



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 09:03AM

1. PRESIDENT'S WELCOME

Jacqueline Aebi

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

"Dear Delegates, Federations, Board members, Honorary members, Associate members - short good morning everyone

I am impressed that the meeting in Alicante attracted so many participants, and we were overwhelmed by the high number of registrations.

This also meant that we had to find another hotel to accommodate all the delegates.

I would like to thank Javier, Guillaume, and Mark for organizing this at such short notice and at a reasonably price.

So, in addition to the 60 rooms here, another 16 rooms have been allocated at the Port Hotel for the federations of Spain, Portugal, and Croatia. We will make sure that you all get to the Hotel Alicante Golf on time every morning so you don't miss any of our meetings. We will also ensure that you get back safely at night. We apologize for any inconvenience and hope that you will still have fond memories of your visit.

Looking back, this year I visited Paul's section, the Electric Offroad race at the Hudy Arena. I saw this very large facility for the first time and I realized that Hudy is passionately dedicated to everything related to RC racing. His work is simply fantastic and earns my admiration.

Another visit was to Halifax for the 1/10 track race, where I mainly worked on accounting at the hotel together with Guillaume, and then in the afternoons we battled our way through the left-hand traffic to the track. A big thank you to John and Muriel for the great organization and their work.

And now the keyword has been mentioned: accounting. Just when I had almost given up and was about to take over doing the accounting myself again, Guillaume volunteered to help. And with Guillaume, we have truly found the right person. There's nothing more to say than that the work is fantastic and Guillaume has learned the ins and outs of EFRA's business and can now manage it independently. I'm sure you all here were also satisfied.

The handover of the secretary position from Willy to Mark was also successful. Mark has settled into this second demanding role very well. Hopefully, Willy will continue to provide support for a while to ensure that nothing is overlooked. We have found the ideal person in Mark, who is very efficient, diligent, and comprehensively manages EFRA's administrative tasks. I assume that you are also satisfied with the service provided by EFRA. I would like to express my sincere thanks to both Mark and Willy.

For me, as president, it is an extremely important fact to know that these very important positions are well-filled, and I would also like to emphasize that we have been able to appoint young and very young people to these key positions. With this continuous work, we are bringing stability to EFRA and have the strength to tackle new challenges.

And finally I need to say many further thanks to many here, this is Mat and his CTRL Team, this is Laszlo with Pullstart.tv, further I thank you for your cooperation as federation and organisation and again many thanks to our Section Chairman and Homologation Officers.

Now I wish you a successful meeting and I declare the AGM 2025 as open and let us work together to make this AGM constructive.

Yours Jackie"

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Slovak Republic

Member Countries presents:

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

Other Present: Gary Culver (Honorary Life President)

Gary gave us all a short speech about his time in EFRA.

3. MINUTES OF 2024 ANNUAL GENERAL MEETING

AGM November 2024

Matters arising from the minutes: 1/8th HV 2024

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

The following persons are elected to check the minutes of this year: **Spain and Sweden**

4. SECRETARY'S REPORT

Mr Mark Rumble

"Ladies and gentlemen, fellow EFRA members,

It's a pleasure to be here at the 2025 EFRA AGM in Alicante and to reflect on my first year as General Secretary. It's been a great year - rewarding, busy, and made easier thanks to the incredible support of the EFRA board.

In particular, I want to thank my main compatriot, Willy Wurts, for his constant help and guidance. The standard he set before me was exceptionally high, and it's clear that before you can improve anything, you first have to match that level - and that level, thanks to Willy, was outstanding.

On a personal note, I've spent 103 days trackside this year, attending 48 race meetings, including five on behalf of EFRA. It's been a fantastic opportunity to understand the tone of events across Europe - from small club meetings to world championships - and to hear firsthand the feelings and priorities of our racers.

I'm not sure it's possible to top that next year, but I'll certainly try! Above all, I want to thank everyone for their continued support and trust. It's a privilege to serve this organisation and the racing community that makes it so special.

I wish you all a productive and successful AGM - and please, don't hesitate to come and see me at any time. - Thank you."

5. TREASURER'S REPORT

Mr Guillaume Lieve

a) Presentation of Annual Accounts

Dear members, Dear all,

It is for me my first year at the position of interim treasurer in the EFRA Board. One first initial year to learn all the process, the tools and take into consideration the whole flow of exchange in internal with board members and in external with federations, sponsors and manufacturers.

I would like to thank all board members teammates for their welcome into EFRA. Like I'm working in real life as a chartered accountant, treasury part is familiar for me, I just need time to understand all the duties and necessary skills for this EFRA position.

Huge thanks to our president Jackie to time spent with me to explain and show all, lots of exchanges and several zoom meeting to organize all. Me and Jackie spent almost 480 hours to learn from her, to adapt the current business, doing the actual financials and to wrap up previous years, which was not easy...

So, it was obviously a tough year for me, spending lot of necessary time but now I can say I'm in almost full autonomy to manage the work to do with all invoicing to prepare, booking all in accounting system and follow up. 2025 year,

there are 332 movements in bank and 478 vouchers prepared in total including invoices, receipt payment and expenses payment.

The actuals numbers of this year shows unfortunately a big loss of 33k, races organized this season were just balanced by the sanction fees, but the investment made in a few years in media coverage, from a financial point of view, doesn't yet provide full satisfaction even though it is, all the same, a very good service for showcasing our hobby!

So, we must continue in this way. These significant costs will allow us to continue developing by attracting more sponsors with the aim of increasing our number of entries and attracting new drivers.

By the way accountancy is showing us that our level of cash in bank is decreasing a lot and if we don't find a solution then the treasury situation could become complicated and our reserves in EFRA capital would also melt...Of course we also continue to monitor our expenses but we need also to improve our support to the organizers perhaps with more qualified people at the keys position that means more expenses.

In summary, we need to find solutions that will involve an increase of entries fees otherwise financials statement would be critical sooner.

	2024/2025	2024/2025	
Sum of Spendings	170 181,83	168 400,00	Budget Spendings
Sum of Incomes	- 136 929,02	-168 300,00	Budget Incomes
Loss 30.09.2025	- 33 252,81	100,00	Budget Loss

For all business having together I thank you very much and thank you for your trust. Further special thanks to all my board colleagues contributing as volunteers all the time

In order to have enough review time internally, we would like to handout the financial report at the AGM on Friday evening.

Guillaume Lievre

Finance Report 2025 audited by Gerhard Steinbock Federation (OFMAV) and Jose Luis BRETCHA Federation (AECAR) on 7th November.

b) Audit Report



EFRA ANNUAL GENERAL MEETING

AGM

7th - 8th of November 2025

AUDIT REPORT

Audit Report EFRA AGM 7th November 2025

EFRA Booking period: 01 October 2024 to 30 September 2025
Financial Report 2025 Hand Out on 7th November 2025

Dear Members

Gerhard STEINBOCK from OFMAV Federation (Austria) and Jose Luis BRETCHA from Spain Federation (AECAR) have checked the electronical version of the financial report which includes the balance sheet figures and the profit & loss statements for the EFRA accounts. This audit took place on 7th November 2025.

EFRA has changed to digital bookkeeping which is more appreciated.

We have reviewed the Balance Sheet and the Profit & loss of EFRA for the accounting year 01 October 2024 to 30 September 2025. Our responsibility as auditors is to express an opinion on the annual report based on the rules that follow from our audit. When we conduct our audit, we do so based on good audit practice, thanks to Guillaume acting as the interim treasurer for the first year.

The results and balance sheets entered in the annual report are consistent with audited accounting. The annual report has been prepared in accordance with the Annual Accounts Act and gives a true and fair view of the association's results. This is in accordance with good accounting practice.

Balance sheet for the association and grants discharge to the Board for the financial year.

Sum of incomes :	136 929,02
Sum of spendings:	170 181,83
<u>Cash local balance:</u>	37 241,91

The result for 2024/2025 is a **loss** of **-33 252,81**

The treasurer explains the issue from the 2024 year; we can state that EFRA loses 30KEUR for the last 3 years. We could notice that some Sanction fee EUROPEAN CHAMPIONSHIP from 2024 hasn't been invoiced for 5KE. EFRA needs to recover these assets to move forward.

We recommend that the AGM accept the income statement and balance sheet for the association and grants discharge to the Board for the financial year.

Best Regards
7th November 2025.

Gerhard STEINBOCK
OFMAV, Austria

Jose Luis BRETCHA
AECAR, Spain

EFRA AGM 2025 in Alicante

Audit Report 2025

- c) Approval of the presented figures for 2025
- d) Election of auditors for 2026 – **Austria and Holland**
- 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: Gerhard Steinbock (OFMAV Austria) and Jose Luis Bretcha (AECAR Spain).

Passed Unanimously 19 Passed with 0 for, 0 against and 0 abstentions.
o Rejected with for, against and abstentions. o Amended

6. EFRA MEDIA

The EFRA Media report.

Conducted by Mat McCullen (EFRA Media Partner)

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: Sweden

The proposal: o Passed Unanimously o Passed with for, against and abstentions.
o Rejected with 3 for, 14 against and 2 abstentions. o Amended

Amended by AKK: Max Mort

4 . 1 . c Section meeting The section meeting **must be** on-line participation **only**. 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) .

Seconded by: Sweden

The proposal: o Passed Unanimously o Passed with for, against and abstentions.
Rejected with 3 for, 13 against and 3 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: Sweden

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

Rejected with 1 for, 15 against and 3 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.
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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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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.

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

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: France

The proposal: o Passed Unanimously o Passed with for, against and abstentions. Rejected with 9 for 3 against and 7 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.

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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.

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Proposal

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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.

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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.

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: Austria

The proposal: 0 Passed Unanimously Passed with 16 for, 1 against and 2 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: Spain o Not Seconded

The proposal: o Passed Unanimously o Passed with 18 for, 0 against and 1 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: **SPAIN**

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

Amended by: EFRA

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. **If the authorised person is not resident in that country, then their own country must also provide written authorisation.**
b) Each country shall also be entitled to one vote at any section meeting **where those have paid all EFRA invoices issued more than 30 days prior to the AGM**, exercisable by a person duly authorised as provided for above.
...//...

Proposal Status:

Seconded by: **Great Britain**

The proposal: ☐ Passed Unanimously ☒ **Passed** with 17 for, 0 against and 2 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: AKK o Not Seconded

The proposal: o Passed Unanimously o **Passed** with 17 for, 0 against and 2 abstentions.
o Rejected with for, against and abstentions. o Amended

APPROVAL FROM FEDERATIONS TO UPDATE TITLES THOROUGHOUT SECTION.

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

An **EFRA Member Federation** 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: NOMAC

The proposal: o Passed Unanimously o Passed with for, against and abstentions.
Rejected with 11 for, 3 against and 5 abstentions. o Amended

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.~~

Amended by Portugal

Proposal Status:

Seconded by: NOMAC

The proposal: o Passed Unanimously o Passed with for, against and abstentions.
Rejected with 4 for, 9 against and 6 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 ~~10%~~ 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)
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~~ 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: Spain

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

First Amendment – EFRA:

160 For Single Entry and 220 For Double Entry – Track Revenue **110** (Single Class) and **160** (Double Class)

Seconded by: **Spain**

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

Rejected with for, against and abstentions. o Amended

Second Amendment – EFRA:

170 For Single Entry and **230** For Double Entry – Track Revenue **120** (Single Class) and **170** (Double Class)

Federation Subscription Fee – Increase from 250 to **500**

Seconded by: **Great Britain**

The proposal: o Passed Unanimously o **Passed** with 11 for, 4 against and 4 abstentions.

Rejected with for, against and abstentions. o Amended

Third Amendment – EFRA:

160 For Single Entry and 220 For Double Entry – Track Revenue **110** (Single Class) and **160** (Double Class)

Federation Subscription Fee – Increase from 250 to **500**

Working Group Introduced for increasing revenue.

Seconded by: **Finland**

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

Rejected with 3 for, 12 against and 4 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: **FRANCE**

The proposal: Passed Unanimously o **Passed** with 18 for, 0 against and 1 abstentions.

Rejected with for, against and abstentions. 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 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: Spain 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~~ January. 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: **FBA**

The proposal: Passed Unanimously **Passed** with 18 for, 0 against and 1 abstentions.
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: AKK

The proposal: o Passed Unanimously 19 Passed with for, against and abstentions.
o Rejected with for, against and abstentions. o 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: **AKK**

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

o Rejected with for, against and abstentions. o 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: **Spain**

The proposal: **Passed Unanimously** **Passed** with 14 for, 0 against and 5 abstentions.

Rejected with for, against and abstentions. 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: AUSTRIA

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

Amended by EFRA:

~~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 or legal residence 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.~~

Proposal Status:

Seconded by: AKK

The proposal: ☐ Passed Unanimously ☒ 19 Passed with for, against and abstentions.
☐ Rejected with for, against and abstentions. ☐ 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: NOMAC

The proposal: ☐ Passed Unanimously ☒ Passed with 16 for, 0 against and 3 abstentions.
☐ Rejected with for, against and abstentions. ☐ 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: FBA

The proposal: Passed Unanimously **Passed** with 14 for, 0 against and 5 abstentions.

Rejected with for, against and abstentions. Amended

Current Rule

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

~~For instances of team driving, gross misconduct, serious unsportsmanlike 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: Spain

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

o Rejected with for, against and abstentions. o Amended

Amendment - EFRA

~~For instances of team driving, gross misconduct, serious unsportsmanlike 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 EFRA board meeting.~~

Proposal Status:

Seconded by: Spain

The proposal: Passed Unanimously **Passed** with 17 for, 0 against and 2 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.

Proposed by: EFRA

Proposal Status:

Seconded by: ITALY 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

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: FBA o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

AMENDED BY EFRA:

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 – Connectors requiring the use of a tool to remove them are 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.

Seconded by: **FBA** 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: **NOMAC** o Not Seconded

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

o Rejected with for, against and abstentions. o Amended

AMENDED BY EFRA:

For European Championships the National Federation or Driver 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.

Seconded by: **NOMAC** 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: **NOMAC** o Not Seconded

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

AMENDED BY EFRA:

~~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.~~

Proposal Status:

Seconded by: **NOMAC** 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: FBA 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'

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

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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: ITALY 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 registrated 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 registrated 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 registrated 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 registrated 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 1/8th 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: FBA 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. ACCEPTED UNANIMOUSLY

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

The venue and date for the next AGM 2026: BRUSSELS VAN DE VALK (06-08TH NOVEMBER 2026)

9. SECTION MEETING REPORTS

Report from Chris Hardisty – 1/10th Electric Track

"10th Electric Track Utrecht.

Not a full event but still busy with 21 different countries, 3 EC titles and a support class for a "cup" title.

We were lucky with the weather, a little damp for the practise rounds but dry for the qualifying after a short delay. The small amount of rain did spoil the practise for the drivers and we could only mitigate for this by delaying the start on Saturday by an hour.

The youth tally was 13 which is very encouraging for this class.

Maty Knopp from the Czech Rep took the Mod Youth Champion title and Phil Langer from Germany took both the Spec and FWD Champion titles.

The overall winners were:

Robin Van Gog - Netherlands for FWD class

Adam Izsay – Austria/Hungary for Spec class

Michal Orlowski for Mod class

Overall, it was a successful meeting in all respects. I identified some small issues which need exploring further, these are founded on feedback from the entrants. These include the right balance for commentary and should we specify a policy on the supply of control tyres, catering or only other issues. I would like to discuss this in AOB."

Report from Krist Bultnyck – 12th

"Report of the EC 12th scale – Belgium Zwevegem

From 27 to 30 March 2025, Zwevegem hosted the European Championships. We were welcomed in a large sports hall by the organising club MRCZ. We saw a well organized inspection on Thursday.

Friday, Saturday and Sunday, everybody was in race mode and everything was in the hands of our referees, Javier Garcia, Frans Heinsbroek and they got a helping hand from Anna Sognesand from the Norwegian federation.

As I expected, everything was very structured. Everything went according to plan. The track was of a high standard, fast but still very technical. The pits were neat and provided enough space for all participants. Safety was considered and there were buckets of sand everywhere. Club members supervised the loading and unloading of the lipo bags. Our media team had front row seats. For me, it was the perfect organisation of an EC and a benchmark for the next one.

This club is also the organizer of the Masters of Foam. Sold out this year in less than 10 minutes on myRcm.

Back to the race. In the Modified class it was Marc Rheinard (Ger) who won the race. Michal Orłowski (Pol) took second place in front of Ollie Payne (GBR). The best junior was Finley Whitelock (GBR).

In Stock spec Ollie Payne (GBR) took the win in front of Max Mächler (Ger) and Olivier Bultynck (Bel). Also here it was Finley Whitelock (GBR) who was the best junior.

Additional the club organized also a cup in 12th GT. Louis Mobers (Ger) won this class.

After checking the top five after the race, Chris H. and I could only confirm the final results.

A fantastic race organised by an excellent club. We couldn't be happier. Thanks to the Media team, the referees, the club and to Willy Wuyts and Frank Mostrey for visiting.

Krist Bultynck"

Report from Paul Worsley – 10th Off Road

"A full report of the Season is presented by the Section Chairman: (Quite a lot this year with EC and WC).

The on-line entry system worked well. And, with the usual email reminders to ensure all Federations approved all their entries, the entire entry for EC and WC was completed by end of May. We still get many competitors that do not update or complete their personal 'profiles' to give the required details (PT #, DOB etc.). This results in extra emails to get the details required. Federations should not 'approve' entries if all details required are not given.

The 2025 EFRA calendar for the 1/10 Off-Road Section consisted of :-

EFRA International Race at Kampenhout, Belgium.

EFRA EC at Trencin, Slovakia (using the Indoor Dirt Arena).

IFMAR WC at Sydney, Australia.

Int. Race - Kampenhout (Belgium): 27th. to 29th June 2025:

A well-established event that has taken place for many years. The event was an EFRA GP for many years, then changed to an EFRA International Race since 2013. Records of past winners go back to 1989 (37 years).

The event three-day format accommodated 2WD and 4WD 1/10 Off-Road Classes. The Kampenhout event is always popular and the 2025 event attracted entries from many different EFRA countries, with 'top' international drivers. Entry numbers for the event were the same as last year.

2WD had 69 competing. The winner was Wesley van HELMOND (NL).

4WD had 46 competing. The winner was Jörn NEUMANN (DE).

EC. – Trencin (Slovakia): 28th. July to 2nd. August 2025:

For 2025, the EC at Hudy Arena used the indoor 'dirt' track. The previous three EC events had used Astro-turf or Carpet (last year).

Initial allocation numbers for both Classes (at end Jan.) were good, with 2WD = 129 and 4WD = 130.

For the first time at a 1/10 Off-Road EC we had an entry from Romania. There were a total of 20 countries represented.

Some late entries were added, but cancellations close to the event date resulted in the final entry being reduced to 12 Heats in both Classes. Federations and their drivers should respect the deadlines, as many Heat List updates were needed in the days prior to the event.

The final numbers competing at the event were -- 2WD had 117 entries. 4WD had 119 entries.

The entry contained an impressive 34 Juniors which is higher than any recent years. This is a reflection from the Junior age being raised to 17 years from 2023. +40 drivers numbered 26. So, 'the old' and 'the young' represented 50% of the entry.

There were a total of 41 new drivers competing at the event that have never competed in 1/10 Off-Road EC's before. 17 of these being from the host country. A significant number.

This has resulted in the 1/10 Off-Road Section reaching a significant 'mile-stone'. My records show that in the last 22 years, a total of 1010 different names have actually competed at the 1/10 Off-Road EC events.

The Indoor 'Dirt' track at Hudy Arena is an exceptional facility. A testament to the Hudy organisation to have the vision to construct a facility of this type to support the sport. A large track area that can be used for 1/10 and 1/8 scale cars. A very long rostrum with dedicated stairs for on & off, with the timing room at the end of the rostrum. Behind the rostrum, an area the length of the building with tiled floor to accommodate many tables for tyre fitting, Tech inspection and tyre impound. The whole area being controlled to ensure only 'marked & labelled' items could enter the track area. Spectator access is around the entire perimeter of the track. And "all this" is indoors in one building.

The pitting area was in the large building that contains the carpet tracks, a few metres walk. The complete facility has a PA system connected to all buildings which ensures all persons are kept informed.

The large track, using the entire area, resulted in best drivers only achieving 10 laps in 2WD and 11 laps in 4WD.

The track 'dirt' surface was smooth and no deterioration during the six days. Minor holes that appeared from cars landing were repaired each night and during racing very little dust formed on the track. The organisers provided large brooms on each marshal point to ensure the track was totally consistent.

The track layout was changed after 2WD, to give a totally different track for 4WD.

Race control and Tech. was well staffed with Race Director Matus Mydla in attendance the whole time. Several of the Hudy family gave their time to help and certainly the colourful dresses worn by Susie made Tech. unusually glamorous. Susie also did a very professional job in Tech. All staff were experienced and performed quickly with everything controlled.

Due to the last two years experiencing 'start-order' errors in Qualifying, I performed a manual check of Heat times to ensure that the 2025 event would be correct. This proved to be beneficial for time-keeper Vladimir who was able to find the required settings. All Heats had the correct start-order.

As the recent EC events had been run on artificial surfaces (Astro & Carpet) I asked Team Managers to ask their drivers which surfaces are preferred. When doing the calculations based on the number of drivers from each Team Manager the results were :- 66% Dirt surface, 32% Astro surface, 2% Carpet surface.

An interesting fact for future events.

Results:

In 2WD, Martin BAYER (CZ) won the 2nd. & 3rd. legs of the 'A' Finals to secure the win. The 4WD event had three different 'A' Final Leg winners with the last leg of the A Finals needed to decide David RONNEFALK (SE) as the winner.

2025 2WD European Champion is Martin BAYER (CZ). 2nd. David RONNEFALK. 3rd. Joona HAATANEN.

The U17 medal won by Daniel POLE (GB).

2025 4WD European Champion is David RONNEFALK (SE). 2nd. Michal ORLOWSKI. 3rd. Bartoz ZALEWSKI.

The U17 medal won by Daniel POLE (GB).

Whilst the 1/10 Off-Road Section does not officially give awards for +40 drivers, the Organisers did so. The Organiser ran specific extra Finals for the 10 highest placed +40 drivers and the 10 highest placed Junior drivers from overall Qualifying results, for drivers of these age Classes that did not achieve the Main 'A' Final. Both these Finals were well received and fiercely contested

Winner of the +40 Final in 2WD & 4WD was Lee MARTIN, a past winner of the EC events on several occasions.

Winner of the U17 Final in 2WD & 4WD was the Official Junior Champion, Daniel Pole.

Race Director was Matus MYDLA, assisted by Mario HUDY. The Time-Keeper was Vladimir SELIGA. The EFRA Referee was Frans HEINSBROEK and the National Referee was Paul SRNA.

The announcer, Bjarne Hoellund, did the usual excellent job keeping all informed.

My thanks to all involved with the EC event at Hudy Arena. The event was well received, run on time and both classes completed with NO timing errors

WC. – Sydney (Australia): 29th. Sept. to 8th. Oct. 2025:

For 2025, the WC was held at Hills Off-Road RC, approx. 30 km NW of Sydney. The facility being an outdoor Clay track.

Whilst the Initial number of allocations allowed by IFMAR did not give enough places for all EFRA drivers wanting to attend, I negotiated with IFMAR and by mid. Feb EFRA had the required number with a further few places accepted by IFMAR in May. The (final) total allocations agreed was 36 places in both 2WD & 4WD, with 15 EFRA countries represented.

In the weeks close to the event, 6 EFRA drivers cancelled and 2 'No-Showed'. Not good, given the time spent negotiating for extra entries with IFMAR. So, EFRA had a total of 28 entries competing in both 2WD & 4WD.

As EFRA Section Chairman, I could not attend the event due to a 'late notification' of a medical appointment. I therefore nominated Jurgen Lautenbach to act as EFRA Rep. at the event and keep the EFRA drivers informed.

I 'adjusted my sleep pattern' and watched on-line, checking that all seeding and start orders were correct. There were 120+ Whatsapp communications between Jurgen and myself and several direct emails from and to the IFMAR Team during the event. The 'remote' contact process worked !!

The 2025 WC event was run over more days than usual, as the Organiser allocated two extra days in case of any 'rain' stoppages. So total of 10 days, although the 'rain' days were not needed.

The total entries were:- 2WD = 145. 4WD = 144.

Large entry from the Host Nation, 22 from ROAR, 28 from EFRA, 9 from Japan. Zero from FAMAR.

From the on-line video, the track was a large clay track and very well presented. The surface appeared to hold-up well. Top drivers achieving 12 laps in 2WD. For 4WD, the track was used in 'reverse' direction with more drivers achieving 12 laps. In 4WD, several drivers came close to 13 laps, but the 13 lapper was not achieved.

The Race Program shows that a total of 38,944 laps were timed during the 2 Classes.

Both events appeared to be very well organised. As far as I am aware, there were no timing issues and all start orders within Rounds and Heats were correct from my calculations.

The organisers needed to run a very precise schedule as darkness started at 18:00 for the first 6 days. On the first Race Day for 2WD Practice, there was some time lost in the early Rounds, which resulted in later Rounds having shorter run times to enable all Rounds to be completed in daylight.

All other days ran to schedule without any problems and ALL Rounds and Finals were completed.

Results:

In 2WD, Marcus KAERUP (from DK) TQ'd the event. In the 'A' Finals, Marcus looked to be on target for the win, but errors in the closing laps of A1 and A2 prevented the win. However, Marcus won A3 which gave him 3rd. place on the podium.

In 4WD, it was very much an EFRA affair. The battle for TQ was mainly between Marcus KAERUP and Davide ONGARO, with Marcus taking TQ and Davide 2nd. on the grid. Moving to the 'A' Finals, Marcus made no errors and won legs 1 and 2, therefore securing the Win. Davide was very close but had to settle for 2nd. Overall.

EFRA had a very strong showing in the 4WD event, with 6 drivers in the 'top' 7 places overall.

2025 2WD World Champion is Broc CHAMPLIN (USA). 2nd. Davey BATTA (USA). 3rd. Marcus KAERUP (DK).

Other EFRA drivers in the 'A' Final were :-

Daniel KOBBEVIK 4th. Clement BODA 6th. Michal ORLOWSKI 7th. Joona HAATANEN 10th.

EFRA also had 5 drivers in the 'B' Final. So, a total of 10 EFRA drivers in the 'top' 20 places overall.

2025 4WD World Champion is Marcus KAERUP (DK). 2nd. Davide ONGARO (IT). 3rd. Dakotah PHEND (USA).

Other EFRA drivers in the 'A' Final were :-

Burak KILIC 4th. David RONNEFALK 5th. Daniel KOBBEVIK 6th. Michal ORLOWSKI 7th.

EFRA also had 4 drivers in the 'B' Final. So again, a total of 10 EFRA drivers in the 'top' 20 places overall."

Report from Ian Oddie – Large Scale

"Another year has passed and the Large-Scale section is as popular as ever, with great attendances at our events over 2025 which is fantastic to see!

Both the On Road and Off-Road EC's had fantastic entries with some great racing throughout all classes at both events. The GP series for On road also had good entries in all classes.

EC results for the Off Road

4wd- Mael BEAUCHER from France

2wd- Ferry FERNEE from Netherlands

SC- Kees JIMMINK from Netherlands

EC results for the On Road

Touring Car Open- Carsten Keller from Germany

Touring Car Sport- Dennis Thyssen from Germany

F1- Corentin Laville

The weather certainly played a part in everyone of our events to varying degrees, with time schedules adjusted to try and work around the forecasts. In most cases this worked out well but it's impossible to be sure of the weather and the organisers can only do their best for everyone. Indeed, the last 5 minutes of the Open class at the EC in Luxembourg was a 'bit' wet which then led to a race in the pit lane for the mechanics changing to wet tyres!

Once again we have numerous proposals to work through at this AGM. With some we should always be mindful that even if it seems a good idea, always think about its implementation at events for organisers/officials/number of staff required and the already tight time schedules (which very quickly becomes even more difficult with bad weather..) when events are full."

Report from Daniel Jones – 1/8th 1/10th GT8 IC Track:

"4x EC's held this year. Generally, well attended and continued growth seen in the GT8 classes.

Whilst there were a few issues to overcome at the events, all the events were well organised, and some great racing was seen.

The IFMAR WC's held in Chile had disappointing entries and the reasons for this I believe are well known. Further dialogue with IFMAR needs to happen in the new year during the IFMAR AGMs to find a viable way forward to return the WC's to growth. That said the next 2 years will be EFRA WC years for our section and so I am confident of seeing a significant rebound in all WC classes.

Thank you to the tyre suppliers for their support during the events as Official Tyre Suppliers. It must be said that the quality of the tyres this year overall have seen an improvement in both consistency and reliability. This is obviously very important to continue this into future years, and I thank the tyre manufacturers for their commitment. As we move into the proposals of this year's AGM, I would like to highlight that many of the proposals this year will generate some emotive discussion as some of the proposals are high impact and will be a big change in how our venues are selected and events organised. I hope that we can have some constructive discussions on these and look at how we will move forwards into the future. The proposals which Vito and myself have entered have been done so with the intension of opening constructive debate to finalise amendments where required but I do believe that it is important that we pass changes to support the continued growth of our section.

This year saw our first year of the new Technical Commission. It was a year of exploration into the possibilities and function of the commission. We held several meetings some online and some in person at the events. The meetings were well attended by both manufacturers and drivers' representatives. The main discussion point this year was about 1/10 Nitro and how we can find ways to make the class more appealing and easier to drive. A larger rear wing is being tested and explored, and results have been positive. However, due to 2026 being a WC year for EFRA we will defer any changes here until after the WC. One technical rule change for 2026 which has been agreed is a reduction of minimum weight of the cars by 100gr in 1/8, GT8 and GT8E (1/10 nitro will remain the same).

A huge thank you to all the organisers, officials, manufacturers and suppliers who without their hard work and dedication we would not be able to run these events for the drivers to enjoy. Congratulations to the winners of the EC's this year and I'm already looking forward to an even more exciting and successful 2026 season.

A very special thanks to my wingman, Vito. His tireless effort and dedication to our sport must be admired. He is without doubt a key part of our success and I look forward to continuing working with him into the future. Thank you, Vito!

I am excited for the next 2 EFRA WC years for our section, and I am sure that together we will continue our recent growth and continue to improve our sport."

Report from Carlos Gomez – 1/8th Off Road

"Hello my friends:

We have done an interesting season plenty of races and fun for our drivers as usual.

Our first official event of the year, early June, was the **Electric 8th buggy EFRA EUROPEAN CHAMPIONSHIP** in Valladolid, Spain, a successful event with the victory for the Team Associated driver Davide Ongaro. there followed by Bruno Coelho and J.C. Canas.

Early July we have our **EFRA EUROPEAN CHAMPIONSHIP A**, the pinnacle one, excellent run by FEPRa and the Barcelos Club, superb media coverage by EFRA Media and AECAR TV, exploring new standards of collaboration and victory going back again to a Xray car in the hands of David Ronnefalk with now Davide Ongaro as second and Canas repeating the 3rd spot on the prize giving ceremony.

Non of those usual names were present at our next event, our **EFRA EUROPEAN CHAMPIONSHIP MASTERS 40+** that took place at Great Britain at the HNMC Herts premises, excellent event as usual, excellent ambience and successful use of the designated tyre, this time from JETKO company that helped to run a fair event for everyone with not a single complaint about it. Victory after an exciting duel was for Lee Martin, another Xray on top, with Neil Cragg as his friend/rival/enemy/friend in second with his Team Associated car being the third the Austrian champion Martin Fortmuller.

Late August we went to Barcelos, again to enjoy the very first ever **IFMAR WORLD CHMPIONSHIP 1/8 ELECTRIC BUGGY**, quite an interesting event with the stelar presence of a new raising star in the RC electric Off Road scene, young Dansk Markus Kaerup who claimed the World title with an absolute domination for his 35 time Team Associated IFMAR world title followed by M. Orlowsky and Davide Ongaro.

Last on the year we had the **EFRA EUROPEAN CHAMPIONSHIP B** at Gussago in Italy were we, using my S.C. permissions expanded the number of allowed entries to 156 and were we tried a different system for multi-brand designated pattern, system that worked flawless and without any complain from the drivers side with 7 different brands involved. Victory went on the last lap to the Mugen of Hugo Tavemon with young Eric Lykke and his AGAMA immediately in the back and with the third position to the Team Losi car of Dario Gabrielli.

You do have available at our EFRA website the complete set of information results out of this 2025 season and the list of drivers not eligible for EC B 2026.

I do believe we are ALWAYS able to improve, this is something ng I have already said several times, what I do like most is that this is not only my feeling but the feeling of my closer collaboratives, Alex F. & Mark R. & Mark S., and as well of many organizers willing to give the Section, the drivers and the industry the better platform to show the world how fun & fair RC racing and RC Motorsport Europe can be.

This encourages me to keep on with the work of the Section for the love of the sport and the scale, thanks to all of you for your kind help and understanding

With my best regards"

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 - **APPROVED**

Election of Chairman - **APPROVED**

Election of Chairman - **APPROVED**

Election of Chairman - **APPROVED**

Election of Chairman - **APPROVED**

10. ELECTION OF EXECUTIVE OFFICERS

Treasurer – Guillaume Lievre

Election of Treasurer

12 votes unanimously voted

INTRODUCTION OF A HALF YEARLY FINANCIAL REPORT SENT TO FEDERATIONS

11. IFMAR 2025 WORLD CHAMPIONSHIPS

World Championships report – Conducted by IFMAR Liason Willy Wurts:

"We already had 2 World championship events resulting in 3 world champions from Europe. 1 more to go.

Unfortunately, the location for the GT8 and 1/8 events have not been received very well, resulting in disappointing entries.

At the last IFMAR AGM The IFMAR board has been asked to investigate the current rotation and to make some changes into the rotation order for the next 4 years.

We managed to have them to postpone the fee increase last year.

The next IFMAR AGM will be held in January,

We can already be sure that the IFMAR entry fees will go up significantly since

IFMAR also would like to have more control over Homologation and fees.

Since this is a very important source of income from EFRA we have to be very cautious to what they will propose."

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 be 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 (2x 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=YaFYv1skys> - 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 possible to give tp numbers in on the EFRA website . This is very inportend because we have them but we see this T . P nubers 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)

AOB Talking Point – EFRA Event Management and Organisational Responsibility
Submitted by: Darren Newton (BRCA)

I would like to open a discussion on the current structure and management of EFRA-sanctioned European events, and the need for EFRA to take a more centralised and proactive role in their delivery.

At present, a significant amount of responsibility for the administration, promotion, and financial management of EFRA events is delegated entirely to the host clubs or federations. This approach often leads to inconsistency in how events are publicised, managed, and experienced by competitors.

To ensure EFRA maintains a professional and consistent standard across all European Championships, I propose that EFRA should:

- Collect entry payments directly, managing the whole registration process through a unified EFRA platform.
- Oversee and coordinate pre-event advertising and marketing, including official event branding, digital promotion, and engagement with national federations and media.
- Set minimum standards for event presentation and communication, ensuring competitors and partners receive the same professional experience regardless of host nation.
- Consider appointing or supporting a dedicated EFRA Event Coordination and Media Team to work alongside host clubs.

This change would increase EFRA's visibility, accountability, and value to both member federations and competitors, while reducing the administrative burden on local organisers and ensuring all European Championships meet EFRA's high expectations.

Regards

Darren Newton
BRCA Chairman

- Comments received by Javier Garcia on this – About approaching the needs of the drivers directly, to improve the demand for these events.

Suggestion received by FFVRC on the consideration of a reduction in entry fee/rebalance of fees between Junior and "Standard" entries.

14. APPROVAL MINUTES

The meeting was closed at 11:55AM

After reading the minutes were approved by **Sweden and Spain**