



EFRA ANNUAL SECTION MEETING

7-9th of November 2025

Hotel Alicante Golf, Alicante, Spain

AGENDA GENERAL MEETING

SATURDAY 8th of November 2025.

The meeting started at

1. PRESIDENT'S WELCOME

Jacqueline Aebi

Mrs Jacqueline Aebi will open the meeting welcoming all delegates, associated members and special guests.

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents:

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

Other Present:

3. MINUTES OF 2024 ANNUAL GENERAL MEETING

AGM November 2024

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2024.

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

4. SECRETARY'S REPORT

Mr Mark Rumble

Dear friends,

5. TREASURER'S REPORT

Mr Guillaume Lieve

- a) Presentation of Annual Accounts
- b) Audit Report
- c) Approval of the presented figures for 2025
- d) Election of auditors for 2026

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 2025.

The Annual Report, the Annual Accounts and the Group Accounts for the 2025 financial year are approved and discharge is granted to the treasurer, Guillaume Lievre and to the auditors,....

Seconded by: o Not Seconded

Passed Unanimously o Passed with for, against and abstentions.

o Rejected with for, against and abstentions. o Amended

6. EFRA MEDIA

The EFRA Media report.

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.

Organs of the federation

Proposal

4 . 1 . c Section meeting The section meeting must have also on-line participation . AGM meeting organizer is responsible to arrange necessary equipment's , remote voting tool and connections . Only participant who has been notified in advance by national federation , can participate remotely to the section meeting (only one nomination per section meeting) .

Remarks

EFRA AGM meeting is in the past as there is no remote participation possibility . It is undemocratic not allowing member federations to join meeting with on-line . All national federations may not have money to send representative for each section meeting . We should also consider AGM carbon footprint . EFRA development plan "Welcome to the future" should also cover AGM meeting . Remote meetings are already a reality . As on-site participants have SPAGM fee , it could be also certain fee for on-line participant to cover some on-line arrangement expenses . Minimum requirement is to have at least section meetings also on-line .

Proposed by: AKK, Vihavainen Mia

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

Current Rule

4.1.a

General Meeting

c) To decide the date and venue of future European Championships. The Meeting may (but is not bound to) fix such dates and venues for up to three years ahead, from applications made in writing to the Executive not less than 45 days before such meeting.

General particulars of any such applications shall be included in the notice covering the meeting and the selection of the venue will be decided in the Section Meeting and approved by the AGM.

The voting system to select the venue is as follows: Each member country has one voting form with 3 choices. All 3 must be used.

1st choice will receive 4 points.

2nd choice will receive 2 points.

3rd choice will receive 1 point.

Proposal

General Meeting

c) To decide the date and venue of future European Championships. The Meeting may (but is not bound to) fix such dates and venues for up to three years ahead, from applications made in writing to the Executive not less than 45 days before such meeting.

General particulars of any such applications shall be included in the notice covering the meeting and the selection of the venue will be decided in the Section Meeting and approved by the AGM. **The track is not allowed to organize same class EC race for next 4 years. However, the banned track can apply EC race, but if there are same time applying non-banned tracks, banned tracks are excluded from voting. The prohibition is not for country but track.**

The voting system to select the venue is as follows: Each member country has one voting form with 3 choices. All 3 must be used.

1st choice will receive 4 points.

2nd choice will receive 2 points.

3rd choice will receive 1 point.

Remarks

Certain tracks are getting too often to organize same class EC race. It is not fair for other tracks which are trying to get race year after year or for countries which are located far away from central Europe. We should give a more equal opportunity for other tracks to organize EC race.

Proposed by: AKK, Vihavainen Mia

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

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.

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) President shall be elected for a 4 year term and the General Secretary, Treasurer and Section Chairmen shall hold office for 2 years and be elected at the Annual General Meeting.

c) To decide the date and venue of future European Championships. The Meeting may (but is not bound to) fix such dates and venues for up to three years ahead, from applications made in writing to the Executive not less than 45 days before such meeting.

General particulars of any such applications shall be included in the notice covering the meeting and the selection of the venue will be decided in the Section Meeting and approved by the AGM.

The voting system to select the venue is as follows: Each member country has one voting form with 3 choices. All 3 must be used.

1st choice will receive 4 points.

2nd choice will receive 2 points.

3rd choice will receive 1 point.

The two sites receiving the highest total number of points will go forward to a second ballot where a simple majority will decide the chosen site.

In the event of a tie, the relevant official may use his casting vote.

All balloting will be secret, but results will be published.

d) To decide the dates and venues of other EFRA-approved events during the following year, including the next Annual General Meeting if not decided previously.

e) To consider any matter or proposal which the Committee Board or the relevant official wishes to bring before the Meeting, particulars of which shall be included in the notice of the Meeting.

f) To consider any matter or proposal of which a member has given notice in writing up to the 31st of August.

Particulars of such shall be included with the notice of the General Meeting as required by Section 4 above.

The Committee Board will examine all proposals received for discussion at the Annual General Meeting and where necessary prepare them for presentation by eliminating duplication and contradiction. Where proposals concerning Section matters that have a broader effect on General Rules or Constitution matters are received, the Committee Board will endeavour to resolve conflicts and present appropriate proposals to the General Meeting.

The catalogue of proposals recognised to be presented at the upcoming AGM should be sent to all EFRA members representatives/secretaries at least 4 weeks before the meeting.

Proposals from EFRA Members for IFMAR Constitutional and Racing Rule changes must first be submitted to the EFRA Annual General Meeting and shall be subject to the same rules and procedures as those in force for EFRA 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.

g) To deal with any matter which, under these Constitution Rules failed to be dealt with by a previous General Meeting.

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.

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Remarks

It is important that a Member Federation can make any proposal to be heard at the EFRA AGM, It is down to the Member Federations present to decide if they wish to support or reject a proposal NOT the EFRA Board in advance of the meeting.

Proposed by: BRCA, Newton Darren

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

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.

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In the event of a tie, the relevant official may use his casting vote.

All balloting will be secret, but results will be published.

d) To decide the dates and venues of other EFRA-approved events during the following year, including the next Annual General Meeting if not decided previously.

e) To consider any matter or proposal which the Committee Board or the relevant official wishes to bring before the Meeting, particulars of which shall be included in the notice of the Meeting.

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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.

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Proposal

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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) President shall be elected for a 4 year term and the General Secretary **and the Treasurer as well with an split separation of 2 years among both elections** and Section Chairmen shall hold office for 2 years and be elected at the Annual General Meeting.

c) To decide the date and venue of future European Championships. The Meeting may (but is not bound to) fix such dates and venues for up to three years ahead, from applications made in writing to the Executive not less than 45 days before such meeting.

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members representatives/secretaries at least 4 weeks before the meeting.

Proposals from EFRA Members for IFMAR Constitutional and Racing Rule changes must first be submitted to the EFRA Annual General Meeting and shall be subject to the same rules and procedures as those in force for EFRA 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.

g) To deal with any matter which, under these Constitution Rules failed to be dealt with by a previous General Meeting.

Remarks

The whole board considers that the core board of EFRA: The Executive Committee, must be stabilized by going to a 4 year period with elections alternated with a 2 year split among the 2 elections for 3 positions.

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

Current Rule

4.1.b

Voting

...//...

g) Before a voting process will be started, the total number of votes being present will be recorded. The voting result will be published to the auditorium and recorded in the minutes. Number of votes in favour and number of votes against and abstentions

h) Correspondence: The official address of the Federation shall be the address of the General Secretary. Every member country shall furnish to the Executive Board an address for correspondence and any communications directed to that address shall be deemed to have been duly delivered by course of post.

i) The official language of the Federation is the English language.

Proposal

Voting

...//...

g) Before a voting process will be started, the total number of votes being **present** will be recorded . **For each proposal, the member proposing it has to give a short explanation and rationale of the proposal, for which then a seconding member has to be asked for. Is there no seconder to the proposal, the proposal will be dismissed without further discussion or voting . If there is a seconder, the proposal then can be discussed and voted.** The voting result will be published to the auditorium **and** recorded in the minutes. Number of votes in favour and number of **votes** against and abstentions

h) Correspondence: The official address of the Federation shall be the address of the General Secretary. Every member country shall furnish to the Executive Board an address for correspondence and any communications directed to that address shall be deemed to have been duly delivered by course of post.

i) The official language of the Federation is the English language.

Remarks

Although asking for a seconder for each proposal has been the way EFRA has run the AGMs in the past, this procedure is not foreseen in the rules. So this rule change is just confirming the current process and making it "legally" correct.

Proposed by: SRCCA, Frattaroli Andres

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

Current Rule

4.1.b

Voting

- a) Following any proposal at a General Meeting each member country shall have one vote which shall be exercisable by a person duly authorised in writing by his governing body in such country.
b) Each country shall also be entitled to one vote at any section meeting for which the country has paid the section membership fee, exercisable by a person duly authorised as provided for above.
...//...

Proposal

Voting

- a) Following any proposal at a General Meeting each member country shall have one vote which shall be exercisable by a person duly authorised in writing by his governing body in such country.
b) Each country shall also be entitled to one vote at any section meeting **where those have paid all EFRA invoices**, exercisable by a person duly authorised as provided for above.
...//...

Remarks

There is no longer a section subscription fee, so this is adjusted to be accurate. We must ensure that all invoices are settled before federations can vote.

Proposed by: EFRA

Proposal Status:

Seconded by: ☐ Not Seconded

**The proposal: ☐ Passed Unanimously ☐ Passed with for, against and abstentions.
☐ Rejected with for, against and abstentions. ☐ Amended**

3. EFRA SANCTIONS

Current Rule

3.2.

EUROPEAN CHAMPIONSHIPS

NOTE:- Rules 3.2.3 & 3.2.4 do not apply to Open Entry EC's.

Proposal

EUROPEAN CHAMPIONSHIPS and WORLD CHAMPIONSHIPS

NOTE:- Rules 3.2.3 & 3.2.4 do not apply to Open Entry EC's.

Remarks

Title correction to reflect change to rule 3.2.11

Proposed by: EFRA

Proposal Status:

Seconded by: ☐ Not Seconded

**The proposal: ☐ Passed Unanimously ☐ Passed with for, against and abstentions.
☐ Rejected with for, against and abstentions. ☐ Amended**

Current Rule

3.2.11

A venue can only apply for 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.

Proposal

A venue can ~~only~~ apply for ~~more than~~ one European Championship event ~~or IFMAR World Championship per~~ each year ~~and this for all sections together within each section~~. When an organisation applies for more than one section and this organisation is assigned initially 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. ~~The EFRA board has the final decision on the EFRA venue chosen for an IFMAR World Championship.~~

Remarks

A Track/Organiser has the right to apply for several events, either within one Section or across all Sections, as we are currently doing. However, if the Organiser/Track is granted one major international event, such as an EC or WC event, that will be the only major event allowed at the same venue in that year, unless no other applications are submitted.

Proposed by: EFRA

Proposal Status:

Seconded by: **o Not Seconded**

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

o Rejected with for, against and abstentions. **o Amended**

Current Rule

3.5.7.

FEES (all amounts quoted in Euro)

Membership Fees:-

Annual Subscription 250

Associate membership 1000

Sanction Fees & Deposits:-

European Championship 460

EC Retention bond:- See Rule 3.6.8.

Grand Prix sanction fee 200 + handling fee

Grand Prix deposit 600

International Race sanction fee 200 + handling fee

Promotional Race sanction fee 200 + handling fee

Entry Fees:-

European Championship 130

European Championship 2 classes 185

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+,

1/8th GT IC and Electric,

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

Grand Prix (maximum) 50

EFRA Supporting fees:-

EFRA Golden Sponsor (max. 5) to be negotiated with EFRA

EFRA Single Event Title Sponsor to be negotiated with EFRA, and income to be shared with Organising committee by contract.

EFRA Handling fees:-

European Championships, 1 Class 30

European Championships, 2 Classes 35

GP 15 Euro per. entry

International Race 5 Euro per. entry

International Promotional Race No handling fees taken

World Championships IFMAR Rates and 10% added For EFRA
in US Dollar

2024/5 10%

Entry fee 2 classes electric 275 302.5

Entry fee IC class 250 275

Entry fee stand alone electric class 250 275

Entry fee short 3 days event 225 247.5

Supporting class during WC event,

25 USD for IFMAR 125 137.5
Supporting class before or after WC event,
40 USD for IFMAR 175 192.5

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 2022.

Paypal payment is accepted and can be done as a friend and family payment.

In any other case 5% on the amount needs to be added. If the transfer costs are not covered, they will be claimed.

Proposal

FEES (all amounts quoted in Euro)

Membership Fees:-

Annual Subscription 250
Associate membership 1000

Sanction Fees & Deposits:-

European Championship 460
EC Retention bond:- See Rule 3.6.8.

Grand Prix sanction fee 200 + handling fee

Grand Prix deposit 600

International Race sanction fee 200 + handling fee

Promotional Race sanction fee 200 + handling fee

Entry Fees:-

European Championship ~~130~~ 160

European Championship 2 classes ~~185~~ 220

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+,

1/8th GT IC and Electric,

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

Grand Prix (maximum) 50

EFRA Supporting fees:-

EFRA Golden Sponsor (max. 5) to be negotiated with EFRA

EFRA Single Event Title Sponsor to be negotiated with EFRA, and income to be shared with Organising committee by contract.

EFRA Handling fees:-

European Championships, 1 Class ~~30~~ 60

European Championships, 2 Classes ~~35~~ 70

GP 15 Euro per. entry

International Race 5 Euro per. entry

International Promotional Race No handling fees taken

World Championships IFMAR Rates and ~~40%~~ 50 USD added For EFRA
in US Dollar

~~2024/5 10%~~ 2026

Entry fee 2 classes electric ~~275~~ 280 302.5 + 50 USD

Entry fee IC class ~~250~~ 255 275 + 50 USD

Entry fee stand alone electric class ~~250~~ 255 275 + 50 USD

Entry fee short 3 days event ~~225~~ 230 247.5 + 50 USD

Supporting class during WC event,

25 USD for IFMAR ~~125 137.5~~ 130 + 25 USD

Supporting class before or after WC event,

145 + 40 USD ~~for IFMAR 175 192.5~~

Homologation Fees:-

Mufflers 120 (50% discount for Associate)

Bodysells 500 (50% discount for Associate)
Large Scale Bodysells 500 (50% discount for Associate)
INS-Box 800 (50% discount for Associate)
Batteries 500 (50% discount for Associate)
Brushless 05 Motors ~~50~~ 60 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 ~~2022~~ 2025.
Paypal payment is accepted and can be done as a friend and family payment.
In any other case 5% on the amount needs to be added. If the transfer costs are not covered, they will be claimed.

Remarks

The adjustment of entry fees is necessary to strengthen EFRA's financial security in the coming years and to ensure the continued improvement of service levels, event organisation, and coverage. This update also aligns fees with the rising costs of hosting high-quality international events.

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

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 European and World Championships, member countries that have paid all membership fees, 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 , but no later than 21 January.

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

EFRA no longer has individual registration and fees for each Section. All countries can enter for all Sections.

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

Current Rule

EFRA AGM 2025

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 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

Remove the Large Scale specific part as it's no longer relevant/used. Proposal dependent on the related proposal passing in the Large Scale section meeting.

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

Current Rule

3.6.2.

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

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

Proposal

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

Allocation numbers recorded at the AGM are not 'binding', as countries have until 21 January to confirm the 'final' number of allocations requested, which may result in an event being oversubscribed. Final Numbers MUST be confirmed to the relevant Section Chairman by 21st ~~Dec~~ Jan. latest, following the conference. Any places not confirmed by this date can be reallocated to member countries that have places on the reallocation list.

Remarks

Clarifies that allocation numbers cannot be finalised at the AGM, as the deadline for applications is late January.

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

Current Rule

3.6.3.

Whilst determining the allocations for each country, host country and defending Champion places (3.6.6 & 3.6.7), together with any Section rules relating to current World Champions should be established first. Then the following points should be considered, in order of priority:

- a. total number of drivers;
- b. international results at E.C./ W.C./ Grand Prix;
- c. places taken up at the last E.C.;
- d. participation in international racing;
- e. length of membership of EFRA.

Separate procedure exists for Electric sections (see Appendix 3, 7.2.5.)

Proposal

~~Whilst~~ **When** determining the '**final**' allocations for each country, **post 21 January**; host country **places** and defending Champion places (3.6.6 & 3.6.7), together with any Section rules relating to current World Champions should be established first. Then the following points should be considered, in order of priority:

- a. total number of drivers;
- b. international results at E.C./ W.C./ Grand Prix;
- c. places taken up at the last E.C.;
- d. participation in international racing;
- e. length of membership of EFRA.

Separate procedure exists for Electric sections (see Appendix 3, 7.2.5.)

Remarks

Clarifies that final allocation numbers for each country cannot be established until after 21 January.

Proposed by: EFRA

Proposal Status:

Seconded by: ☐ **Not Seconded**

The proposal: ☐ **Passed Unanimously** ☐ **Passed with for, against and abstentions.**

☐ **Rejected with for, against and abstentions.** ☐ **Amended**

Current Rule

3.6.4.

At the Annual Conference, the Chairman will propose the allocations-list to the Meeting. The Meeting may, within reason, discuss the proposed list and may ask for changes. In case of disputes, the Meeting can decide the dispute on a simple majority vote.

Proposal

At the Annual Conference, the Chairman will ~~propose detail~~ the '**provisional**' allocations-list to the Meeting. It is the responsibility of the Section Chairman to establish the 'final' allocation list for each event after the dead-line date of 21 January when ALL allocation requests have been received. The Meeting may Section Chairman will distribute allocations to countries that have applied in a fair manner, within reason, discuss based on the proposed list and may ask for changes parameters in rule 3.6.3. In case of disputes, the Meeting can decide the dispute on a simple majority vote.

Remarks

Clarifies what is currently applied, when the deadline for requesting allocations is 21 January.

Proposed by: EFRA

Proposal Status:

Seconded by: ☐ **Not Seconded**

The proposal: ☐ **Passed Unanimously** ☐ **Passed with for, against and abstentions.**

☐ **Rejected with for, against and abstentions.** ☐ **Amended**

Current Rule

3.6.10.

For an IFMAR World Championship or IFMAR sanctioned event, places will be allocated at the AGM. Federations MUST then confirm their Final Number "required" for each event to the relevant Section Chairman no later than 21st Jan. following the AGM. (It should be noted that numbers "required" by Federations may not be possible to award, based on the number of allocations granted to EFRA). When the Final Confirmed Allocation Numbers have been agreed; then a 'change of mind', for whatever circumstances, DOES NOT CONSTITUTE A REFUND. The entry fees are payable in Euro at the actual exchange rate in advance to the EFRA Treasurer. The entry fee is established by IFMAR and is subject to a 10% EFRA surcharge. The EFRA Treasurer will invoice member Federations separately for all WC allocations by the end of March and these must be paid by the end of April, or within one month of invoice in the case of re-allocations. Re-allocations will be charged at the normal entry fee rate. Once requested by a member country, no WC allocations can be cancelled or fees repaid.

Proposal

For an IFMAR World Championship or IFMAR sanctioned event, places will be allocated at the AGM. Federations MUST then confirm their Final Number "required" for each event to the relevant Section Chairman no later than 21st Jan. following the AGM. (It should be noted that numbers "required" by Federations may not be possible to award, based on the number of allocations granted to EFRA). When the Final Confirmed Allocation Numbers have been agreed; then a 'change of mind', for whatever circumstances, DOES NOT CONSTITUTE A REFUND. The entry fees are payable in Euro at the actual exchange rate in advance to the EFRA Treasurer. The entry fee is established by IFMAR and is subject to a ~~10%~~ 50 USD EFRA surcharge. The EFRA Treasurer will invoice member Federations separately for all WC allocations by the end of March and these must be paid by the end of April, or within one month of invoice in the case of re-allocations. Re-allocations will be charged at the normal entry fee rate. Once requested by a member country, no WC allocations can be cancelled or fees repaid.

Remarks

Updated to reflect changes to 3.5.7

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

4. INTERNATIONAL DRIVERS REGISTRATION

Current Rule

4.1.4.

A National Federation can 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 also be done by the EFRA Board in exceptional circumstances. EFRA member federations take priority up to 1st February prior to the event. (See rule 4.1.3 b which is applicable).

Proposal

~~A National Federation can grant any Foreign drivers from countries outside the 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 , not holding a passport of an EFRA country, can also only be done registered and entered to an EC or WC by the EFRA Board or Section Chairperson in exceptional circumstances. EFRA member federations take priority up to 1st February three (3) months prior to the event. (See rule 4.1.3 b which is applicable). No Non European competitor may claim the title of European Champion.~~

Remarks

Allowing Federations to enter drivers directly from outside the EFRA Bloc. could result in a manufacturer requesting a Federation for an entry for a professional driver from another IFMAR Bloc., that could likely win the event. EC Champions should be drivers from EFRA countries.

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

Current Rule

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 EFRA designated referee will take action. In cases where Race designated officials agreed that such action have occurred and they have been unable to take action, 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.

Proposal

In a case where team driving, unsporting behaviour or conduct by ~~persons that~~ **persons that** is construed as being prejudicial to a fair race are suspected ~~and the EFRA designated referee deems a racing penalty unsuitable, the EFRA designated referee will take action. In cases where Race designated officials agreed that such action have occurred and they have been unable to take action for example after a car retires for a race, they will report to the most senior EFRA official present present who will determine if there is a case to answer. Where the EFRA official deems there is to be a case to answer, or otherwise a decision will be made on the Section Chairman, who may take any action apart from issue penalty or sanction same day. 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.~~

Remarks

The current rule prevents race meeting officials from taking action at the event for cases of gross misconduct and serious unsportsmanlike behaviour. In recent years there have been several incidents that have gone unpunished as racing penalties would have no impact on the driver's outcome. While the current rule provides a process, it is both longwinded and impractical as witnesses will not attend future EFRA meetings. Incidents need to be dealt with quickly and efficiently after they happen.

Proposed by: BRCA, Chester Phil

Proposal Status:

Seconded by: o Not Seconded

**The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o Amended**

Current Rule

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.

Proposal

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 the opportunity to rule: 4.2.4 put "their" case forward to the EFRA Official a decision is made. Any failure to attend or otherwise represent himself/herself Where drivers leave the venue, a decision will be taken into consideration made in their absence.~~

Remarks

The current rule prevents race meeting officials from taking action at the event for cases of gross misconduct and serious unsportsmanlike behaviour. In recent years there have been several incidents that have gone unpunished as racing penalties would have no impact on the drivers outcome. While the current rule provides a process, it is both longwinded and impractical as witnesses will not attend future EFRA meetings. Incidents need to be dealt with quickly and efficiently after they happen.

Proposed by: BRCA, Chester Phil

Proposal Status:

Seconded by: ☐ Not Seconded

The proposal: ☐ Passed Unanimously ☐ Passed with for, against and abstentions.
☐ Rejected with for, against and abstentions. ☐ Amended

Current Rule

4.3.3.

For instances of team driving, gross misconduct, serious unsportmanslike 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

~~For instances of team driving, gross misconduct, serious unsportmanslike behaviour, conduct prejudicial~~ The sanctions available to a fair race, the EFRA Committee may exercise its right official include a final warning or 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. Any sanctions applied will be effective immediately. Final warnings will remain active for a period of 2 years. All decisions will be ratified at the next committee meeting.

Remarks

Any driver directly involved will be given the opportunity to put their case forward to the EFRA Official a decision is made. Where drivers leave the venue, a decision will be made in their absence.

Proposed by: BRCA, Chester Phil

Proposal Status:

Seconded by: ☐ Not Seconded

The proposal: ☐ Passed Unanimously ☐ Passed with for, against and abstentions.
☐ Rejected with for, against and abstentions. ☐ Amended

5. GENERAL REQUIREMENTS EFRA EVENTS

Current Rule

5.2.4.

Timing and lap counting area must be located at a slow part of the track, with a good view of the track for all lap counting officials. The number of the car must be readable for at least 2 seconds from that area.
Car numbers must be used as provided by the Organisers.
EFRA will supply EC organizers with car numbers, it's compulsory to use the provided numbers.

Proposal

Timing and lap counting area must be located at a slow part of the track before the pitlane in, with a good view of the track for all lap counting officials. The number of the car must be readable for at least 2 seconds from that area.
Car numbers must be used as provided by the Organisers.
EFRA will supply EC organizers with car numbers, it's compulsory to use the provided numbers.

Remarks

The change is to better specify the position of the loops in order to avoid issues like those encountered in Halifax with lap control.

Proposed by: EFRA

Proposal Status:

Seconded by: ☐ Not Seconded

The proposal: ☐ Passed Unanimously ☐ Passed with for, against and abstentions.
☐ Rejected with for, against and abstentions. ☐ Amended

Current Rule

5.3.12.

In the interest of safety any battery pack carried on a modelcar must be able to be disconnected quickly in an emergency.

Note: Direct soldering of battery packs is not acceptable.

All racing batteries, car and radio equipment, irrespective of the kind of material of its composition, must be charged in a Lipo sack at all times.

LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

Proposal

In the interest of safety any battery pack carried on a modelcar must be able to be disconnected quickly in an emergency - and its connectors must be firmly attached to avoid overheating – The use of a tool to remove the battery connector is prohibited.

Note: Direct soldering of battery packs is not ~~acceptable~~ permitted.

All racing batteries, car and radio equipment, irrespective of the kind of material of its composition, must be charged in a Lipo sack at all times.

LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

Remarks

Securely fitting connectors are essential. Nowadays, overheating of battery packs and connectors - when charged, used and discharged properly - usually results from loose connectors. Safety comes first.

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

6. ORGANISATION OF EFRA EVENTS

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.

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

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 filling all required data correctly, including transponder numbers & the date of birth for each entrant. 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

We need to make the work of our organisers more manageable. We cannot be trackside trying to record 80% of the transponder numbers, nor can we properly prepare age-group races when required.

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

8. GENERAL RACE PROCEDURE

Current Rule

8.12.3.

If a driver loses the transponder during the race, or if a transponder malfunctions, the lap counting supervisor must try to count the laps manually. If a competitor chooses to use a transponder which is not the same manufacture of the timing decoder being used, then the competitor must accept full responsibility for any laps or times that are not recorded. In such cases, the time-keeper is not required to perform a manual count or adjust times, but may do so at his/her discretion.

Proposal

~~The driver is responsible for the functioning of his transponder. If a driver loses the transponder during the race, the primary loop fails to count one or if a transponder malfunctions more laps but the secondary loop does, the lap counting supervisor must try to count the missing laps manually may be awarded. If a competitor chooses both loops fail to use a transponder which is not the same manufacture of the timing decoder being used count one or more laps, then the competitor must accept full responsibility for any laps or times that are they will not recorded be added. In such cases, the time-keeper timekeeper is not required to perform a manual manually count or adjust correct the times, but may do so at his/her discretion. The use of an EFRA finish line camera may be used in the event of a transponder failure, or protested timing result. If a competitor chooses to use a transponder which is not the same manufacture of the timing decoder being used, then the competitor must accept full responsibility for any laps or times that are not recorded.~~

Remarks

The timekeeper or lap counting supervisor cannot focus exclusively on one driver. If a malfunction affects multiple drivers, the accuracy of manual lap counts cannot be guaranteed. It is not possible for the timekeeper to accurately count multiple drivers simultaneously.

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

Current Rule

8.13.8.

The best driver under 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 .

Proposal

The best junior driver under 16 on 1st January of the event year, will receive an EFRA award.

Remarks

This award had previously been Under 16 until recent years. We now have drivers of 12, 13, 14 age competing against a driver that could be in full time employment, paying taxes and could even have a licence to drive a full-size car on the roads.

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

Current Rule

8.15.2.

Failure to Marshal:

1 . Qualifying by Fastest Time system: Failure to marshal during Qualifying or provide a competent substitute agreed with the Race Director, will result in the loss of the driver's best Qualifying time. Applied when all Qualifying has been completed.

2 . Qualifying by Round by Round system: Failure to marshal during Qualifying will result in a driver being demoted in the Final Qualifying Classification by a 'fixed' number of places . This will be applied when all Qualifying Rounds have been completed and direct to the Overall Qualifying Classification before designating any; Finals, Sub-Finals, Super-Pole races etc.

The number of places demoted will be equivalent to dropping one Final or Sub-Final and retaining the same grid position number in the demoted Final. Therefore drivers within the number of places demoted will move one place higher in the adjusted Qualification Classification . The number of places demoted will vary for different Sections or Classes.

eg . Straight Finals with no 'bump-up' (most Electric Classes) A grid 2 demoted to B grid 2.

Single side Finals with 'bump-up' A grid 2 demoted to B grid 2.

Xmas Finals (A & B tiers) with 'bump-up'

With some drivers direct to Main Final Main grid 2 demoted to B Semi grid 2.

With no drivers direct to Main Final B Semi grid 2 demoted to B Quarter grid 2.

This could be applied more than once to any driver that repeatedly fails to marshal during Qualifying .

(Note: See also App.2 Rule 2.4, extra detail for 1/8 Off-Road).

3. Finals. 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.

A substitute marshal is only allowed if the driver is physically disabled

- Notification of the substitute must be made to the Race Director prior to the start of the race which the driver is racing in.

- If a substitute is being used for the whole event, notification must be made prior to the beginning of the first Time Practice Round.

- The driver who is substituted must stay at the Race Director's disposal in a designated area (not in the pit) up to the end of each race where he is substituted.

Failure to comply with these provisions will result in the same losses as if a driver does not comply with his marshalling duty. Designated marshals who repeatedly fail to marshal will be excluded from further participation at the event on the basis of Unsporting Behaviour and their Federation will be informed to take corrective action.

Proposal

Failure to Marshal:

1 . Qualifying by Fastest Time system: Failure to marshal during Qualifying or provide a competent substitute agreed with the Race Director, will result in the loss of the driver's best Qualifying time. Applied when all Qualifying has been completed.

2 . Qualifying by Round by Round system: Failure to marshal during Qualifying will result in a driver being demoted in the Final Qualifying Classification by a 'fixed' number of places . This will be applied when all Qualifying Rounds have been completed and direct to the Overall Qualifying Classification before designating any; Finals, Sub-Finals, Super-Pole races etc.

The number of places demoted will be equivalent to dropping one Final or Sub-Final and retaining the same grid position number in the demoted Final. Therefore drivers within the number of places demoted will move one place higher in the adjusted Qualification Classification . The number of places demoted will vary for different Sections or Classes.

eg . Straight Finals with no 'bump-up' (most Electric Classes) A grid 2 demoted to B grid 2.

Single side Finals with 'bump-up' A grid 2 demoted to B grid 2.

Xmas Finals (A & B tiers) with 'bump-up'

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With no drivers direct to Main Final B Semi grid 2 demoted to B Quarter grid 2.

This could be applied more than once to any driver that repeatedly fails to marshal during Qualifying .

(Note: See also App.2 Rule 2.4, extra detail for 1/8 Off-Road).

3. Finals. 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.

A substitute marshal is only allowed if the driver is physically disabled

- Notification of the substitute must be made to the Race Director prior to the start of the race which the driver is racing in.

- If a substitute is being used for the whole event, notification must be made prior to the beginning of the first Time Practice Round.

- The driver who is substituted must stay at the Race Director's disposal in a designated area (not in the pit) up to the end of each race where he is substituted.

4. During the Reseed heats the driver receives a 5-position penalty on the final reseeded ranking.

Failure to comply with these provisions will result in the same losses as if a driver does not comply with his marshalling duty. Designated marshals who repeatedly fail to marshal will be excluded from further participation at the event on the basis of Unsporting Behaviour and their Federation will be informed to take corrective action.

Remarks

The penalty was missing.

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

APPENDIX 8 HOMOLOGATION OF MUFFLERS

Current Rule

1.

GENERAL

Each motor must be equipped with an exhaust system and an inlet silencer to reduce the amount of noise generated by the car. The noise level is a combination of RPM, motor design and performance, muffler, manifold, gearing and body. The better the combination, the more performance and more RPM. Since EFRA can only check 2 of these items (muffler and INS box) there is no way to control the noise in a good way on a track without extra measurements. The only solution is measurement on the track by means of a so called "Noise Trap". For the future we will talk about registration of mufflers and no longer about homologation, simply to avoid interpretations as that a homologated muffler is always OK. The legal noise level within the European Community is 83 dBs, without the need for extra personal protection. EFRA's definition of a noise level is always final. For 1/8 th IC track races only EFRA registered mufflers with a minimum of 3-chambers are allowed on EFRA sanctioned events. The EFRA registration number must be engraved on the sidewall of the muffler.

For 1/8th Off Road, only EFRA registered with a minimum of 3-chamber mufflers are allowed. The EFRA registration number must be engraved on the sidewall of the muffler. For 1/10th IC track, only EFRA registered 2-chamber mufflers list are allowed on EFRA sanctioned events.

For GT8 IC track races only EFRA registered mufflers with a minimum of 3-chambers are allowed on EFRA sanctioned events. The EFRA registration number must be engraved on the sidewall of the muffler. The sections will use a so called "Noise Trap" to check noise level on the events. Depending on the track layout the noise trap will be installed and used to take out cars that make too much noise. The final noise limit for an event must be set prior to timed practice.

All mufflers on the 2013 list that are still sold and manufactured must be registered again before March 1st 2014 to be able to be used for the 2014 season. The registration period will be limited to 2 years and needs to be renewed after that period. Mufflers that were allowed in 2013, EFRA 2103 till 2109 do not need registration for 2014, including the RCE mufflers with the double wall and rear muffler outlet. WHY REGISTRATION. Registration is needed to be sure mufflers are made according to specific dimensions. Registration is needed to make sure there is a product available in the shops Registration is needed to avoid self made mufflers used at club level. Registration is needed to control the design and weight which are part of the noise production.

Proposal

GENERAL

Each motor must be equipped with an exhaust system and an inlet silencer to reduce the amount of noise generated by the car. The noise level is a combination of RPM, motor design and performance, muffler, manifold, gearing and body. The better the combination, the more performance and more RPM. Since EFRA can only check 2 of these items (muffler and INS box) there is no way to control the noise in a good way on a track without extra measurements. The only solution is measurement on the track by means of a so called "Noise Trap". For the future we will talk about registration of mufflers and no longer about homologation, simply to avoid interpretations as that a homologated muffler is always OK. The legal noise level within the European Community is 83 dBs, without the need for extra personal protection. EFRA's definition of a noise level is always final. For 1/8 th IC track races only EFRA registered mufflers with a minimum of 3-chambers are allowed on EFRA sanctioned events. The EFRA registration number must be engraved on the sidewall of the muffler.

For 1/8th Off Road, only EFRA registered with a minimum of 3-chamber mufflers are allowed. The EFRA registration number must be engraved on the sidewall of the muffler. For 1/10th IC track, only EFRA registered 2-chamber mufflers list are allowed on EFRA sanctioned events.

For GT8 IC track races only EFRA registered mufflers with a minimum of 3-chambers are allowed on EFRA sanctioned events. The EFRA registration number must be engraved on the sidewall of the muffler. The sections will use a so called "Noise Trap" to check noise level on the events. Depending on the track layout the noise trap

will be installed and used to take out cars that make too much noise. The final noise limit for an event must be set prior to timed practice.

All mufflers on the ~~2013~~ current published list that are still sold and manufactured must be ~~registered~~ registered again before ~~March 1st 2014 to be able to be used for the 2014 season~~ published expiration date. The registration period will be limited to 2 years and needs to be renewed after that period. ~~Mufflers that were allowed in 2013, EFRA 2103 till 2109 do not need registration for 2014, including the RCE mufflers with the double wall and rear muffler outlet.~~

WHY REGISTRATION :-

Registration is needed to ~~be sure~~ ensure mufflers are ~~made~~ manufactured according to specific dimensions.

- Registration is needed to ~~make sure there is a product~~ confirm that the individual products are available ~~in the shops for order/purchase.~~ -

Registration is needed to ~~avoid self made~~ prevent the use of home-made mufflers ~~used at club level.~~ -

Registration is needed to control the design and weight which ~~are part of the~~ directly affect noise production.

Remarks

Registration ensures mufflers meet approved dimensions, are commercially available, and not home-made. It also allows EFRA to control design and weight, which directly affect noise levels and fairness in competition, while bringing the rule in line with current regulations.

Proposed by: EFRA

Proposal Status:

Seconded by: o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

8. BUDGET & AGM VENUE & PRESENTATION

The Budget presented by the treasurer acceptance.

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

The venue and date for the next AGM 2026:

9. SECTION MEETING REPORTS

Ratification of Rules

Election of Chairmen:

1/10th Electric Track

1:8 Off Road

Large Scale

1/10th Off Road

1/8 1/10 GT8 IC Track

Election of Vice Chairman

Election of Chairman

Election of Chairman

Election of Chairman

Election of Vice Chairman

10. ELECTION OF EXECUTIVE OFFICERS

Treasurer – Guillaume Lievre

Election of Treasurer

11. IFMAR 2025 WORLD CHAMPIONSHIPS

World Championships reports

12. GENERAL DISCUSSION ITEMS

Suggestions

These items are not rule changes and can be placed on the agenda of either the Main Meeting or any Section Meeting for general discussion. Please indicate at which meeting that you require this subject to be discussed.

These items should not be related to rule changes as they will be discussed at the time that they are proposed. In general terms these items should matters that can or have caused concern to the well-being of a National federation, EFRA or IFMAR and need to be discussed to ensure that matters are resolved and not allowed to get out of hand.

Suggestion

New Reglement Proposal for a Track Positioning System "LUMIRANK RC" for Largescale Racing . see remarks below with more details which was requested at the 2024 EFRA AGM .

Remarks

What is Lumirank ? Lumirank is a real-time position and ranking display system , originally developed for professional motorsport (GT & Touring Cars) and now adapted for 1 : 5 RC racing . - Displays each driver's current position on-screen , updated at every timing line . - Specially designed for 1 : 5 scale RC racing . - Standalone system - installs easily in any bodyshell using just 3 body clips . - Two full sets of units available (2Ä— 11 + spares) . While one set is in use during a heat , the second set can be prepared for the next-just like the classic transponder exchange system . - Operates with RC-Timing . ch as the data source . - Each unit includes : Lumirank display , 2S LiPo 1800mAh battery , On/Off switch , Protective casing with mounting pins & clips (requires 3 small holes in the bodyshell windscreen) . Benefits - Clear , instant overview for referees , drivers , mechanics , and spectators - Enables rule enhancements such as automatic "blue flags" when a car is being lapped - Brings next-level motorsport standards into RC racing Downsides - Adds ~200g weight to the bodyshell - Requires installation before each heat into the bodyshell Watch Lumirank in Action - Demo Video : <https://www.youtube.com/watch?v=YaFYvv1skys> - Proposal Overview AGM 2024 : <https://www.youtube.com/watch?v=fQ6jLK-N78E> - Proposal Overview AGM 2024 : <https://www.youtube.com/watch?v=Rd5S8aNoiMA&t=579s> Availability & Pricing - Units available : 2 stacks of 11 units each (plus spares) . - Standard rental fee : ? 800 per race event . - Special EFRA 2026 offer : - 1800Euro for the full EFRA GP Largescale season (+ transport costs) - Includes installation manual , tools , licensing , and full technical support . - Optional : trial run at one EFRA event in 2026 -> 500Euro per event (+ transport costs) Future Developments - GPS-system integration with Pullstart . tv - Dummy units for ballast balancing (price TBD) - Own EFRA casing for the Lumirank Displays (price TBD) - Compatibility with additional timekeeping systems via software integration - Potential custom designs for 1 : 8 scale and other RC categories Lumirank - Bringing professional motorsport technology into RC racing .

Proposed by: SCSm2, Michelberger Markus

10. RULING

Current Rule

10.

RULING

Suggestion

The EFRA rules must be easy for the organizer because we see now rules for more classes in 1 section . There must be rules for technical check off the cars . There must be rules for the timekeeper . The EFRA rules book is too big and must be smaller and easy to read for organizer .

Suggested by: NOMAC, Houtman Raymond

4. INTERNATIONAL DRIVERS REGISTRATION

Current Rule

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 . Dec . 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 .

Suggestion

We have no possibility to give tp numbers in on the EFRA website . This is very important because we have them but we see this T . P numbers not back on the list for the timekeeper bij an E . C . W . C

Suggested by: NOMAC, Houtman Raymond

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

14. APPROVAL MINUTES

The meeting was closed at

After reading the minutes were approved by