

Proposal Status:

Seconded by: Switzerland

The proposal: Passed with .21... for, .1... against and abstentions.

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 & 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
.....

Proposal

FEES (all amounts quoted in Euro)

Membership Fees:-

~~Annual Subscription 300~~
Annual Subscription 375

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
.....

Remarks

Change this to 375 and include 1 section in it. Section can be changed later in case the wrong one has been ordered.

Proposed by: EFRA

Proposal Status:

Seconded by: Monaco

The proposal Passed with 18.... for, ..3.. against and ...1. abstentions.

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 Large Scale are subject to the approval of their National Federation for these drivers.

Proposal

For Each EC. The Section Conference to determine if an event is to be 'Open Entry' (For all events other than those likely to be oversubscribed) or 'Allocated Entry' (likely to be oversubscribed, only) For Allocated Events the following procedure applies: - 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 Large Scale are subject to the approval of their National Federation for these drivers.

Remarks

Given the changes the sport has faced over the last few years we are in a different financial reality, with differing abilities within the National Federations and changes to what people can, and cannot, do are happening much quicker. The Allocation procedure is unnecessary unless the event is full and creates a considerable workload for federations to manage, coupled with the estimating of numbers being very difficult months in advance.

Proposed by: BRCA

Proposal Status:

Seconded by: Norway

The proposal:

Rejected with 12.... for, ...9. against and ..1.. abstentions.

At this point the meeting was ended at 12.30 and will be resumed on Sunday morning 9.00

Member Countries present on site, and by means of ZOOM:

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

4. EFRA INTERNATIONAL DRIVERS REGISTRATION

Current Rule

4. INTERNATIONAL DRIVERS REGISTRATION

4.1. OBJECT OF THE INTERNATIONAL DRIVERS REGISTRATION:

Member Federations are authorised to approve driver Registration on the EFRA website database for persons that are current members of their Federation. Registration approval is for one calendar year ending on 31st December. Federations must review each year. A driver's Registration number should remain unchanged from year to year and must not be used for re-issue to other drivers. Each number is a personal number.

4.1.1. International driver's registration is to enable organisers to compose the qualifying heats so that novice or less experienced drivers are not mixed up with the top International drivers, in the interest of both groups.

4.1.2. Competitors can register their personal data on the EFRA website database (www.efra.ws). Competitors can only register for entry to WC and EC events by using the EFRA entry system for the specific event(s), but will not be considered as having a confirmed entry to the event(s) until their National Federation has approved the registration. When registering to compete at a WC, EC or GP event, the competitor must agree to accept and comply with all EFRA rules and procedures.

4.1.3. Application for entries at EC's or WC's must be made by the National Association that have granted and approved the EFRA Registration, using the entry system on the EFRA website (www.efra.ws). The registration will have a unique number issued by the Federation and must include the two letter country code of the National Federation with the Registration Number. Each National Federation shall be entitled to issue and/or approve EFRA Registration to :-

- 1) It's Federation Members that have current membership, that are deemed acceptable by the Federation.
- 2) To the nationals of other countries represented in EFRA, providing :-
 - a) The driver can produce definitive proof of residing in the country issuing and approving the registration.
 - b) That their parent National Federation (the country of their passport) gives its prior agreement to the issuing of the registration. This can only exist on an annual basis and will cease to be in force at the end of each year.
 - c) That their parent National Federation has cancelled any approved EFRA registration originally issued if such exists.

No person that is authorised by their parent National Federation (country of passport) to apply for EFRA Registration by another National Federation, shall hold EFRA Registration from their parent National Federation valid for the current year. If for very special reasons, an EFRA Registered driver wishes to change the nationality of his registration during a year, he would only be able to do so after having obtained his parent National Federation's consent and once his parent registration has been cancelled. 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.

4.1.4. All competitors at EFRA Grand Prix and other EFRA sanctioned events (not including EC's or WC's) must have a valid National Licence issued by their National organisation. National Licence must be verified at the event registration. The organiser will register the numbers of all drivers and record these in the final results. Drivers with EFRA Registration take precedence over non-EFRA registered drivers at EFRA Grand Prix in the event of over subscription.

4.1.5. Nationality of a competitor or driver: All EFRA drivers, irrespective of the nationality of their registration, participating in any IFMAR World Championship or EFRA European Championship event, shall retain the nationality of their passport in all official documents, meetings, information bulletins and prize-giving ceremonies.

4.1.6. Any European driver holding EFRA Registration (or previously licence) for the past years in any class, and who has participated in an EC in any class for the past years, is not entitled to participate in a World Championship in any class for another International Bloc. Any driver found doing this, will not be allowed EFRA Registration for the next 2 years.

4.1.7 If IFMAR does not hold a Large Scale Off-Road World Championship event in any year:- Then drivers from other Blocs within IFMAR can apply for EFRA Registration and pay the entry fee directly to EFRA for an entry in the Large Scale Off-Road European Championship event of that year. This only applies to Large Scale Off-Road.

4.2 CANCELLATION OF INTERNATIONAL EFRA REGISTRATION.

4.2.1 Member Federations have the absolute right to issue, approve or cancel International Registration.

4.2.2 EFRA additionally reserves the right to cancel or withdraw International Registration from any driver who: a) Has been adjudged to have flagrantly and repeatedly broken EFRA or IFMAR rules. NOTE: The issue of Warnings for driving offences during a race would not in normal circumstances constitute grounds for cancellation of International Registration. b) Has been excluded from his National Federation. Note: See rule 8.14.10.

4.2.3 Cancellation of EFRA International Registration must be authorised by the EFRA Executive Committee. Any appeal in the decision must be received in writing by the EFRA secretary within 30 days. 4.2.4. The driver must be given 14 days notice in writing of any such hearing which will normally be included in the Agenda of an Executive Committee Meeting.

4.2.5 The driver has the right to appeal within 14 (fourteen) days of the decision.

4.3 TEAM DRIVING:

4.3.1 In a case where team driving, unsporting behaviour or conduct by persons that is construed as being prejudicial to a fair race are suspected, the official referee will consult with the race director (or vice versa). In cases where both officials agreed that such action have occurred and they have been unable to act, they will report to the most senior EFRA official present, or otherwise the Section Chairman, who may take any action apart from issue penalty or sanction. The senior EFRA official, or Section Chairman will present the full circumstances of any such report to the EFRA Committee at the next meeting opportunity.

4.3.2 Any driver directly involved must be called to represent himself/herself at a meeting of the EFRA Committee and will be given due notice according to rule: 4.2.4. Any failure to attend or otherwise represent himself/herself will be taken into consideration.

4.3.3 For instances of team driving, gross misconduct, serious unsportsmanlike behaviour, conduct prejudicial to a fair race, the EFRA Committee may exercise its right to refuse the subject attending or participating in any meeting or event for incremental periods of six month up to a maximum period of five years.

Proposal

~~4. INTERNATIONAL EFRA INTERNATIONAL DRIVERS REGISTRATION~~

4.1. OBJECT OF THE INTERNATIONAL DRIVERS REGISTRATION:

EFRA Member Federations are authorised to approve driver Registration on the EFRA website **entry** system for persons that are current members of their Federation. Registration approval is for one calendar year ending on 31st December. Federations must review **current members** each year. A driver's Registration number should remain unchanged from year to year and must not be used for re-issue to other drivers. Each number is a personal number.

~~4.1.1. International driver's registration is to enable organisers to compose the qualifying heats so that novice or less experienced drivers are not mixed up with the top International drivers, in the interest of both groups.~~

4.1.1. Competitors can register their personal data on the EFRA website database (www.efra.ws). Competitors can only register for entry to WC and EC events by using the EFRA entry system for the specific event(s), but will NOT be considered as having a confirmed entry to the event(s) until their National Federation has APPROVED the registration. When registering to compete at a WC, EC or GP event, the competitor must agree to accept and comply with all EFRA rules and procedures.

4.1.2. **Entry approval Application** for entries at EC's or WC's must be made by the National Association that have granted and approved the EFRA Registration, using the entry system on the EFRA website (www.efra.ws). The registration will have a unique number issued by the Federation and must include the two letter country code of the National Federation with the Registration Number. Event Organisers will register the EFRA Registration Numbers.

Each National Federation shall be entitled to issue EFRA Registration and/or Approval to :-

- 1) It's **National Federation Members (holding Federation country passport)** that have current membership, that are deemed acceptable by the Federation.
- 2) To National members of other countries represented in EFRA, providing :-
 - a) The driver can produce definitive proof of residing in the country issuing and approving the registration.
 - b) That their parent National Federation (the country of their passport) gives its prior agreement to the issuing of the registration by another Federation. This can only exist on an annual basis and will cease to be in force at the end of each year.
 - c) That their parent National Federation has cancelled any approved EFRA registration originally issued if such exists.

4.1.3. No person that is authorised by their parent National Federation (country of passport) to apply for EFRA Registration by another National Federation, **is allowed to shall** hold EFRA Registration from their parent National Federation valid for the current year.

If for **exceptional reasons**, an EFRA Registered driver wishes to change the nationality of his registration during any year, he is only be able to do so after having obtained his parent National Federation's consent and once his parent Federation registration has been cancelled.

4.1.4. A National Federation cannot grant any EFRA Registration to a foreign person belonging to a country not yet represented in EFRA, or from any other country belonging to another IFMAR Bloc.

This can only be done by the EFRA Board in exceptional circumstances. Event Organisers will register the EFRA Registration Numbers

If these exceptional circumstances are agreed by the EFRA Board, first EFRA registered drivers, then European passport holding drivers (not yet represented within EFRA) have entry priority over any other Nationalities if events are over subscribed.

If the EFRA Board agree to allow drivers from another IFMAR Bloc. to enter an EFRA event, then these drivers will NOT be allowed to take part in any event Finals other than exhibition finals, unless the EFRA Board gives specific permission for this to be allowed. (It follows that we cannot have a non- European driver being a European Champion).

This ruling applies to all Sections and cannot be amended within Section rules.

4.1.5. All competitors at EFRA Grand Prix and other EFRA sanctioned events (not including EC's or WC's) must have a valid National Licence issued by their National Federation. The National Licence must be verified at the event registration. The organiser will register the numbers of all drivers and record these in the final results. Drivers with EFRA Registration take precedence over non-EFRA registered drivers at an EFRA Grand Prix in the event of over subscription.

4.1.6. **Recognised Nationality** of a competitor or driver:- All EFRA drivers, irrespective of their nationality used for their registration, participating in any IFMAR World Championship or EFRA European Championship event, shall retain the nationality of their passport in all official documents, meetings, information bulletins and prize-giving ceremonies.

4.1.7. Any European driver **who has a European passport and** holding EFRA Registration (or previously EFRA licenced) in the past years in any class, and who has participated in an EC in any class in the past years, is not allowed to participate in a World Championship in any class for another International Bloc. Any driver found doing this, will not be allowed EFRA Registration for the next 2 years.

4.1.8. If IFMAR does not hold a Large Scale Off-Road World Championship event in any year:- Then drivers from other Blocs within IFMAR can apply for EFRA Registration and pay the entry fee directly to EFRA for an

entry in the Large Scale Off-Road European Championship event of that year. This only applies to Large Scale Off-Road. (See rule 4.1.3 b which is applicable).

4.2. CANCELLATION OF INTERNATIONAL EFRA REGISTRATION.

- 4.2.1. Member Federations have the absolute right to issue, approve or cancel EFRA International Registration.
- 4.2.2. EFRA additionally reserves the right to cancel or withdraw International Registration from any driver who:
- Has been adjudged to have flagrantly and repeatedly broken EFRA or IFMAR rules. NOTE: The issue of warnings for driving offences during a race would not in normal circumstances constitute grounds for cancellation of International Registration.
 - Has been excluded from his National Federation. Note: See rule 8.14.10.
- 4.2.3. Cancellation of EFRA International Registration must be authorised by the EFRA Executive Committee. Any appeal in the decision must be received in writing by the EFRA secretary within 30 days.
- 4.2.4. The driver must be given 14 days notice in writing of any such hearing which will normally be included in the Agenda of an Executive Committee Meeting.
- 4.2.5. The driver has the right to appeal within 14 (fourteen) days of the decision.

4.3. TEAM DRIVING:

- 4.3.1. In a case where team driving, unsporting behaviour or conduct by persons that is construed as being prejudicial to a fair race are suspected, the official referee will consult with the race director (or vice versa). In cases where both officials agreed that such actions have occurred and they have been unable to act, they will report to the most senior EFRA official present, or otherwise the Section Chairman, who may take any action apart from issue penalty or sanction. The senior EFRA official, or Section Chairman will present the full circumstances of any such report to the EFRA Committee at the next meeting opportunity.
- 4.3.2. Any driver directly involved must be called to represent himself/herself at a meeting of the EFRA Committee and will be given due notice according to rule: 4.2.4. Any failure to attend or otherwise represent himself/herself will be taken into consideration.
- 4.3.3 For instances of team driving, gross misconduct, serious unsportsmanlike behaviour, conduct prejudicial to a fair race, the EFRA Committee may exercise its right to refuse the subject attending or participating in any meeting or event for incremental periods of six month up to a maximum period of five years.

Remarks

Tidy up the complete current rule, with special attention for non-EFRA drivers

Proposed by: EFRA

Proposal Status:

Seconded by: Croatia

Amended by BRCA: Remove the red part in 4.1.4. As it is a rule change not a tidy up.

The amendment seconded by Sweden

Amendment passed

The proposal: Passed with 9.... for, ..6. against and ..1.. abstentions.

Current Rule

4.1.

OBJECT OF THE INTERNATIONAL DRIVERS REGISTRATION:

Member Federations are authorised to approve driver Registration on the EFRA website database for persons that are current members of their Federation. Registration approval is for one calendar year ending on 31st. Dec. Federations must review each year.

A driver's Registration number should remain unchanged from year to year and must not be used for re-issue to other drivers. Each number is a personal number.

Proposal

OBJECT OF THE INTERNATIONAL DRIVERS REGISTRATION:

Member Federations are **encouraged to register their membership onto** the EFRA **database**. **Registration approval is for one calendar year ending on 31st. Dec. Federations must review each year.**

A driver's Registration number should remain unchanged from year to year and must not be used for re-issue to other drivers. Each number is a personal number.

Remarks

This is to enable EFRA to publicise the calendar, news, event information and other articles of interest to racers, from all over Europe, direct to them.*NOTE (A block uploading tool should be utilised for this)

Proposed by: BRCA

Proposal Status: Withdrawn

Current Rule

4.1.2.

Competitors can register their personal data on the EFRA website database (www.efra.ws). Competitors can only register for entry to WC and EC events by using the EFRA entry system for the specific event(s), but will not be considered as having a confirmed entry to the event(s) until their National Federation has approved the registration. When registering to compete at a WC, EC or GP event, the competitor must agree to accept and comply with all EFRA rules and procedures.

Proposal

Competitors can register their personal data on the EFRA website database (www.efra.ws). Competitors can **only** register for entry to WC and EC events by using the EFRA entry system for the specific event(s), **but they will not** be considered as having a confirmed entry to the event(s) **until unless** their National Federation **has approved objects. Payment for entry will be made at the point of registration for the event by the entrant.** When registering to compete at a WC, EC or GP event, the competitor must agree to accept and comply with all EFRA rules and procedures.

Remarks

These changes allow us the sport to be flexible, adapt to the changing world we find ourselves in and allow the drivers to do the same, it removes unnecessary bureaucracy from the process (when we don't need it) but allows us to use the allocation procedure when we do.

Proposed by: BRCA

Proposal Status: Withdrawn

Current Rule

4.1.3.

Application for entries at EC's or WC's must be made by the National Association that have granted and approved the EFRA Registration, using the entry system on the EFRA website (www.efra.ws). The registration will have a unique number issued by the Federation and must include the two letter country code of the National Federation with the Registration Number.

Each National Federation shall be entitled to issue and/or approve EFRA Registration to :-

- 1) It's Federation Members that have current membership, that are deemed acceptable by the Federation.
- 2) To the nationals of other countries represented in EFRA, providing :-
 - a) The driver can produce definitive proof of residing in the country issuing and approving the registration.
 - b) That their parent National Federation (the country of their passport) gives its prior agreement to the issuing of the registration. This can only exist on an annual basis and will cease to be in force at the end of each year.
 - c) That their parent National Federation has cancelled any approved EFRA registration originally issued if such exists.

No person that is authorised by their parent National Federation (country of passport) to apply for EFRA Registration by another National Federation, shall hold EFRA Registration from their parent National Federation valid for the current year.

If for very special reasons, an EFRA Registered driver wishes to change the nationality of his registration during a year, he would only be able to do so after having obtained his parent National Federation's consent and once his parent registration has been cancelled.

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.

Proposal

Application for entries at EC's may be made by the entrant or the National Federation, WC's must be made by the National Association that have granted and approved the EFRA Registration, using the entry system on the EFRA website (www.efra.ws). The registration will have a unique number allocated to it, to include the two letter country code of the National Federation .Each National Federation shall be entitled to issue and/or approve EFRA Registration to :-

- 1) It's Federation Members that have current membership, that are deemed acceptable by the Federation.
- 2) To the nationals of other countries represented in EFRA, providing :-
 - a) The driver can produce definitive proof of residing in the country issuing and approving the registration.
 - b) That their parent National Federation (the country of their passport) gives its prior agreement to the issuing of the registration. This can only exist on an annual basis and will cease to be in force at the end of each year.
 - c) That their parent National Federation has cancelled any approved EFRA registration originally issued if such exists.

No person that is authorised by their parent National Federation (country of passport) to apply for EFRA Registration by another National Federation, shall hold EFRA Registration from their parent National Federation valid for the current year.

If for very special reasons, an EFRA Registered driver wishes to change the nationality of his registration during a year, he would only be able to do so after having obtained his parent National Federation's consent and once his parent registration has been cancelled.

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.

Remarks

These changes allow us the sport to be flexible, adapt to the changing world we find ourselves in and allow the drivers to do the same, it removes unnecessary bureaucracy from the process (when we don't need it) but allows us to use the allocation procedure when we do.

Proposed by: BRCA

Proposal Status: Withdrawn

Current Rule

4.1.4.

All competitors at EFRA Grand Prix and other EFRA sanctioned events (not including ECA's or WC's) must have a valid National Licence issued by their National organisation. National Licence must be verified at the event registration. The organiser will register the numbers of all drivers and record these in the final results. Drivers with EFRA Registration take precedence over non-EFRA registered drivers at EFRA Grand Prix in the event of over subscription.

Proposal

All competitors at EFRA Grand Prix and other EFRA sanctioned events (not including ECA's or WC's) must have a valid National Licence issued by their National organisation, **where one exists. In the event of a National Association not existing, the drivers registration can be authorised by an EFRA Section Official.** Drivers with EFRA Registration take precedence over non-EFRA registered drivers at EFRA Grand Prix in the event of over subscription.

Remarks

This allows the racers, where there may not be an effective national federation, the ability to take part in what we do, it's only by facilitating that requirement that we will encourage those racers to engage and hopefully fix the issue in their country too.

Proposed by: BRCA

Proposal Status:

Seconded by: Nomac

The proposal: Passed with .14... for, ..2.. against and 3 .abstentions.

Current Rule

6.4.1.

EFRA events must be organized in such a way that the sport is well represented to both the spectators and the competitors. Enough advertising must be made in the area to draw spectators and to interest the Press in the EFRA event. An event website for EC's should be made. Live feed of results and probably picture's/ film is advisable.

Proposal

EFRA events must be organized in such a way that the sport is well represented to both the spectators and the competitors. Enough advertising must be made in the area to draw spectators and to interest the Press in the EFRA event. ~~An event website for EC's should be made. Live feed of results and probably picture's/ film is advisable.~~

All event information should be hosted on the EFRA website. Live streaming of the event including results is required

Remarks

The event is the EFRA European Championships.. as such it's the location where we should be focusing our competitors, Live streaming with online results is an obvious requirement now-a-days.

Proposed by: BRCA, Spencer Jim

Proposal Status:

Seconded by: Portugal

The proposal: Passed with ..18.. for, against and1 abstentions.

6. ORGANISATION OF EFRA EVENTS

Current Rule

The Rule is new

6.4.3

PROMOTION AND SPONSORING

Proposal

6.4.3. Local promotion of the Event is the responsibility of the local organisers and the National Federation, the latter will liaise with EFRA to co-ordinate materials to ensure consistency. International promotion of the event is EFRA Responsibility, this will be done via the driver database and regular updates to social media and any other outlets as EFRA sees fit. It is the intent that All EFRA registered drivers receive information about All the events that EFRA sanctions.

Remarks

Internal promotion to our less experienced, but existing, competitors is where the new drivers for international events will come from. EFRA has the existing PR budget to do this, easily, we just need to do some of the PR before the event takes place.

Proposed by: BRCA

Seconded by: Sweden

Amended:ensure consistency. **Minimum requirements will be the stage One report**
International.....

Seconded by Finland

The proposal: o Passed with 16.... for, against and ...2. abstentions.

Current Rule

The Rule is new

6.4.5.

Proposal

6.4.5. Internal Event promotion - All competitors and officials in All EFRA Sanctioned events Must receive a confirmation of Entry/Attendance and regular updates on the build up to the event, this can Either be from EFRA or the Organiser - with whom EFRA will share the relevant data and agree who is conducting what part of it.

Remarks

This is Standard custom and practice throughout all sport/events, we are being left behind by not doing this and hence the events do not feel 'special', it is easy to do, a simple fix and makes a Big difference .

Proposed by: BRCA, Spencer Jim

Proposal Status: Withdrawn

7. RACE OFFICIALS

Current Rule

7.1.5.

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 a 'performance bond' (rule 3.6.8) 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, or when all costs have been ratified and the EFRA officials have confirmed the event was to EFRA standards. 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 by EFRA against the 'performance bond'.

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 pay the EFRA appointed Referee a fixed compensation of 60€ per racing day in order to compensate loss profit and effort of its Referee.** EFRA will retain a 'performance bond' (rule 3.6.8) 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, or when all costs have been ratified and the EFRA officials have confirmed the event was to EFRA standards. 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 more when agreed)** for Hotels, meals, sundries per. 24hr. period. 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 by EFRA against the 'performance bond'.

Remarks

Nowadays many national referees get their role "compensated" economically, never a salary but just a small compensation for what they are losing by their collaboration, holidays, pay leaves, work permits etc etc etc. The idea is that EFRA do the same, sometimes the National Referee gets paid and the EFRA one not. IFMAR has been doing it for decades (just for the IFMAR one).

Proposed by: EFRA

Proposal Status: Withdrawn

8. GENERAL RACE PROCEDURE

Current 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. For EFRA GPs, the reseeded has to be based on controlled practices from Friday and Saturday.

Proposal

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

Remarks

Adding that re-seeding can be done based on results from the last rounds of Free Practice. In some schedules there is not time to organise a re-seed after Controlled Practice, so the later round(s) of Free Practice is more acceptable.

Proposed by: EFRA

Proposal Status:

Secoded by: BRCA

The proposal: Passed with .11... for, ..4.. against and .3... abstentions.

Current Rule

8.10.

PENALTY CAUSES

Time penalties should be awarded as stop and go penalties where possible. The Referee and/or Race Director should inform the driver, and the penalty should be announced through the sound system, and the driver should bring the car into the pit lane in the immediate next three (3) laps where it will stay the amount of time that the race organiser have decided depending on track layout. The 'stopped' time should be announced at the Team Managers Meeting. It will not be allowed any repair or refuelling during the penalty being served.

In the case that there is no possibility to call a driver for a stop and go penalty (e.g during the last 2 -3 laps of the actual heat or final), the Referee and or Race Director will announce that a time penalty of 10 seconds will be applied (Large scale: 1 lap). When a 10 sec. penalty is applied, the Organiser will ensure the following criteria is applied:-

- 1) 1) The competitor receiving the 10 sec.penalty will have his actual Race Time (time on track) reduced by 10 secs .
- 2)

Proposal

PENALTY CAUSES

Time penalties should be awarded as stop and go penalties where possible. The Referee and/or Race Director should inform the driver, and the penalty should be announced through the sound system, and the driver should bring the car into the pit lane in the immediate next three (3) laps where it will stay the amount of time that the race organiser have decided depending on track layout. The 'stopped' time should be announced at the Team Managers Meeting. It will not be allowed any repair or refuelling during the penalty being served.

The Referees may declare during the race, but they are not obliged to, a RACE INCIDENT UNDER INVESTIGATION for possible infringements committed in the last minute or last 2 laps of the concerned race, whatever of the 2 options may be larger in time. Those RACE INCIDENT UNDER INVESTIGATION can be decided by the Referees in the next immediate minutes to the final of the race after checking it.

In the case that there is no possibility to call a driver for a stop and go penalty (e.g during the last 2 -3 laps of the actual heat or final), the ~~Referee and or Race Director~~ Referees will announce that **an appropriate** time penalty of ~~10 seconds~~ will be applied (Large scale: 1 lap). When a ~~10-sec.~~ time penalty is applied, the Organiser will ensure the following criteria is applied:-

- 1) 1) The competitor receiving the ~~40-sec~~ time penalty will have his actual Race Time (time on track) reduced by ~~40-secs~~ penalized time.
2)

Remarks

The proposal tackle 2 different issues :

a.- RACE INCIDENT UNDER INVESTIGATION is quite common at F1 and other kind of racing , there the Referees look at videos or deliberate in common, but not constrained to an immediate reaction during the race . We propose to limit this figure only to the last minute or last 2 laps (whatever is larger in time) of the race, not the incidents happening in the very 1st lap or at minute 10 of a race of 20 minutes. Otherwise the whole race can be under investigation and its result can be very questionable, i.e. opening the door to a car that later on may have not had deserved it, etc etc etc .

Referees normally can do their duty during the race, rule amendment is only for the last minute incidents , the ones that may decide a race without remission and may require videos and other tools to be observed and re-observed .

b.- The last seconds penalties: those must be appropriate. Currently the rule allows a penalty of 10 seconds to be applied but nothing else (even worse, a full lap at LS). This is a very harsh penalty. If it were only needed for a small penalty like a drive through but it was too close to the end of the race , we would suggest a time penalty of (say) 5 seconds to be applied after the race, so it is consistent with the same type of penalty earlier in the race and with the advantage or damage caused .

Last but not least , if it is a race penalty it is linked to track time race action and it belongs only to the referees , not to the Race Director responsibilities .

Proposed by: EFRA

Proposal Status:

Secoded by: Switzerland

The proposal: Passed with ..17.. for, against and ...1. abstentions.

Current Rule

8.13.8.

The best driver under 16 years will also receive an EFRA award. Competition age for Junior drivers will be determined by their age on the 1st January of the year of the event .

Proposal

The best driver under ~~16~~ 17 years will also receive an EFRA award. Competition age for Junior drivers will be determined by their age on the 1st January of the year of the event .

Remarks

To be congruent with under 17 finals, under 16 is younger than 16 by 1st of January (so 15 and less), under 17 is younger than 17 by 1st of January (so 16 and less)

Proposed by: EFRA

Proposal Status:

Secoded by: Sweden

The proposal: o Passed with .17... for, against and ...1. abstentions.

9. STARTING PROCEDURES

Current Rule

9.2.

Starting procedure for qualifying It can be either:

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

line after the last car has started from the designated starting area.

b. Flying Start: Cars will be driven at the track from the moment the track is declared "Open" for practice or warm-up, there will be no call for starting procedure. The Start Official will give a 2 minutes warning to the start, this will be announced through the sound system, you will also get the time "1 minute to the start", "30 seconds to the start" and "10 seconds to the start". An audible signal and the mention "clock is running" will indicate that the heat has started. During this procedure timing can't be adjusted.

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

Proposal

Starting procedure for qualifying ~~It can must be either:~~

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

b Flying Start: Cars will be driven at the track from the moment the track is declared "Open" for practice or warm-up, there will be no call for starting procedure. The Start Official will give a 2 minutes warning to the start, this will be announced through the sound system, you will also get the time "1 minute to the start", "30 seconds to the start" and "10 seconds to the start". An audible signal and the mention "clock is running" will indicate that the heat has started. During this procedure timing can't be adjusted.

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

Remarks

The staggered Start is clearly overcome. At the time in the electric batteries marked the type of start. Today all of them clearly exceed the race time and the flying start is much easier to do for drivers and organization. For nitros, virtually this type of output has been replaced by the flying start in most countries. It also entails problems and penalties.

Proposed by: AECAR

Proposal Status:

Seconded by: Portugal

The proposal:

Rejected with .1... for, .14... against and .1... abstentions.

Current Rule

Proposed to be deleted

9.3.

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

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

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

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

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

Remarks

The staggered start is clearly overcome. At the time in the electric batteries marked the type of start. Today all of them clearly exceed the race time and the flying start is much easier to do for drivers and organization. For nitros, virtually this type of output has been replaced by the flying start in most countries. It also entails problems and penalties.

Proposed by: AECAR,

Proposal Status: Withdrawn

Current Rule

From the Electric Section to establish the possibility to include 1/10th Crawler in the rules to be confirmed in the General Meeting

7.1.1.

European Championships are held in the following classes :

1/10 Off-Road Modified, 2WD & 4WD as separate classes .

1/12 Modified, using no less than 6.5 turn modified brushless and blinky .

1/12 Spec using 13.5 T Spec. brushless and blinky .

1/10 Touring Cars Modified & 1/10 Touring Cars using 13 . 5T Spec . Brushless

1/10 Formula One using 21 . 5T Spec . Brushless .

1 /1 0 Touring Car FWD using 21 . 5T Spec . Brushless and Blinky

Starting May 2016, only motors included on the EFRA Homologation Lists are allowed at EC and GP events in the above Classes .

Proposal

European Championships are held in the following classes:

1/10 Off-Road Modified, 2WD & 4WD as separate classes.

1/12 Modified, using no less than 6.5 turn modified brushless and blinky.

1/12 Spec using 13.5 T Spec . brushless and blinky .

1/10 Touring Cars Modified & 1/10 Touring Cars using 13.5T Spec. Brushless

1/10 Formula One using 21.5T Spec. Brushless .

1/10 Touring Car FWD using 21.5T Spec. Brushless and Blinky

1/10 Crawler

Starting May 2016, only motors included on the EFRA Homologation Lists are allowed at EC and GP events in the above Classes .

Remarks

The crawler is a modality of the RC that is hitting hard in many European countries. It's time to include them within EFRA Motorsport

Proposed by: AECAR, Pineda Beato Jose Alfonso

Proposal Status:

Seconded by: Portugal

The proposal: Passed with ..12.. for,3 against and ...3. abstentions.

Comment:

AECAR has a set of rules that could be used as a base, but the floor felt Crawler representatives should come forward to create a set of rules. AECAR will follow this up.

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

Current Rule

2. All manufacturers must submit the following to the EFRA Homologation Officer (DO NOT SEND BODY SHELL TO THE TREASURER):

a) The completed EFRA Homologation Form

b) Pictures of original 1/1 car body from two of the following three elevations.

- top

- front end

- rear end

- side

c) Any other information that may be necessary

e.g. Race results for real car races

Manufacturers data for production cars

d) TWO examples of the model body from the final tool with all character lines and other elements present. This will be retained for referral. All wings custom designed for the body must be included.

e) For Large Scale models it is only necessary to send 1 (one) example of the body shell. Drawings and photographs will be retained by the Homologation Officer as proof of the homologation. Bodysell must be clearly marked (stamped or engraved) with the homologation number.

f) All Bodies currently on the EFRA approved list will remain legal for five years or earlier removed.

Proposal

All manufacturers must submit the following to the EFRA Homologation Officer (DO NOT SEND BODY SHELL TO THE TREASURER):

- a) The completed EFRA Homologation Form **by mail as a word document**.
- b) Pictures of original 1/1 car body from two of the following three elevations.
 - top
 - front end
 - rear end
 - side
- c) Any other information that may be necessary
e.g. Race results for real car races
Manufacturers data for production cars
- d) TWO examples of the model body from the final tool with all character lines and other elements present **(included all stickers and window masks)**. This will be retained for referral. All wings custom designed for the body must be included.
- e) For Large Scale models it is only necessary to send 1 (one) example of the body shell. Drawings and photographs will be retained by the Homologation Officer as proof of the homologation. Bodysell must be clearly marked (stamped or engraved) with the homologation number.
- f) All Bodies currently on the EFRA approved list will remain legal for five years or earlier removed.

Proposed by: EFRA

Proposal Status:

Seconded by: BRCA

The proposal: Passed with .15... for, against and ...4. abstentions.

Current Rule

7. Once approved, the tool must not be modified in any way. Should the tool be modified, the EFRA number must be filled in and an example of the modified body submitted to the Homologation Officer for full re-submission.

Proposal

Once approved, the ~~tool~~ bodysell must not be modified in any way. Should the ~~tool~~ bodysell be modified, the EFRA number must be filled in and an example of the modified body submitted to the Homologation Officer for full re-submission.

Proposed by: EFRA

Proposal Status:

Seconded by: Netherlands

The proposal: Passed Unanimously

9. BUDGET & AGM VENUE & PRESENTATION

The Budget presented by the treasurer acceptance:

The budget was accepted unanimously.

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

A letter will be send out to the Federations for candidates to fill the Treasurer position.

Candidates will be questioned and proposed in a postal vote.

The venue for the next AGM 2023 will be Malmo, and the date will be: 17-18-19 November 2023.

10. SECTION MEETING REPORTS

Ratification of Rules

Election of Chairmen:

1:8 IC Track	Alessandro Pafundi was elected
1/10 th Electric Track	Chris Hardisty was re-elected
1:8 Off Road	Carlos Gomez was re-elected
Large Scale On Road	Ian Oddie was re-elected
Large Scale Off Road	Conny Svensson was elected
1/8 th GT Chairman	Dan Jones was elected

11. IFMAR 2023 WORLD CHAMPIONSHIPS

Update from IFMAR

12. GENERAL DISCUSSION ITEMS

Comment: The suggestion made by AECAR on Saturday, to discuss the proposal regarding the election procedures was overlooked...

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

From BRCA: For the EFRA Board to Clarify a member countries obligation to uphold rule 3.5.7 Part 3, articles 1 & 2. (price of a single and dual entry EC)

Together With:

- ii) What the board CONSIDERS to be 'Reasonable' as regards to 'Administrative Expenses'
- iii) Conform that Applications for 2023 Membership will require confirmation of each Applicants approach to the two points above for the 2023 season.

Should an Application be received that was Not in accordance with i) and ii) then that Application be rejected.

14. APPROVAL MINUTES

The meeting was closed at 12.40

After reading the minutes were approved by Kai Koivuranta and Jukka Hakkamies