



EFRA ANNUAL GENERAL MEETING

HOTEL NH Wien Airport,
Vienna Austria
5-6th November 2016

MINUTES GENERAL MEETING

SATURDAY 5th of November 2016.

The meeting started at: 9.10

1. PRESIDENT'S WELCOME

Mr Dallas Mathiesen

Mr Dallas Mathiesen will open the meeting welcoming all delegates, associated members and special guests.

Good morning everyone...

...and welcome to wonderful Vienna and the 2016 EFRA Annual General meeting.

Special welcome also to all our Honorary Life President Mr Gary Culver and the Honorary live Vice presidents, Jean-Luc Retornaz, and Mick Hill.

It is, as always, a pleasure for me to once again meet old as well as new friends at the EFRA AGM and with no doubt this will once again be a productive meeting.

The outcome of our Annual General Meeting depends a lot on your cooperation, so please bear in mind that not all of us speak English by birth so try to have patience and remember that all voice have equal right to speak during the meetings.

On a personal basis it has been a very hectic year, as you might remember was I supposed to quit work already last year but my hometown appointed me for an unspecified period to work with young refugees.

Well, past Monday was my last working day and now I'm a fully retired man, can't say I like it even if only 4 days has passed.

During the past years have I only had the possibility to be present at a few EFRA events; Large Scale Off Road in France and 1/8 IC track in Eskilstuna, Sweden

As you might understand have I also been present at the IFMAR WC's and one of them was really outstanding, namely the 1/10 IC Track WC in Gubbio, Italy. This was extremely well organised and with no doubt did Giuseppe and his crew set a goal for future events, as well inside Europe as in the rest of the World.

I also would like address a special thanks to Nick and his team from RC Racing TV for the "on the very last minute" help to cover the WC in Gubbio, it was done on their usual excellent way and I'm very pleased that they in a fact saved the expose of the race.

Running an EFRA event is not always an easy task and EFRA sincerely thanks every club that are willing to shoulder this task...

...however must I raise a warning finger and remind you that we are living in a world of competition witch give all the professional complainers around Europe an opportunity to spread their dissatisfaction on various forums in order to harm the reputation of EFRA.

In order to meet this grumble must we for the future reflect on how EFRA EC's are organised and how we can raise the level to a spectacular event that everyone will remember with pleasure.

From time to time do I also hear drivers complaining over the stupid and far too complicated rules that we have in EFRA. And this, Ladies and Gentlemen is a responsibility I put on your table.

I'm sorry to say, but I see an unbalance between what the drivers expect and what the voting delegates forward at the EFRA AGM.

I do assume that you as representatives for the activities within your own country consult your drivers and clubs before you put a proposal forward to the EFRA AGM.

We need to listen more to the EFRA licensed drivers and their ideas and wishes.

There has been attempt to clean out our rulebook in order to make it simpler and more understandable, - perhaps it's time to give it a new try.

The board has earlier been given a standing agreement to do this and unless I not hear a load disagreement will we have a closer look to this issue – guess that at least myself can spend a few hours of my "retired extra days".

Reaching so far on my speech is it time to point a thanks to the persons in the EFRA board and a special thanks to Jackie and Willy who are the two hardest working persons in EFRA. The workload this two have is tremendous but I have never heard them complain.

Since I guess that all of you are quite edgy to get your hands on all the proposals that might need some time for discussion will I hereby finish my opening speech and declare the 2016 EFRA AGM as open I will not be able to be present at every section meeting but I will do my best. Once again welcome everyone and let's work together to make this AGM constructive.

2. APOLOGIES FOR ABSENCE

Apologies have been received from: Luxemburg, Ireland, Slovenia, Estonia, Poland, Czech rep

Member Countries presents:

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

Other Present: LRP, Novarossi, Mylaps

3. MINUTES OF 2015 ANNUAL GENERAL MEETING

November 2015— Barcelona, Spain

Matters arising from the minutes: No matters left from the minutes

The following member countries are elected to check the minutes of this year: Belgium-Sweden

4. SECRETARY'S REPORT

Mr Willy Wuyts

No special correspondence received.

Every year, before the AGM, I try to make a reflection of what happened last season.

First thing that comes to mind, are the lengthy chats with my colleagues in the board, sometimes ending with solutions to the problems, also sometimes not.

The problems we cannot solve, are usually due to the fact that we are bound to operate EFRA within certain limits that are set historically, and within our rules.

But sometimes it feels like driving with the handbrake on, and it raises questions like: why am I doing this?

But when I see the sometimes huge numbers of viewers of our webpage, on FB, on YouTube, **that** is why I do it, it is our contribution to bring EFRA's high standard of RC Racing, for everyone to see and enjoy.

In the beginning of the year, a lot of time was spend on how to fill the gap that Heiner left in the EFRA Board, when he passed away so unexpected.

Handbook creation and printing was always something that Heiner did, he had the routine of handling the different files that I send to him.

Fortunately, Chris Hardisty found us a very valid replacement in Great Britain.

Speaking of Chris Hardisty, the EFRA board is very pleased to have him on board, taking over the Electric track section without any backup from Heiner.

I cannot forget to mention Javier Garcia, during his first year as a new person in the board, I am pretty sure he did not expect he had to carry such a lot of weight on his shoulders.

And then, how often I feel sorry for Jackie, when I open my mailbox in the morning, and find several mails coming from her posted at 6.00 AM.

Administration and Email traffic that is normal for organisations like EFRA, is one part.

But another part, since a while, EFRA is growing on social media.

And skype, facebook, and other messenger apps are becoming daily routine to handle in my function.

Together with maintaining the website, update content nearly the moment it happened, is a challenging task, even if the race is covered by our media partner.
And there is something what I would like to see improved for next year, is the feedback that I get from the organisers of GP's, and other not "A" listed EFRA Races.
Pictures, results, reports, anything that can be published is welcome, to satisfy the hunger for news from our drivers.

A quote from someone in the comments section of one of the EFRA races on Facebook.
"It shows how far RC car racing have come when we're happy to critique the quality of the TV broadcast. Years ago we were lucky to get a magazine every month or two.
And a big event was talked about for months.
Now, 2 days after the event it is history..."

I would like to end with something I learned during the past years....:

Criticism is like a virus, it spreads rapidly, and vanishes slowly...

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

- a) Presentation of Annual Accounts
- b) Audit Report
- c) Approval of the presented figures for 2016
- d) Election of auditors for 2017
- e) Matters arising

The Treasurers report will be attached to the minutes as a separate file.

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 2016.

The Annual Report, the Annual Accounts and the Group Accounts for the 2016 financial year are approved and discharge is granted to the treasurer, Jackie and to the auditors,....

Seconded by Spain:

Passed Unanimously.

The following member countries are elected to Audit next year: France Switzerland

6. IFMAR LIASON OFFICER'S REPORT

Willy Wuyts

We had 3 WC last year, Later on you will get reports for those by our chairmen present at those events.
The IFMAR AGM was held in Las Vegas, and I was present at this meeting.
It was a bit of a special meeting, most of the time the IFMAR AGM is after the EFRA AGM, and proposals are discussed more or less at our own AGM.
I have seen quite a few comments after this AGM, why are there no electric guys at the meeting.
I can assure you, that I was briefed about all proposals for Hours, by our Electric guys.
Our IFMAR Chairman of Electric matter Mr Mostrey will answer additional questions in the section meeting.

At this point Jim Spencer, made it clear that the following should be added to the minutes:

Proposals for EFRA members for IFMAR constitutional and racing rule changes, must first be submitted to the EFRA general annual meeting and shall be subject to the same rules and procedures as those enforced for ERFA matters.

After the coffee break Nick Daman showed us his annual overview and report that will be attached to the minutes.

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.

3. EFRA SANCTIONS

THE RULE SHOULD BE AMENDED TO READ:

3.2.1.

Existing Rule: Each section may run a maximum of 4 European Championships per year and in the event of there being more than 2 classes, it is the sections responsibility to decide which

class shall be raced as secondary to the main class in any particular year. The section shall decide at the section meeting.

Proposal: Each section may run a maximum of 4 European **Championship events** per year and in the event of there being more than 2 classes, it is the sections responsibility to decide which class shall be raced as secondary to the main class in any particular year. The section shall decide at the section meeting.

Remarks: Add in 'events' so that a section can hold more than 4 European Championships if several classes are combined within a single European Championship.

Proposed by EFRA

Secinded by: Croatia

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

3.5.7.

Existing Rule:

FEES (all amounts quoted in Euro)

Membership Fees	
Annual Subscription	450 (including 5 non-renewable lics.)
Section Fee	75
Full membership	850 (annual + all sections)
Associate membership	1000
Drivers License	30
Sanction Fees	
European Championship	460
European Championship, Open	230
International Race	200
Grand Prix	150
Deposits	
European Championship	600
European Championship, Open	600
Grand Prix	600
Additional Fees:GP and open entry	
EC fee	
for EFRA/driver	5
Entry Fees	
European Championship	100
European Championship 2 classes	150
Open Entry Championships max.	50
Grand Prix (maximum)	40
Handling fee World Championships + 10% of the IFMAR fees	
Homologation Fees	
Mufflers	120 (50% discount for Associate)
Bodyshells	500 (50% discount for Associate)
Large Scale Bodyshells	500 (50% discount for Associate)
INS-Box	800 (50% discount for Associate)
Batteries	500 (50% discount for Associate)
Brushless 05 Motors	50 Per Motor Class.

All transport costs for homologations to be paid by the manufacturer

Proposal: FEES (all amounts quoted in Euro)

Membership Fees	
Annual Subscription	450 (including 5 non-renewable lics.)
Section Fee	75
Full membership	850 (annual + all sections)
Associate membership	1000
Drivers License	30

Sanction Fees	
European Championship	460
European Championship, Open	230
International Race	200
Grand Prix	150
Deposits	
European Championship	600
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Additional Fees: GP and open entry EC fee for EFRA/Driver	5
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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.

Remarks: -The Open EC status is deleted. All such fees are 100 Euro. All references to Open EC will be removed from the handbook.
-Clarification on homologation fee. To make an extended period possible, without having to pay a full fee.

Proposed by EFRA

Seconded by: Croatia

The proposal: Passed with ..12.. for, .3... against and ...1. abstentions.

4. INTERNATIONAL DRIVERS LICENCES

THE RULE SHOULD BE AMENDED TO READ:

4.1.1.

Existing Rule: International driver's licences enable organisers to compose the qualifying heats so that novice or less experienced drivers are not mixed up with the top international drivers, in the interest of both groups.

Proposal: Qualifying heats will be organized based on practice times (3 consecutive laps). There is also the option of reseeding after the first controlled practice heats. This way novice or less experienced drivers are not mixed up with the top international drivers, in the interest of both groups. In the case of a GP, EC or WC being filled up an EFRA licensed driver will be given precedence over a driver without an EFRA license.

Remarks: To be seen in combination with the change for rule 4.1.2. (EFRA license not required)

Proposed by NMF Norwegian Motorsport Federation, Naas Gunnar Mikal

THE RULE SHOULD BE AMENDED TO READ:

4.1.2.

Existing Rule:

All competitors at European Championships and World Championships must have a valid EFRA drivers licence.

Application for entries at EC's or WC's must be made by the National Association that have granted the EFRA licence, using the model delivered by EFRA, bearing the initials of the National Federation and the licence number.

Each National Federation shall be entitled to issue EFRA licences

- 1) To its nationals;
- 2) To the nationals of other countries represented in EFRA, in compliance with the following statutory conditions:
 - a) That their parent National Federation gives each year its prior agreement to the issuing which may only take place once a year.
 - b) That they can produce for their parent National Federation (the country of their passport) a permanent proof of residence in the other country;
 - c) That their parent National Federation has recovered the EFRA licence originally issued if such exists.

No person authorised by their parent National Federation to apply for an EFRA licence from some other National Federation shall hold an EFRA licence from their parent National Federation valid for the current year.

If for very special reasons however, An EFRA licence-holder wishes to change the nationality of his licence during the current year, he would only be able to do so after having obtained his parent National Federation's consent and once his old licence has been taken back by his parent National Federation.

A National Federation may also grant an EFRA licence to a foreigner belonging to a country not yet represented in EFRA but only on condition that EFRA is immediately informed of the intention to do so, in which case EFRA will at once state if there is any reason why such an EFRA licence should not be granted. A National Federation shall advise EFRA of any refusal on its part to comply with a request of this nature.

The organiser will register the licence numbers of all drivers and record these in all results.

Proposal:

It is not mandatory to have a valid EFRA drivers license for a competitor at European Championships and World Championships. But in the case of the events filling up the ones with a license will be favoured over those who do not have a license.

Application for entries at EC's or WC's is being done directly to the hosting club.

Each National Federation shall be entitled to issue EFRA licences

- 1) To its nationals;
- 2) To the nationals of other countries represented in EFRA, in compliance with the following statutory conditions:
 - a) That their parent National Federation gives each year its prior agreement to the issuing which may only take place once a year.
 - b) That they can produce for their parent National Federation (the country of their passport) a permanent proof of residence in the other country;
 - c) That their parent National Federation has recovered the EFRA licence originally issued if such exists.

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The organiser will register the licence numbers of all drivers and record these in all results.

Remarks:

GPs, ECs and WCs are struggling with low attendance. It's high time to simplify matters. In some countries the cost of an international license is also very high. So we need to lower the cost for entering as well. Finally it should be possible to more easily register directly (like we do for 40+) and at a later time, for many it's difficult to plan this so long beforehand as it is now.

Proposed by NMF Norwegian Motorsport Federation, Naas Gunnar Mikal

Seconded by: Germany

Withdrawn by Norway

THE RULE SHOULD BE AMENDED TO READ:

4.4.3.

Existing Rule: Cancellation of an EFRA International Licence must be authorised by the EFRA Executive Committee and the driver is entitled to representation at any hearing of a proposal to cancel an International Licence.

Proposal: Cancellation of an EFRA International Licence must be authorised by the EFRA Executive Committee. Any appeal in the decision must be received in writing by the EFRA secretary within 30 days.

Remarks: self explained

Proposed by EFRA

Seconded by: Spain

Amended: By Netherlands Seconded by Sweden

Amendment: Within 30 days after receipt of the cancellation

The amendment and the proposal: Passed unanimously

5. GENERAL REQUIREMENTS EFRA EVENTS

THE RULE SHOULD BE AMENDED TO READ:

5.3.10.

Existing Rule: Mobile phones are not allowed to be used on the rostrum, pitlane or on the track. Other transmitting devices, except those who are needed by the organiser, are not allowed to be used. With the exception of the drivers radio equipment.

Proposal: Mobile phones are not allowed to be used on the rostrum, pitlane or on the track. Other transmitting devices, except those who are needed by the organiser, are not allowed to be used. With the exception of the drivers radio equipment and the equipment mentioned at 8.6.2.b).

Remarks: The intercom equipment was allowed past year and this rule was not updated accordingly.

Proposed by EFRA

Seconded by: Belgium

The proposal: Passed Unanimously

8. GENERAL RACE PROCEDURE

THE RULE SHOULD BE AMENDED TO READ:

8.7.2.

Existing Rule: At European Championships admission inspection must take place before the timed practice.

Proposal: At European Championships admission inspection must take place before the controlled timed practice.

Remarks: Controlled practice is the last practice before real racing, most of the practices are actually timed, so to include controlled makes it more clear.

Proposed by EFRA

Seconded by: Spain

The proposal: Passed Unanimously

THE RULE SHOULD BE AMENDED TO READ:

8.12.2.

Existing Rule: The fitting of the correct transponder inside the cars body shell is the responsibility of the driver.

Proposal: The fitting of the correct transponder inside the cars body shell, and ensuring it has adequate signal strength is the responsibility of the driver.

Remarks: Words added to confirm what is required, to help the amendment to 8.12.3

Proposed by EFRA

Seconded by: Spain

The proposal: Passed with 15 for, 0 against and 1 abstentions.

THE RULE SHOULD BE AMENDED TO READ:

8.12.3.

Existing Rule: If a driver loses the transponder during the race, or if a transponder is not working, the lap counting supervisor must try to counts the laps manually.

Proposal: If a driver loses the transponder during the race, or if a transponder malfunctions after starting the race-clock, the lap counting supervisor must try to count the laps and time 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.

Remarks: There are a lot of non-genuine transponders being used in later years. Many do not give adequate signal strength and have been known to miss laps. It should not be the responsibility of the time-keeper to do (possibly) lots of manual adjustments if the recommended item is not used.

Proposed by EFRA

Seconded by: Spain

The proposal: Passed with 8 for, 2 against and 6 abstentions.

9. STARTING PROCEDURES

THE RULE SHOULD BE AMENDED TO READ:

9.2.

Existing Rule: Starting procedure for qualifying It can be either:
a. Staggered Start: All cars are released one by one by the starter at an interval of approx. 1 second (track lay-out depending). Missing the starting procedure means that the car has to start his race from the pits after the last car has started from the designated starting area.
b. Flying Start: Cars will be driven at the track from the moment the track is declared "Open" for practice or warm-up, there will be no call for starting procedure. The Start Official will give a 2 minutes warning to the start, this will be announced through the sound system, you will also get the time "1 minute to the start", "30 seconds to the start" and "10 seconds to the start".An audible signal and the mention "clock is running" will indicate that the heat has started. During this procedure timing cant be adjusted.
Common conditions: Each car will have its own timing. The total time will be the one designed in each class appendix.

Proposal: Starting procedure for qualifying It can be either:
a. Staggered Start: All cars are released one by one by the starter at an interval of approx. 1 second (track lay-out depending). Missing the starting procedure means that the car has to start his race from the pits or the starting line after the last car has started from the designated starting area.
b. Flying Start: Cars will be driven at the track from the moment the track is declared "Open" for practice or warm-up, there will be no call for starting procedure. The Start Official will give a 2 minutes warning to the start, this will be announced through the sound system, you will also get the time "1 minute to the start", "30 seconds to the start" and "10 seconds to the start".An audible signal and the mention "clock is running" will indicate that the heat has started. During this procedure timing cant be adjusted.
Common conditions: Each car will have its own timing. The total time will be the one designed in each class appendix.

Remarks: Or the starting line... otherwise they loose a complete lap and forces all the organizers timetable, Valladolid electro off road has been really like this, "from the starting line"

Proposed by EFRA

Seconded by: Switzerland

The proposal: Passed Unanimously

Meeting ended at 12.30 to be resumed on Sunday morning.

Meeting was opened with a speech of Gary Culver with a memorial of Heiner Martin, and a minute of silence.

8. BUDGET & AGM VENUE & PRESENTATION

We had 2 candidates for the next AGM: Brussels, and Vienna.

After voting, the venue for the AGM 2017 will be held in Vienna, NH Hotel, Vienna Airport 4-5 of November

The presented budget was accepted by the floor. This will be send out in a separate file to the federations.

9. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen's

1:10 IC Track

No candidate

Electric Track

Election of Chairman and vice: Chris Hardisty will be the chairman

Krist Bultynck will be the Vice chairman

1:8 Off Road

Election of Vice Chairman Alex Fellner

1:8 IC Track

Election of Vice Chairman No Candidate

1:10 EL Buggy

Election of Vice Chairman Frank Mostrey

Large Scale

Election of Vice Chairman Wolfgang Peterman

10. IFMAR 2015 WORLD CHAMPIONSHIP REPORTS

1/8 IC 1off Road

Las Vegas/ USA

Electric on Road

Bejing/ China

1/10 IC Track

Gubbio / Italy

IFMAR Championships have been commented on by the EFRA representatives that were present at the WC's.

11. ELECTION OF EXECUTIVE OFFICERS

a) President

Dallas Mathiesen

Sweden

b) Treasurer

Jacqueline Aebi

Switzerland

Both Persons have been re-elected.

12. GENERAL DISCUSSION ITEMS

4. INTERNATIONAL DRIVERS LICENCES

4.1.2.

Suggestion:

Licence for open EC?? Everybody can register for an open EC on the club website or myrcm or As National Federation you can't control if drivers have register or not. Sometimes also any driver register for the open EC you will not be known by the Federation.

Proposed by OFMAV Oesterreichischer Funk Modell Auto Verband, Jaeger Ing. Hubert H.

4.3.5.

Suggestion:

the database is very slow. for 100 licence you should need 2 nights. therefor could you change the database that there will be a control casket where the National Federation can click to renew the licence driver - so you can click 50 driver and then go to save (and not automatically save after each person) this will save a lot of time!!!

Proposed by OFMAV Oesterreichischer Funk Modell Auto Verband, Jaeger Ing. Hubert H.

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

No other items

14. APPROVAL MINUTES

The meeting was closed at 10.30

After reading the minutes were approved by Kai Koivuranta (Sweden) Leo Heremans (Belgium)