



AGENDA GENERAL MEETING

SATURDAY 31st OF OCTOBER 2009.

The meeting started at:

1. PRESIDENT'S WELCOME

Mr Dallas Mathiesen

Welcome speech and short introduction

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents:

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

Other Present:

3. MINUTES OF 2008 ANNUAL GENERAL MEETING

1st – 2th of November 2008— Lyon, France

Matters arising from the minutes:

The minutes were checked and accepted as written at the AGM 2008.

The following person was elected to check the minutes of this year:

4. SECRETARY'S REPORT

Mr Willy Wuyts

- a) Correspondence received
- b) Handbook 2009

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

- a) Presentation of Annual Accounts
- b) Audit Report
- c) Election of auditors for 2009
- d) Matters arising

6. IFMAR LIASON OFFICER'S REPORT

Mr Carlos Gomez

7. PROPOSALS REGARDING GENERAL RULES

2 CONSTITUTION OF EFRA

Please see attached document

3 EFRA SANCTIONS

RULE 3.2.2

AMEND THE RULE

- 3.2.2. The venuemust contain
a,b,c,d,e,f,g,h,i,to the event **NO CHANGE**
- k. Details of accommodation (at least three (3) local hotels/motels of different grade which must include daily rate including all taxes, if applicable and alternative accommodation e.g. camping.
In case of camping at track site, the organiser have to deal directly with the campers. Team managers cannot be asked to take any responsibility for booking, payments, etc.
- l,m,n,p **NO CHANGE**

Remark: *Self explanatory.*

This proposal is supported by the EFRA committee but suggestion to move proposal to 7.5.2.h

Proposed by FVRC FRANCE

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

RULE 3.2.3

AMEND THE RULE

Existing Rule:

- 3.2.3. The year before a European Championship an EFRA Grand Prix will take place, The EFRA Referee present at this GP in the previous year before the EC will check that all EFRA Standards are met, if due to any reason he finds that required EFRA Standards are not reached he will inform directly on that subject to the EFRA Section Chairman & the EFRA General Secretary.

Proposal:

- 3.2.3. The year before a European Championship an EFRA Grand Prix will take place, The EFRA Referee present at this GP in the previous year before the EC will check that all EFRA Standards are met, if due to any reason he finds that required EFRA Standards are not reached he will inform directly on that subject to the EFRA Section Chairman & the EFRA General Secretary. **At that year an observer of the organizer of the next European Championship must be present at least 3 days at the previous European Championship of the same kind.**

Proposed by EFRA

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

RULE 3.2.4

AMEND THE RULE

Existing Rule:

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

Proposal:

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

Remark: *I doubt we can collect a fee from USA or China....*

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal:

- Passed Unanimously** **Passed with** for,
- Rejected with** for,
- Amended**

RULE 3.4.1

AMEND THE RULE

Existing Rule:

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

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

EC's and GP's of the same section have priority as regard date allocation upon International Races.

Remark: *Self explanatory*

Proposed by FVRC FRANCE

Seconded by: **Not Seconded**

The proposal:

- Passed Unanimously** **Passed with** for,
- Rejected with** for,
- Amended**

RULE 3.5.7

AMEND THE RULE

Existing Rule: 3.5.7. FEES (all amounts quoted in Euro)

Membership Fees	
Annual Subscription	50 (including 5 non-renewable lics.)
Section Fee	75
Full membership	850 (annual + all sections)
Associate membership	1000
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 fee for EFRA/driver	5
Entry Fees	
European Championship	75
Open Entry Championships max.	50
Grand Prix (maximum)	40
Handling fee World Championships	+ 10% of the IFMAR fees
Homologation Fees	
Mufflers	500 (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)
All transport costs for homologations to be paid by the manufacturer	

Miscellaneous	
Hand Book	35
Drivers Licences	30

Proposal: 3.5.7. FEES (all amounts quoted in Euro)

Membership Fees	
Full Annual Subscription M.	450 <i>(including 5 non-renewable lics.)</i>
Section Fee	75
Full membership	850 (annual + all sections)
Associate membership	1000
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 fee for EFRA/driver	5
Entry Fees	
European Championship	75
Open Entry Championships max.	50
Grand Prix (maximum)	40
Handling fee World Championships	+ 10% of the IFMAR fees
Homologation Fees	
Mufflers	500 (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)
All transport costs for homologations to be paid by the manufacturer	
Miscellaneous	
Hand Book	35
Drivers Licences <i>single class</i>	30 15
Drivers Licences multiple classes	35

Proposed by EFRA Committee

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

RULE 3.6.1

AMEND THE RULE

Existing Rule:

- 3.6.1. For European and World Championship, EFRA allocates places to all its members countries.
Each member country if present at the section meeting is entitled to have at least one (1) place allocated in each section paid for.

Proposal:

- 3.6.1. For European and World Championship, EFRA allocates places to all its members countries.
The twenty (20) direct nominatives allocations existing in sections 1/10 IC Track and Large Scale are subject to the approval of their national federation for these drivers.
Each member country if present at the section meeting is entitled to have at least one (1) place allocated in each section paid for.

Remark: EFRA cannot supersede the authority of National Federations.

Proposed by FVRC FRANCE

Seconded by: Not Secoded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

RULE 3.6.5

AMEND THE RULE

3.6.5. The procedure for allocating entries is also used for re-allocations unless otherwise stated so. **60** days before the EC or **WC the list of allocations will be published an EFRA web site**. The places not taken up by the countries will be reallocated by the section Chairman. The entry forms lists must be given to the **corresponding** Chairman **60 days before the EC or WC, by the member countries**. Failing to deliver these **entry forms** lists in time will lead to re-allocation of the **allocations initially given**.

The Meeting may recommend preferential re-allocations of places to countries with small initial allocations. Preferential re-allocation places must be specified in the **original** allocation list **set at the meeting**.

*Remark: This is to have all members aware of the entries list prior to an EC.
60 to replace 40 in order to match with rule 6.2.2.*

Proposed by FVRC FRANCE

Seconded by: Not Secoded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

4 INTERNATIONAL DRIVERS LICENCES

RULE 4.1.4

AMEND THE RULE

Existing Rule:

4.1.4. Nationality of a competitor or driver

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

Proposal:

4.1.4. Nationality of a competitor or driver

All **EFRA** drivers, irrespective of the nationality of their licence, participating in any IFMAR World Championship or EFRA European Championship event, shall retain the nationality of their passport in all official documents, meetings, information bulletins and prize-giving ceremonies.

REMARK: *I doubt we can rule over a Chinese driver in an IFMAR event in Australia....*

Proposed by EFRA

Seconded by: Not Secoded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

RULE 4.1.2

AMEND THE RULE

Existing Rule:

4.1.2 All competitors at EU championship and WC must have a valid Efra

Proposal:

The EFRA licence has to be delivered by EFRA to the federation or association..

The licence has to be requested by the federation or association and has to be delivered to the member of the own federation.

The federation or association has to communicate the name and all the information required to the treasurer of EFRA and after EFRA will deliver the licence to the association or federation reporting name and all the details on the licence and this one will be filed by EFRA and visible by the event's organizer.

People living in country not member of EFRA could grant a licence by an host federation.

The membership of the driver to the different federation or association has to be defined by each federation or association in accordance with the European and national legislation

Proposed by FMM Monaco

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

5 GENERAL REQUIREMENTS EFRA EVENTS

RULE 5.1.8

THE RULE IS NEW

5.1.8 *An EFRA Press Area must be put in place by the Organizer of any EFRA European Championships, that must be protected against bad weather and must be equipped with tables, chairs, electricity supply and preferably an Internet connection.*

Actual rule 5.1.8 pass to be 5.1.9.

REMARK: *Actually this is becoming a must*

Proposed by EFRA

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

RULE 5.4.12

AMEND THE RULE

Existing Rule:

5.4.12. Electronic systems must be connected to a reliable power source (not a generator). Connecting plugs must be firm and not easy to disconnect.

When 2 electronic systems are run simultaneously, they should not be connected to the same power source.

Proposal:

5.4.12. Electronic systems must be connected to a reliable power source (**Preferably** not a generator). Connecting plugs must be firm and not easy to disconnect.
When 2 electronic systems are run simultaneously, they should not be connected to the same power source.

REMARK: *A generator might be the only source at certain facilities (Japan Electric Off Road buggy) or can save a race (last EFRA Electrics Off Road Buggy at Bilbao). IFMAR has changed this rule actually as well.*

Proposed by EFRA

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

8 GENERAL RACE PROCEDURE

RULE 8.1.2

AMEND THE RULE

Existing Rule:

8.12. LAP COUNTING PROCEDURE

8.12.1 During EFRA sanctioned events the lap counting is to be done automatically by means of an automatic lap counting system and transponders fitted inside the cars bodyshell.

The driver must fit his personal transponder in his car. The organiser can deliver transponders to the drivers if available.

8.12.2. The hand-out transponders are released by the organisers at least one heat before the respective heat.

8.12.3. The fitting of the transponders inside the cars bodyshells remain the responsibility of the driver.

Proposal:

8.12.1. At EFRA sanctioned events, the lap counting is to be done automatically by means of an automatic lap counting system and a transponder fitted inside the cars bodyshell.

All competitors must supply their own Personal Transponder and are responsible for ensuring that the organiser is advised of the unique number.

~~8.12.2. The hand-out transponders are released by the organisers at least one heat before the respective heat.~~

8.12.3. The fitting of the correct transponder inside the cars bodyshell is the responsibility of the driver.

Proposed by EFRA

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

RULE 8.3.2

DELETE THE RULE

Existing Rule:

8.3.2. Under no circumstances is it allowed to mix non-licenced drivers with licensed drivers.

Proposal:

~~8.3.2. Under no circumstances is it allowed to mix non-licenced drivers with licensed drivers.~~

Remark: *There are not non-licence drivers at our races, and at the EFRA GPs the mixture of EFRA license and National licence holders makes those more attracted to the event.*

Proposed by EFRA

Seconded by: Not Seconded

The proposal:

Passed Unanimously Passed with for, against and abstentions.

Rejected with for, against and abstentions. Amended

RULE 8.6

THE RULE IS NEW

8.6 TRANSMITTERS AND TRANSMITTERS IMPOUND.]

8.6.1] to] NO CHANGE 8.6.8]

8.6.9a Transmitters may never be taken onto the track during racing. *(only re-numbering of this rule)*

8.6.9b *Should the Race Director and/or Organiser decides, not to have a compulsory Transmitters Impound, then he (Race Director/Organiser) will be fully responsible of any situation that may occur (interferences, lost of control, injuries to persons, damages to equipments, etc...).*

- *This decision cannot be made through a vote of the Team managers.*
- *In case of any problem that could be considered as due to the lack of transmitter impound, then he (Race Director/Organiser) must immediately come back to a compulsory transmitters impound.*

8.6.10 NO CHANGE

Remark: *At several occasions rule 8.6 has not been put into force.*

It may seem more "comfortable" for both the Organiser and the drivers, not to bother any longer with this procedure, since most of the drivers use WIFI transmitters with only a few crystal transmitters.

The legal WIFI band width in France and some other countries allows only 80 channels, which are not enough to allow each participant to use his WIFI transmitter any time without risks for others.

Due to the safety aspects of that rule together with the clean handling of the transmitters (OFF when leaving the rostrum, ON after getting on the rostrum), it is necessary that the responsibility, for any hazardous situations, be clearly endorsed.

Proposed by FVRC FRANCE

Seconded by: **Not Seconded**

The proposal:

- Passed Unanimously** **Passed with** for, **..... against and** abstentions.
- Rejected with** for, **..... against and** abstentions. **Amended**

RULE 8.6.10

AMEND THE RULE

Existing Rule:

6.10 ~~It is not allowed to use any form of telemetry with active transmission.~~

Proposal:

Telemetry data could be send to the transmitter, but they are not allowed to influence the receiver signal in any way.

Remark: *2.4GHz systems like Spektrum and Jeti do already send datas like the receiver voltage or the signal strength of the transmitter back to the radio. RPM, Temperatures of the motor and speedo will be also standard for these transmitters. This does not give the driver any advantage, but it makes the sport more safe, as the under voltage of a receiver battery can detected early enough. Also a car with over temperature would not stop in the middle of the straightway*

Proposed by: DMC Germany

Seconded by: **Not Seconded**

The proposal:

- Passed Unanimously** **Passed with** for, **..... against and** abstentions.
- Rejected with** for, **..... against and** abstentions. **Amended**

RULE 8.7.6

AMEND THE RULE

Existing Rule:

8.7.6. Cars which have passed Technical Inspection must be marked with the drivers identification number, consisting the registration Entry number. This number must be applied, indelibly, inside the chassis plate.

Proposal:

8.7.6. Cars which have passed Technical Inspection must be marked with the drivers identification number, consisting the registration Entry number. This number must be applied, ~~indelibly,~~ inside the chassis plate.

Remark: *Actually the EFRA stickers we are using are not "indelibly".*

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal:

- Passed Unanimously** **Passed with for, against and abstentions.**
 Rejected with for, against and abstentions. **Amended**
-

RULE 8.7.11

AMEND TO THE RULE

Existing Rule:

8.7.11. The marked part of the car, normally the main chassis, may be changed. This would be subject to any technical criteria detailed within each Section. The original marked part must be left with the organisers until racing has finished (unless officials decides otherwise).

Proposal:

8.7.11. The marked part of the car, normally the main chassis, may be changed. This would be subject to any technical criteria detailed within each Section. The original marked part must be left with the organisers until racing has finished (~~unless officials decides otherwise~~).

Remark: *Officials is rather non precise, there is no need to waive the requirement of the deposit of the changed chassis.*

Proposed by EFRA

Seconded by: **Not Seconded**

The proposal:

- Passed Unanimously** **Passed with for, against and abstentions.**
 Rejected with for, against and abstentions. **Amended**
-

RULE 8.15.1

AMEND TO THE RULE

Existing Rule:

8.15. MARSHALLING

If a host club is not able to provide marshals the following rules take effect:

8.15.1 Only drivers taking part in the competition may and must marshal the heat following their own, (subject to 8.15.4). The first heat will be marshaled by the drivers of the last heat.

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

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 where the driver is racing.
- In case of substitution for the whole race, notification must be made prior to the beginning of the first Time Practice Round.
- The driver who is substituted must stay at Race Director 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.

8.15.3 The organization of drivers marshalling for the finals will be the responsibility of the organizer. Only drivers taking part in the competition may and must marshal finals unless a substitute is allowed by the Race director due to physical disability.

8.15.4 The organizer must provide a marshal for any unfilled position i.e. previous heat had less drivers or marshals missing.

- 8.15.5 It is the Team Manager's responsibility to ensure drivers marshal finals. Country allocations will be reduced pro-rata.
- 8.15.6 For large scale racing Marshals are not allowed. Mechanics will act as Marshals out from the pit lane. This rule cannot overrule national insurance regulations.
- 8.15.7 Marshalling must be from marked points about the track, if safety equipment is provided (e.g. tabards) it is the marshals responsibility to use it and it must be properly secured.
- All marshals must wear safe and sensible footwear that will not become detached when performing marshalling duties. (eg. Sandals are not acceptable).

THE RULE IS PROPOSED TO READ

8.15. MARSHALLING

Positions for marshals must be spread equally around the track and may not obstruct the vision of the drivers.

The positions must be numbered. When a position is located at a dangerous part of the track (i.e. the straight or a fast corner), this position must be equipped with protection for the Marshal (a wall, tires, a gate etc.).

The marshal's position must be furnished with gloves and/or other protection and a safety jacket which is compulsory to wear. For IC events, it is preferred that the marshal position is also equipped with a plastic or wood baton as an aid to kill a running engine.

If a host club is not able to provide marshals the following rules take effect:

- 8.15.1 Only drivers taking part in the competition may and must marshal the heat following their own, (subject to 8.15.4). The first heat will be marshalled by the drivers of the last heat.
- Other than running marshals, all other marshals must remain at their posts until replaced. No other persons, except officials are allowed on the track while the race is in progress.
- 8.15.2 Failure to marshal or provide a competent substitute will result in the loss of the driver's best qualifying time if qualifying by Fastest Time is in operation. The loss of the best points score will be the result if qualifying is it is by the Round by Round system.
- Failure to marshal is clarified as: not being at the correct marshalling point 30 seconds prior to the start of a 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.
- 8.15.3 The organisation of drivers marshalling for the final will be the responsibility of the organiser.
- For finals, large teams provide the most marshals, maximum 2, smaller teams 1 and very small teams none (but may volunteer to help). Marshals will be allocated designated points marked by their country names. Team Managers to insure that these points are covered at all times by drivers.
- Only drivers taking part in the competition may and must marshal finals unless a substitute is allowed by the Race director due to physical disability.
- 8.15.4 The organiser must provide a marshal for any unfilled position i.e. previous heat had less drivers or marshals missing.
- 8.15.5 It is the Team Manager's responsibility to ensure that drivers marshal finals. Country allocations will be decided pro-rata.
- 8.15.6 For large scale racing Marshals are not allowed. Mechanics will act as Marshals out from the pit lane. This rule cannot overrule national insurance regulations.
- 8.15.7 All marshals must wear safe and sensible footwear that will not become detached when performing marshalling duties. (Sandals are not acceptable).

IF THE PROPOSAL IS ACCEPTED SHOULD THE FOLLOWING RULES BE DELETED:

App1

- 2.9 Marshall's for EC's and GP's are not compulsory. During the Qualifying the drivers must marshal the heat following their own. The first heat will be marshalled by the drivers of the last heat. The organising club must provide Marshalls for the finals. They must be experienced and supplied with gloves and/or other protection. No other drivers or mechanics will be allowed as Marshalls. No other persons, except officials are allowed on the track whilst racing is in progress.

Failure to marshal or provide a competent substitute will result in the loss of the driver's best qualifying time if qualifying by fastest time is in operation. The loss of the best points score will be the result if qualifying is by the round by round system. A substitute marshal is only allowed if the driver is physically disabled and must be notified to the Race Director.

The organiser must provide a marshal for any unfilled position i.e. previous heat

- 3.13. Marshall posts must be positioned at 30 mtr. intervals around the track. They may not obstruct the vision of the drivers.

The posts must be numbered. When a post is located at a dangerous part of the track (i.e. the straight or a fast corner), this post must than provide protection for the Marshall (a wall, tires, a gate etc.).

App 2

- 4.2 Unless the hosting club does not provide Marshalls, Marshalling during practice and qualifying is done by the drivers, (only drivers participating must marshal due to insurance implications) who would marshal the race after their own and so on. For finals large teams provide the most marshals, maximum 2, smaller teams 1 and very small teams none. (But may volunteer to help) The marshal on designated points marked by their country names. Team Managers to insure that these points are covered at all times by drivers.
-

App 3

6. MARSHALLING

- 6.1 Only drivers taking part in the competition may and must marshal heats and finals (subject to 6.6). Drivers will marshal the heat/final after their own. The drivers of the last heat will marshal the first heat.
- 6.2 A substitute marshal is only allowed if the driver is physically disabled and if approved by the Race Director.
- 6.3 Failure to marshal or provide an authorised substitute will result in the loss of best qualifying time if qualifying by fastest time is in operation or of the best points score if qualifying is by round by round. Failure to marshal is clarified as: not being at the correct marshalling point when the first car leaves the start line or final grid.
- 6.4 It is the Team Manager's responsibility to ensure drivers marshal finals at EC's. Country allocations will be reduced pro-rata in case of non-compliance.
- 6.5 The organisation of drivers marshalling for the finals is the responsibility of the organiser.
- 6.6 The organiser must provide a marshal for any unfilled position. i.e. previous heat had less drivers or marshal missing.
- 6.7 All marshals must wear safe and sensible footwear that will not become detached when performing marshalling duties. (Sandal's are not acceptable).
-

App 7

- 2.9. Marshall's for EC's and GP's are compulsory for the sub-finals and final and will be provided by the organizing club. When the organizing club has no marshals to provide for the qualifying heats, drivers must be marshalling.
- Only drivers may and must marshal the heat following their own. The first heat will be marshalled by the drivers of the first heat.
 - Failure to provide a marshal or competent substitute will result in the loss of the driver's best quality time. A substitute marshal is only allowed if the driver is physically disabled and must be notified to the race director.
 - The organize must provide a marshal for any unfilled position when previous heat had less drivers or marshal missing. Marshals should be posted every 30 meters and supplied with gloves and/or other protection. Other than running marshals all other marshals will remain at their posts at all times during racing. No other persons, except officials are allowed on the track while the race is in progress.

Proposed by EFRA

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

9 STARTING PROCEDURES

RULE 9.2.b & 9.3 & 9.1.4

AMEND TO THE RULE

Existing Rule:

9.2. Starting procedure for qualifying

It can be either: ...//...

Common conditions: Each car will have its own timing. The total time will be the one designed in each class appendix and will start when the car pass for the first time over the starting line.

9.3. Timing/counting starts for each car separately the first time that car passes the start-line. Actual start therefore has to be a few meters before the start-line.

9.1.4. The antenna of the timekeeping computer has to be installed in the track before the entrance of the pits.

Proposal:

9.2. Starting procedure for qualifying

It can be either: ...//...

Common conditions: Each car will have its own timing. The total time will be the one designed in each class appendix ~~and will start when the car pass for the first time over the starting line.~~

9.3. Timing/counting starts for each car separately the first time that car passes the start-line. **All individual clocks will start at latest when the first car completes a full lap.** Actual start therefore has to be a few meters before the start-line.

9.1.4.9.4 The antenna of the timekeeping computer has to be installed in the track before the entrance of the pits.

Remark: *With all the changes we have lost this basic mention at the rules and the numbering of last one is wrong.*

Proposed by EFRA

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.
 Rejected with for, against and abstentions. Amended

8. APPENDIX 8 HOMOLOGATION

AMEND THE RULE

Existing Rule:

Appendix 8.3: every accepted muffler is issued with an EFRA homologation number which must be indelibly **marked** on de sidewall

Proposal:

Appendix 8.3: every accepted muffler is issued with an EFRA homologation number which must be indelibly **pressed or milled** on de sidewall

Proposed by Nomac Netherlands

Seconded by: Not Seconded

The proposal:

- Passed Unanimously Passed with for, against and abstentions.

9. SECTION MEETING REPORTS

Ratification of Rules - Election of Chairmen

- | | | |
|----|----------------------|----------------------|
| a) | 1:8 IC Buggy | Election of Chairman |
| b) | Large Scale | Election of Chairman |
| c) | 1:10 IC Track | Election of Chairman |
| d) | 1:8 IC Track | Election of Chairman |
| e) | Electric Track | |
| f) | Electric Buggy | |
| g) | Homologation officer | |

10. IFMAR 2009 WORLD CHAMPIONSHIP REPORTS

- | | | |
|----|----------------|------------------------|
| a) | 1:8 IC Track | Lostallo / Switzerland |
| b) | Large scale | South Africa |
| c) | Electric Buggy | South Africa |

11. ELECTION OF EXECUTIVE OFFICERS

- | | | | |
|----|-------------------|---------------------------------|---------|
| a) | President | Mr E Dallas Mathiesen | Sweden |
| b) | General Secretary | Mr Willy Wuyts | Belgium |
| c) | IFMAR Liaison | Combined with General Secretary | |

12. GENERAL DISCUSSION ITEMS

EFRA and IFMAR Events starting from 2010

After already in the year of 2002 negative events the WORLD's in South Africa overshadowed are incomprehensible it us in Austria that in the year 2009 again in this region the WORLD's for Electric OffRoad and Large Scale to be accomplished, although this area exhibits the highest crime rate and the smallest clearing-up ratio in the whole world.

Also lately unrests in some European areas had been intensified, so that the EURO's were drawn also there's in.

It is not to be seen from there that the hobby Modeller made of EUROPE and the remaining WORLD is exposed to these dangers. There at most different times unrests in different countries to occur know are opportunities of evasion for all EFRA+IFMAR Events to be planned.

Our proposal is that both for EURO's and for WORLD's to the AGM is already planned in the year before it an alternative venue (country), which would drive through the planned Event in case of a case can.

The period for this decision - where this Event takes place - center to end should be January of the execution yearly, so that all prospective customers can adjust themselves in time.

Also a correction option of the messages of all national clubs must be put on end of January of the execution yearly.

We ask from there the EFRA executive committee for examination of our proposals (and for discussion in the IFMAR) as well as around collecting main with the EFRA general meeting 2009.

Thanks for your attention

OFMAV AUSTRIA

EFRA - Extensions of deadline

Nearly all EFRA member countries fix their national championship dates after the international times specified with the EFRA AGM.

Also many countries in their Rules have a regulation, according to which a national date did not shift, but to be only called off may (there not only 1 Event - as with the EURO' s or WORLD' s - several Events separate in the year for the determination of the national masters count).

Now it should be embodied also in the EFRA Rules that the EFRA/IFMAR is Event dates of fixed points, which make before one (e.g. to end of January) fixed alternative location for transfer possible, the time of the respective Events however not to affect may.

We ask to discuss and with the EFRA general meeting 2009 to the vote bring this point in the EFRA executive committee to adapt as well as the EFRA Rules these in front-led proposals.

OFMAV-AUSTRIA

Proposed by: OFMAV AUSTRIA

Electronic fuel injection for the fuel classes

We would like to start a discussion and encourage EFRA and the manufacturers to discuss this matter. And hopefully the manufactures can come up with a common standard that can be EFRA homologated and sold under different brands.

Why we want this system?

First of all this is not new technology, it's been around for a long time. And it works very well. See more links and info further down.

Secondly it's time to modernize also the fuel classes. The electric classes are moving fast forward with brushless motors and lithium batteries. It's time to modernize also the fuel classes. Think about it for a while... the carburettor is stone age technology. And if you look at for instance the 2008 Euros for 1:8 Track and the 2008 Worlds for 200mm it's quite obvious that even the best drivers struggle with:

- -enough fuel economy to last a qualification heat
- -making the engine run a whole finale without problems

So even at a very top level there is a big challenge to make these engines run fast enough and still do a full heat. And make it run without problems a whole final. The end result may very well be that the winner is the driver with most luck, not the best driver.

On a lower level drivers in addition struggle with the following:

- -adjusting the engine to run well
- -overheating & breakages
- -high costs on engines & accessories

What an electronic fuel injection system will offer the drivers is:

- -better performance (also old & worn engines will run well)
- -less fuel consumption
- -stable operating temperature (perfect mixture, less overheating & breakages)
- -very easy adjustment

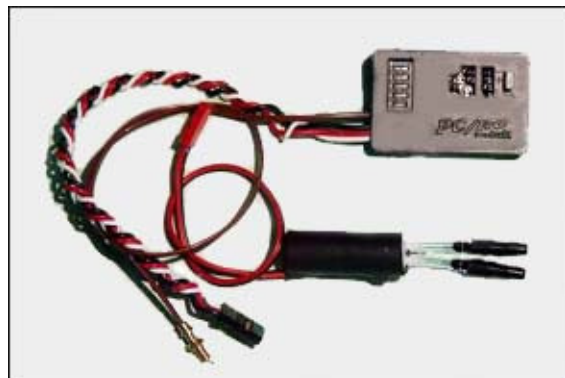
As to cost the previous selling prices for systems like this was very reasonable. Which means it will not be a big investment. Furthermore it will be quickly covered by saved costs on engines and replacement engine parts (longer life).

Still the most important point would be that fuel model car racing would be more fun & easy to deal with for both beginners and advanced racers.

Here is some more detailed information:

EFR 801 from PC/RC

Leif and Christoffer Halborg from Sweden have tested the system 6-7 years ago. They used an old engine. It produced more revs then ever before, and it run at optimum mixture on every part of the track. The engine produces a different sound, and you can hear it gaining performance on parts of the track. It had a cold start program plus several other programs. It uses its own fuel pump and has a temperature sensor in the exhaust manifold (this item had room for improvement, it could break off). It logs the exhaust temperature and adjusts the fuel mixture accordingly. It uses a std. glowplug. The price was approx. SEK 1000. If the engine gets problems (overheating) it will give it a richer mixture to prevent breakage.



From the manual:

Wouldn't it be great if your mechanic could tune your engine perfectly every time, and you wouldn't have to worry about whether or not your engine was too rich or too lean? Even better, wouldn't it be great if your mechanic could ride along in your model, and adjust it for different conditions that would allow the engine to accelerate and perform better? Sounds like sci-fi stuff ? Enter PC/RC.

PC/RC has been manufacturing hobby electronics such as the Digi-Temp digital temperature probe and Digi-Tach tachometers for years, and realized that if they could put all of that technology into one magic box and add a little software, a system could result that could automatically tune your R/C gas engine. After more than a year of testing and development they had a product dubbed the Electronic Fuel Regulator, or EFR, which was light, performed as expected, and had minimal draw on the battery pack.

Now the average or expert racer can have his engine tuned precisely, while in the heat of the competition, and without worry. How does it work? Think of the EFR as fuel injection. Simply stated the EFR consists basically of three parts - the valve, the controller, and the sensor. The sensor transmits information back to the controller, and tells the valve the proper amount of fuel to allow, based on the carburetor opening. The carburetor opening is sensed via the servo output from the receiver.

Installation Pick a suitable location for the processor, and mount it securely. A small hole is necessary in the exhaust manifold, about 1/4 inch (6mm) from the mouth of the manifold where it attaches to the engine.. The valve simply installs in the fuel line between the fuel tank and the carburetor inlet. Now plug the unit into the receiver and plug the throttle servo into the controller and you are ready to program.

Why is the engine running at a cooler temperature? With manual tuning, a mechanic is trying to find a compromise between two needle valves. The transition from low to high requires a richer setting in the middle, to overlap and a leaner setting on the top needle. This leaner setting on the top is what causes most high temperatures, and premature engine failures. Using the EFR is like having many synchronized needle valves, and since they are not compromising, the results are settings which are more precise and not as lean; therefore cooler.

Another thing which has been observed and could be very important to many drivers is the ability to spot a problem before it becomes a bigger problem. If the engine has been running fine and then suddenly starts to run richer and richer you can bet that the rod bearing or something is going bad inside the engine. In testing there was enough advance warning that complete piston/sleeve replacement was avoided by a simple change of the rod. How many good engines will this save? There will also be an occasion when the unit fluctuates between rich and lean. A check of the fuel tank for leaks or the muffler coupler for rips will usually find the culprit.

The biggest difficulty with gas R/C is the inability to get engines to run right. Some have actually quit altogether because of the frustration of trying to tune the carb or finding a mechanic that could tune it well enough to be competitive. Using an EFR is going to change all of that. The EFR, with its enhanced car programming, will extend the life, and increase the performance of car engines as no product has done before. This same thought process is exactly what R.O.A.R. saw as a good enough reason to approve the product for racing.

The future is here and your radio-controlled model can now benefit from a technology that will not only increase your enjoyment and satisfaction, but ultimately improve the hobby.

EFR 801 benefits are:

- Optimum mixture throughout the varying throttle setting
- Improve fuel management
- Reliable engine performance in varying weather conditions
- Consistent performance throughout operation
- Increase engine life
- Automatic shut down on power failure
- No adjustments necessary
- Maximizes performance
- List Price: US\$159.95

<http://www.rctech.net/forum/nitro-ro...injection.html>

<http://forums.radiocontrolzone.com/s...ad.php?t=26997>

Seems like they stopped selling it in 2002 due to licensing problems:

<http://www.pcrproducts.com/news.html>

O.S. made fuel injection for model engines back in 1999:

<http://castlehillhobbies.com.au/comp...mart/Itemid,1/>

<http://www.os-engines.co.jp/english/...0sfi/index.htm>

<http://www.singahobby.com.sg/osm01.html>

From Conley Precision Engines:

<http://findarticles.com/p/articles/m...g=artBody:col1>

<http://www.conleyprecision.com/products.htm>

RTR kits for 1:8 TR and 200mm

We would like to start a discussion and encourage EFRA and the manufacturers to discuss this matter further, hopefully with good results. Maybe EFRA can make an appeal to the fuel track car manufactures.

The 1:8 OR class is increasing in the number of drivers all the time, and the best explanation for this is the vast offer of complete RTR packages – at a very(!) low price. Furthermore the packages are even suited for use in competitions for beginners. Even advanced drivers can do well with these kits.

Whilst the fuel track classes are not doing very well these days. The number of participants has stopped or gone down. For instance in Denmark 1:8 TR disappeared many years ago. In Norway it's more or less dead. Even Sweden has had some "slim" years. We believe this is the case for many other countries around the world as well.

We feel that what we most of all need is for the manufacturers to offer RTR kits also for these types of cars, consisting of something like:

- -built chassis
- -pull or roto start engine with exhaust & INS-box
- -prepainted shell
- -2.4 GHz radio gear

And at a price similar to that of a complete 1:8 OR package. As it is today a complete 1:8 TR package (a kit + all items necessary) does in fact cost 2-3x as much as a complete 1:8 OR RTR kit.

Fixed EFRA and IFMAR dates

Enclosed you will find an excel sheet and PDF with proposed fixed dates for:

- IFMAR Worlds
- EFRA European Championships
- EFRA Grand Prix
- other big international races

Why we want this:

In order to set our national race calendar every year we must always wait for EFRA and IFMAR dates to be set. And since the dates vary from year to year, we can never have a fixed national race calendar. We also try to coordinate with our neighbour countries. Which also wait for the big dates to be set. The end result is often a lot of "collisions" where we in stead could have had more participants from other countries. Some classes have small amounts of participants these days and could really do well with some more.

It would make things so much easier for all countries if we could have the same dates every year, for every country. Less administration, easier for racers to plan what to participate in, easier to coordinate with neighbour countries and take part in races outside your own country.

As long as fixed weekends take into consideration weather & temperatures in the four continents we really can see no good reason why we cannot have fixed dates. And a possible venue simply applies for the set dates. If they can't arrange it at the given dates then someone else must apply for it: "Take it or leave it".

The actual dates in the excel sheet is just a start and can be changed of course. The main objective is fixed dates from year to year.

Dallas being the president of both EFRA and IFMAR should cater for a possibility of making this a reality. Let's make this happen!

Excel sheet seperate!!!!

Proposed by NMF/Norway

The intention is to review the international events. Due to the fact that the number of drivers participating to GP is not so big we want to propose the following changes.

- International race with EFRA sanction
 - European championship B
 - European championship A
- For International race nothing change

The EFRA EU A will be open to all the drivers.

The European championship A will be organized trough the Efra GP and EFRA licence is mandatory

The number of GP events valid for the title of European champion will be 4 and 3 will be retained valid.

After the qualification heats the drivers from 1 to 38 will part of the "TOP DRIVERS" from the 39 to the 114 will be part of the "MAIN DRIVERS".

The number max of drivers will be 114. The allocation will be defined with similar criteria than the current EU A.

For the awarding points the table used will be the same than the European Championship. The drivers into the list TOP DRIVERS will have the awarding points from 1 to 38.

The winner and the following drivers of the MAIN DRIVERS will start from the awarding point 39 to 114.

The composition of the TOP DRIVER will use the same criteria than now Best 4 qualification heat, 2 +2 semifinal A and B plus the two best time)

The composition for the main final will be using the best 3 drivers coming from semifinal A and B that means 6 drivers the rest 4 drivers will be selected based on the best time mixing the results of the two semifinals.

We report below the timing diagram for the event format.

The EFRA EU B will be forbidden to the following drivers.

Finalist to the last 3 years EU B all categories

Finalist to the last 3 years EU A all categories

Finalist of the last 3 years WC all categories

EFRA A licensed all categories including the finalist of the EU of the other categories (electric, 1/5 Off road, etc..)

Top Driver

45 min.		4+ 2A+2B+2 best			Main final
		4			
20 min.	7		7		1/2FA
20 min.	10		10		1/2FB

Main Driver

30 min.		3A+3B+AB7,8,9,10			Main Final
20 min	7		7		1/2F
15 min	7		7		1/4F
15 min	7		7		1/8F
15 min	7		7		1/16F
15 min	10		10		1/32F

Final composition					
Main Drivers		76			
Total Drivers		114			

Top Drivers

34

Sunday		16.15			Awards	
		15.15			Top Driver	Final
		14.30			Main Driver	Final
		13.30			Top Driver	1/2 F
		13.00			Practice 20 min.	4 Direkt Top Driver
		12.00-13.00			pausa	
		11.00			Main Driver	1/2 F
		10.15			Main Driver	1/4 F
		09.30			Main Driver	1/8 F
Saturday		17.05			Top Driver	1/4 F
		16.25			Main Driver	1/16 F
		15.45			Main Driver	1/32 F
	4Q	13.00-15.00				
	3Q	10.00-12.00				
Friday	2Q	15.00-17.00				
	1Q	13.00-15.00				
Control Partice		10.00-12.00				
Registration		08.30-09.30				

Proposed by: FFM Monaco

Letter from F.V.R.C.

We have had now, in several occasions, European drivers without allocation from their national Association, who attends EC's or WC's through another block than EFRA, or another country than the one they pertain to.

This is contradictory with Rule 4.1.2.

In order to avoid this situation, which is detrimental to EFRA and its member's federation, we propose that such drivers should be banned from obtaining an EFRA licence for five years.

We suggest that the EFRA Committee is in charge to study an appropriate rule to be presented at next AGM.

Proposed by FRVC France

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

14. DATE/VENUE OF THE 2010 ANNUAL GENERAL MEETING

Presentation of candidates to host the EFRA AGM 2010