

INFO AUTO CLUB



Quarante-six ans de pure passion

COMITE DIRECTEUR 14 Novembre 2020

UNE PASSION ÉCHELLE 1

FFVRC

FÉDÉRATION FRANÇAISE DE VOITURES RADIO COMMANDÉES



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COMPTE-RENDU DU COMITE DIRECTEUR DU 14 Novembre 2020

REUNION EN VISIO-CONFERENCE

I. MEMBRES DU COMITE DIRECTEUR PRESENTS

Philippe BERTRAND	Président
Alain GALLET	Secrétaire Général
Michel VIALLA	Trésorier
Lionel SOUCHET	Secrétaire adjoint (Président Ligue Bretagne)
René MAIRE	Trésorier adjoint
Bernard GRUBIS	Adjoint au délégué aux subventions nationales et locales (Président Ligue HdF)
Christophe JADOT	Vice-Président Piste et TT EI – Responsable national TT 1/10 ^{ème} EI
Julien JOST	Responsable national Piste 1/12 ^{ème} – 1/10 ^{ème} EI - Moto
Edouard FARINES	Responsable national TT 1/8 ^{ème} EI – (Président Ligue PACA)
Jean-François VELVINDRON	Vice-Président Piste 1/10 ^{ème} 1/8 ^{ème} Th-EI.
Nathalie MICHEL	Responsable national Piste 1/8 ^{ème} Th – EI
José ROSAS	Responsable national Piste 1/10 ^{ème} Th GT8
Marie NIRONI	Vice-Présidente TT 1/8 ^{ème}
Bruno JASMIN	Responsable national TT 1/8 ^{ème} Th
Philippe NAVARRE	Responsable national TT 1/8 ^{ème} Th
Hervé BONNAFY	Vice-Président Piste et TT 1/5 ^{ème}
Régis MOREAU	Responsable national Piste 1/5 ^{ème} Th
Olivier BLANCHARD	Responsable national TT 1/5 ^{ème} Th

INVITES

Fabrice FEVRE	Président Ligue Bourgogne Franche-Comté
Gérard ROCH	Président Ligue Auvergne Rhône Alpes
Vincent REYNIER	Secrétaire Ligue Provence Alpes Côte d'Azur
Franck PEIGNE	Président Ligue Occitanie
Dominique NORMAND	Secrétaire Ligue Pays de Loire

II. MEMBRES DU COMITE DIRECTEUR ABSENTS

Patrick THIOUX	Responsable communication et délégué aux subventions nationales et locales
David BADRIGNANS	Adjoint communication (excusé)
Didier PARISI	Responsable national Piste 1/8 ^{ème} Classique Th – EI (excusé)

Monsieur Philippe BERTRAND ouvre la séance du Comité Directeur à 14h10.

Nombre de votants : 18

Trois Présidents de Ligue et deux Secrétaires Général de Ligue ont été invités par le Président à ce Comité Directeur en « visio-conférence ». Ils prendront part aux débats lors des sujets et seront sollicités à titre consultatif du fait de leur Retour d'Expérience ou expertises lors des thèmes débattus.

Un « roulement » concernant les invitations des Présidents de Ligue sera effectué lors des prochains Comités Directeurs au regard du planning des réunions.

III. ORDRE DE JOUR

- ✓ Approbation du compte rendu du 3 octobre 2020, calendrier des différentes réunions du Comité Directeur. (Fin de l'année 2020 et début de l'année 2021)
- ✓ Reprise de la modification du Paragraphe sur la " COVID-19 "
- ✓ Compte rendu succinct des réunions de sections EFRA et Assemblée Générale de l'EFRA, (Points sensibles),
- ✓ Propositions de modifications des Règlements de disciplines suite au retour d'expérience des courses "amicales de Ligues" en 2020, (Formats des courses des Ligues) : demandes des Présidents de Ligue.

IV. APPROBATION DU COMPTE RENDU DU CD DES 3/4 OCTOBRE

Remarque sur le paragraphe 10 : lors de l'insertion dans le Règlement Intérieur, le texte devra être revu à la prochaine réunion.

V. PROGRAMMATION DES PROCHAINES REUNIONS

Durant la période de confinement, il est envisagé les réunions du Comité Directeur toutes les 2 semaines.
Prochaines réunions :

- ✓ Vendredi 27/11 de 17H30 à 20H00
- ✓ Samedi 12/12 de 14H00 à 18H30

VI. COMPTE-RENDU ASSEMBLEE GENERALE EFRA

L'Assemblée Générale s'est tenue en visio-conférence en 2 temps les 7 et 8 Novembre, 19 nations étaient représentées. Voir compte-rendu en annexe 1

Le plan de développement a été réactualisé, voir annexe 2

Compte tenu du contexte, il n'y a pas eu d'élection.

La date limite pour les allocations de pilotes aux championnats est repoussée au 21 février 2021.

Compte-rendu des sections :

Les détails peuvent être consultés sur : <https://www.efra.ws/annual-general-meeting/?yr=2021>

A. TOUT TERRAIN 1/10 ELECTRIQUE

2 points de détail ont été ajoutés pour les contrôles moteurs : tailles de l'ouïe et gravure du n° série du rotor sur l'axe.

Le calendrier 2020 est reconduit sur 2021

15 pilotes alloués et 4 réallocations

B. PISTE 1/12 – 1/10 ELECTRIQUE

Pas de modifications de règlement

La Hollande s'étant désistée, il est recherché un club pour la piste 1/12, date non arrêtée.

Le Championnat d'Europe aura lieu en Slovaquie (Trencin)

Le Championnat du Monde est pressenti en Italie (Allemagne en secours), date non arrêtée.

C. PISTE 10 THERMIQUE ET PISTE 8 THERMIQUE

Pas de modifications de règlement

Le CE P1/10 à Gubbio est repoussé fin Août.

Le GP P1/10 prévu à Bologne aura lieu finalement à Leno.

En P1/8, de nouvelles carrosseries devraient être homologuées

Les équipes de France 2020 sont reconduites pour 2021.

D. TOUT TERRAIN 1/8 THERMIQUE ET ELECTRIQUE

L'EFRA reprend le texte du règlement FFVRC concernant les ailerons avant.

Le taux de nitrométhane est inchangé pour l'instant (à revoir pour 2022).

Le calendrier 2020 est reconduit sur 2021

Pas de modifications de règlement en brushless.

E. GRANDES ECHELLES

Le GP prévu à Cremona semaine 32 nous impose de décaler la manche 6 (Concarneau) au 28/29 Août.

Différentes propositions de modifications ont été faites mais n'ont pas été retenues et seront à revoir :

- ✓ Allègement volant moteur (proposition imprécise)
- ✓ Réductions des coûts
- ✓ Limitation du nombre de pneus en qualifications (1 paire/qualif) décision reportée.
- ✓ Autoriser 2 duretés de pneus, décision reportée.

Le poids des carrosseries (carrosserie sans renfort) est imposé à 500 gr minimum.

VII. PRESENTATION DES MODIFICATIONS DE REGLEMENTS 2021

Plusieurs sujets sont évoqués à la demande des Présidents de Ligues :

- ✓ Revoir le format des courses de Ligues
- ✓ Autoriser les courses de Ligues les jours de CF
- ✓ Autoriser les courses de Ligues sur 1,5 jours

Aujourd'hui, en Piste thermique les règlements autorisent plusieurs formats de course : FFVRC ou type EFRA (FFVRC2006 ; FFVRC2017 ; FFVRC2019). Il sera proposé de supprimer le FFVRC2006, qui apparaît désuet, au prochain CD, lors des votes sur le règlement piste 1/8 avec l'ensemble des autres propositions de modification.

A. FORMAT DES COURSES DE LIGUES :

Plusieurs formats de courses sont envisagés, il est décidé pour l'année 2021 d'en faire une année de test où les clubs auront le choix entre 2 formats de course : un schéma type EFRA et un schéma nouveau à proposer par discipline.

✓ Proposition TT1/8th :

Cette proposition est pour des séries à douze pilotes, mais peut être adapté à 8, 10, 14 pilotes...
Déroulement de la course :

Qualifications : 5 minutes, nombre entre 2 et 6 (en fonction du timing), prise en compte Q-1

Les 12 premiers en finale A
Les 12 suivants en finale B
Les 12 suivants en finales C
Etc...

Finales de 10 à 20 minutes en fonction du timing (entre 3 et 6 ensembles de finales)

Premières finales C, B, A (de X à A)

Classement au point A1 = 1, A2=2, ... B1 = 13, ... B12 = 24, C1 = 25, etc.

Les 4 premiers (soit 30%, variable en fonction du nombre de pilotes en finale) de chaque finale remontent en finale supérieure (sauf la A) :

B1, B2, B3, B4 deviennent A9, A10, A11, A12 pour la finale suivante

C1, C2, C3, C4 deviennent B9, B10, B11, B12 pour la finale suivante

Etc...

Les 4 derniers (30% idem) de chaque finale descendent en finale inférieure (sauf la dernière) :

A9, A10, A11, A12 deviennent B1, B2, B3, B4

B9, B10, B11, B12 deviennent C1, C2, C3, C4

Etc...

On relance une finale complète en tenant compte du nouveau classement.

Et on renouvelle autant de fois qu'on a de séries de finales.

A la fin de la course, on classe les pilotes en fonction des points qu'ils ont obtenus dans les finales en retirant le moins bon résultat.

- Avantages : le pilote qui a raté ses qualifications n'est pas bloqué en finale B ou C mais peut remonter. Tous les pilotes roulent la même durée et restent jusqu'à la fin de la course, le temps de roulage est réparti sur la journée. Le ramassage est simplifié surtout en cas de course mixte Th/EI. Les conditions de piste ou de météo n'interviennent pas. Economie de numéros. Possibilité de format de course identique pour les thermiques et les électriques, seules les durées des finales varient.
- Inconvénients : gestion de la course un peu plus compliquée pour le départ des finales, le directeur de course doit avoir pour chaque finale la liste mise à jour pour positionner les voitures sur la grille de départ.

✓ Format électrique avec reseeding sur les finales :

Ce type de course nécessite d'avoir une numérotation unique pour toute la course

- Avantages : le pilote qui a raté ses qualifications n'est pas bloqué en finale B ou C mais peut remonter. Tous les pilotes roulent la même durée et restent jusqu'à la fin de la course, le temps de roulage est réparti sur la journée. Le ramassage est simplifié surtout en cas de course mixte Th/EI. Economie de numéros.
- Inconvénients : gestion de la course un peu plus compliquée, le directeur de course doit avoir pour chaque finale la liste mise à jour pour positionner les voitures sur la grille de départ.

✓ Format électrique sans reseeding mais avec un classement « scratch » tours/temps à chaque finale :

Ce format est peut-être moins adapté au TT si les conditions de piste ne sont pas identiques à toutes les finales.

- Avantages : le pilote qui a raté ses qualifications n'est pas bloqué dans le classement et peut progresser s'il réalise de meilleurs temps que ceux de la finale supérieure. Tous les pilotes roulent la même durée et restent jusqu'à la fin de la course, le temps de roulage est réparti sur la journée. Le ramassage est simplifié surtout en cas de course mixte Th/EI. La gestion de la course est simple (identique à une course électrique, seul le classement diffère)
- Inconvénients : un pilote peut être cantonné dans une finale d'un niveau inférieur. Problème si les conditions de piste ont changé entre 2 finales.

Le premier schéma sera adopté en test et en option (au choix du club) pour la catégorie TT1/8th pour l'année 2021 en courses de Ligues et en Coupe de France/ligue.

Un bilan sera fait en fin de saison pour décider de la continuité ou pas de ce schéma de course.

A voir pour les autres catégories, si un nouveau schéma peut être proposé pour la prochaine saison.

Départ de Olivier Blanchard à 16H00

Départ de Franck Peigné à 16H40

Nombre de votants : 17

B. JOURS DE COURSES :

Étendre la durée des courses de Ligues à 1,5 jours pour augmenter le temps de roulage dans les Ligues très étendues où les pilotes se déplacent souvent la veille et en Ile de France où les courses TT sont surchargées.

Cette possibilité demeurerait une option au choix des clubs. Le timing sera impérativement construit en conservant à minima une ou deux manches de qualification le dimanche matin pour permettre aux pilotes ayant des contraintes professionnelles le samedi de participer aux courses.

Vote : Pour : 16 Contre : 0 Abstention : 0 Proposition Acceptée

Départ de Jean-François Velvindron à 18H40

Nombre de votants : 16

C. COURSES DE LIGUES / MANCHES CF :

Afin de pouvoir positionner plus facilement les courses de Ligues dans le calendrier et au regard de l'évolution des frais de déplacements, les Présidents de Ligues demandent la possibilité de faire des courses de Ligues les jours de manches nationales (hors Ligue concernée).

La notion de limite à la Ligue n'est pas acceptable, car 2 clubs peuvent très bien être proches dans 2 Ligues différentes.

Cette ouverture poserait également un problème en TT1/8th car la Coupe France se faisant sur sélection, les pilotes nationaux ne pourraient pas participer suffisamment aux courses de Ligue.

La proposition qui en découle :

Sous la responsabilité des Présidents de Ligues, autoriser les courses de Ligues les jours de manches nationales, excepté dans un rayon de 300km (à vol d'oiseau) autour du club qui organise la manche de CF et excepté pour les courses de TT1/8th.

Vote : Pour : 16 Contre : 0 Abstention : 0 Proposition Acceptée

VIII. CALENDRIER 2021

Le calendrier est mis à jour en fonction des dernières modifications apportées au calendrier EFRA sachant que ce dernier n'est pas complètement figé (dates non arrêtées dans certaines catégories, calendrier IFMAR provisoire).

Voir calendrier en Annexe 3.

Pour le calendrier national, reste à valider le club de la manche 4 en piste électrique et en TT1/10el, les dates de ces manches étant figées.

Toutes les dates du calendrier proposé sont figées, seule une manche est susceptible d'être déplacée, la manche 3 en piste 1/10th en raison du calendrier moto du circuit Carole.

Relance à faire auprès des clubs organisateurs de manches nationales afin de récupérer les chèques de caution et d'engagement pour la saison 2021. Il est demandé au secrétaire général de transmettre une liste des règlements manquants, les vice-présidents connaissant bien leurs clubs peuvent aussi les relancer.

Vote : Pour : 16 Contre : 0 Abstention : 0 Proposition Acceptée

IX. INFORMATIONS DIVERSES

Les prix des licences n'évolueront pas à la hausse en 2021, cependant dans le contexte actuel, le comité directeur se propose d'étudier les offres qui pourraient inciter les licenciés à prendre leur licence en début de saison.

A l'étude également la programmation d'une journée de roulage nationale (genre portes ouvertes) pour tous les clubs à une même date (de préférence en début de saison ou début calendrier scolaire).

Le budget dépensé pour les aides aux clubs avec les kits sanitaires est de 10 000€ environ.

Le montant des rétrocessions aux Ligues sera maintenu avec le même mode de calcul (12% du montant des licences payées).

Relance à faire auprès des clubs pour les licences encore impayées : 5 clubs n'ont pas payé leur affiliation, 89 licences sont en attente de paiement.

Intérêt des courses de Ligues :

En complément des échanges sur les formats de courses, il a été précisé que la défection des courses de ligues n'est pas uniquement due au format des courses ou au calendrier mais peut découler également d'autres raisons comme par exemple :

- Courses mal organisées et/ou non valorisées,
- Règlements non respectés,
- Timing inexistant ou non respecté,
- Courses mal récompensées,
- Champions mal valorisés,
- Buvette mal achalandée et/ou trop chère,
- Accueil pas toujours chaleureux,
- Etc.

A chaque club de se remettre en question afin d'améliorer si besoin ces points.

Fin du Comité Directeur à 20h30.

Philippe BERTRAND
Président

Alain GALLET
Secrétaire Général

X. ANNEXE 1

AGENDA GENERAL MEETING

SATURDAY 7th of November 2020.

The meeting started at 9.00

1. PRESIDENT'S WELCOME

Javier Garcia

Mr Javier Garcia will open the meeting welcoming all delegates, associated members and special guests.

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

Good morning and welcome to the 2020 Annual General Meeting of EFRA. This time, we are in contact virtually by ZOOM platform due the unprecedented situation that we are living in Europe and in rest of the World due terrible Covid19 pandemic.

My first thoughts are for thousands of deaths around Europe that COVID brought us in our normal life. Maybe some of you present today in our meeting had have a loss inside of their family or maybe a close friend. EFRA lost one of its own, sadly Life Vice President Mick Hill passed this year after contracting the virus.

So, for that, before to start my speech I would like to ask for a minute of silence for those who have lost somebody during this year.

COVID19 changed our life. For those of my generation, we never seen something like that. Lockdowns, restriction of movements, companies closed, Hospitals blocked, Governments taking drastic decisions, deaths, infected... Some countries have been hurt hardly, some others with less pain, but common point is that this situation changed our life in one way or another. If you see general view of what happened and what is happening in Europe / WORLD, RC cars is grain of sand in the desert.

But something that I learned during those difficult times is that we have to put our attention and to do our best in our "influence circle". We have an "influence circle" where we can act, we can improve, and we have made things for the best. Everything out of our "influence circle" is not in our control. The only that we can do is to accept the situation, to protect our circle and to make things for the best in our community. Talking about RC, our "influence circle", the situation forced us to take unprecedented decisions, in agreement with federations and organizers, cancelling practically 2020 season, except our 1/12th races before March. Our main argument in that decision is to keep safe our drivers, our staff members, referees and rest of the RC community. Other important reasons are to keep alive the spirit of the competition which means that if some drivers for their nationality cannot travel to our races, we could not consider an European Championship. EFRA is not here to make business forcing drivers to race. We are here to keep alive European competition between drivers in RC cars where everybody can take part fair and safe according to our constitution and objectives.

At this time, I want to talk about sentence "keep alive". We all know that we are living hard moments economically speaking. Without races, our incomes as Federation has decreased drastically. We, EFRA, realized of the situation in the beginning of the year and we adjusted our structure and expenses accordingly. As the pandemic became obvious the EFRA board acted in reducing its financial obligations to reduce any potential losses. The difficult but necessary decision to cancel races meant we would be without any incomes. The focus soon became how to survive and be alive to plan for, when we can start racing again, adapting budgets and structures.

And now, the Future. To finish my speech, let me talk about future, let me talk about hope, let me talk about our DEVELOPMENT PLAN. Last year, we introduced guidelines that we consider the future of RC competition in Europe where EFRA, together with you, must go in next years. Even with all difficulties of COVID19 in 2020, we are continuing working on the PLAN and we are pleased to show the work done in 2020 later on the meeting. Suddenly, we couldn't do all work planned due obvious reason. For that, we decided to move the plan one extra year, initially planned 2020-2022, now 2020-2023. I hope that this amazing project could bring you ideas to export to your Federation and also you are welcome to work on the plan if you consider that you have something to bring on it.

Finally, I want to thank with special remark, to all EFRA board members and EFRA executive members for hard, sincere and disinterested work done for RC, for EFRA and for you during this time. THANK YOU GUYS, you are the best team possible for this boat.

I hope a great meeting for everybody. THANK YOU

2. APOLOGIES FOR ABSENCE

Apologies have been received from:

Member Countries presents:

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

Other Present: Jean Luc Retornaz, Mat Mc Callum, Nick Daman, Lazlo Gal; Robin Schumacher; Sander de Graaf, Gary Culver

3. MINUTES OF 2019 ANNUAL GENERAL MEETING

November 2019— Brussels, Belgium

Matters arising from the minutes: No Matter rising

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

4. SECRETARY'S REPORT

Mr Willy Wuyts

Dear friends, Thank you all for being present at this virtual AGM.

We all were prepared... for a new season, with a brand new website, but soon our hope for a exciting race year faded away.

But with 2400 incoming emails, social media messages, and numerous hours of skype and zoom sessions, we tried to keep our motivation up.

I have to thank all our board members for their contributions, our work is never done...

That being said,

It will be a long day, and we will try to work according to the timetable.

We could have set up simultaneous meeting rooms to have all section meetings at once, but we have found it would be very unpractical and would cause a lot of confusion and delays.

Since we will have a lot less on the agendas as normal, it should be possible to do.

If a meeting should take longer, we still can divide the rooms if needed.

In a virtual meeting, with a large group, it can be difficult if there is a lot of unwanted noise, so please mute your microphones if you do not need it.

You can use the hand raise function in the participants list, or the chat function for group or private messages between participants.

If it come done to voting, there can only be one vote for authorised persons, we will monitor this, so it sure will save some time if done in a correct way.

A virtual meeting is a new experience, if something does not go according to plan, we ask you for some patience and understanding.

But something positive did come out of these kind of virtual meetings, EFRA will extend this way of communication with Federations.

For instance with sections meetings, or in the race preparations during the year, on regular bases.

Our president already explained a lot, and more of the future plans will be laid out when we continue the meeting.

Before we can continue, a ratification of the following decision made by the EFRA Executive Committee is needed:

This year, the corona crisis obliges us to adopt a different working method for our annual AGM.

Taking into account the recommendations of the health authorities, the legislator (by royal decree no. 4 of 9 April 2020) allows general meetings to take place without the physical presence of active members.

The general assembly foresees the possibility to vote electronically.

The general meeting itself will be held on 7 and 8 of November 2020.

Rationale:

The EFRA EXECUTIVE COMMITTEE unanimously, after consultation with the EFRA Committee Board, who unanimously support its decision, decided to reallocate the venue of the EFRA AGM 2020 from Malmo to an Electronic method of communication via. the internet, with this Electronic method being legal at the official address of the Federation.

As per the EFRA Constitution, rule 4.1.a.g., it is a duty of the EFRA General Meeting "To deal with any matter which, under these Constitution Rules failed to be dealt with by a previous General Meeting."

As the Venue of Malmo was already decided at the past AGM, to move or change it is a matter which has not been dealt by a previous General Meeting, and so that the decision made by the EFRA EXECUTIVE COMMITTEE in the course of the day to day running of EFRA general business is subject to the approval/ratification of this present General Meeting.

Proposed by EFRA Executive Committee

Passed Unanimously

5. TREASURER'S REPORT

Mrs Jacqueline Aebi

- a) Presentation of Annual Accounts
- b) Audit Report
- c) Approval of the presented figures for 2020
- d) Election of auditors for 2021
- 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 2020.

The Annual Report, the Annual Accounts and the Group Accounts for the 2020 financial year are approved and discharge is granted to the treasurer, Jackie Aebi and to the auditors,....

Seconded by: Croatia

Passed by 16 for, 1 abstention

Auditors for 2021: Switzerland Germany

6. EFRA Development plan

The EFRA development plan progress presented by CTRL on video. Followed by Presentation from the EFRA President. Videos will be uploaded to the EFRA Website.

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

Current Rule

4.2.

Committee Board

The President or in his absence the senior Committee Board member present, shall take the chair at the General Meetings and in the event of a tie, be entitled (but not bound) to exercise the casting vote.

The Treasurer shall be entitled to demand and receive all money due to the Federation and shall keep proper accounts thereof.....

TREASURER:

1 Maintains a complete set of records of the Financial aspects of E.F.R.A. business.

2 Produces a full set of accounts as at the end of the financial year for presentation and acceptance by the Member Countries at the E.F.R.A. Annual General Meeting. Expenses can be split down into amounts of approx. 3000 Euro..

3 Keeps abreast of all facets of bookkeeping and the financial situation of E.F.R.A.

4 Before the 15th January following the AGM send invoices to all E.F.R.A. Member Countries regarding annual subscriptions, sanction fees for E.F.R.A. GP and EC events, entry fees for EC events.

5 During the year send invoices to Member Countries or persons when requested to do so.

6 Maintains a watching brief of outstanding invoices and one month after the date of maturity of the invoices he sends reminders to those Member Countries who have not paid their invoices.

7 Every three months produces a report for all Committee Members giving details about the financial situation and status of all debtors.

8 Pays the expenses declarations of the Committee members within a week of receipt.

9 Refunds all the deposits as soon as the Section Chairman sends his approval.

10 Visits important races.

11 Forms an Executive Working Committee with President and General Secretary to deal with all matters that affect the day to day running of E.F.R.A. general business.

12 The Treasurer has to present the accounts and all assigned documents to the auditors prior to the AGM.

.....

Proposal

Committee Board

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2 Produces a full set of accounts as at the end of the financial year for presentation and acceptance by the Member Countries at the E.F.R.A. Annual General Meeting. Expenses can be split down into amounts of approx. 3000 Euro..

3 Keeps abreast of all facets of bookkeeping and the financial situation of E.F.R.A.

4 Before the **end of February** following the AGM send invoices to all E.F.R.A. Member Countries regarding annual subscriptions, sanction fees for E.F.R.A. GP and EC events, entry fees for EC events.

5 During the year send invoices to Member Countries or persons when requested to do so.

6 Maintains a watching brief of outstanding invoices and one month after the date of maturity of the invoices he sends reminders to those Member Countries who have not paid their invoices.

7 Every three months produces a report for all Committee Members giving details about the financial situation and status of all debtors.

8 Pays the expenses declarations of the Committee members within a week of receipt.

9 Refunds all the deposits as soon as the Section Chairman sends his approval.

10 Visits important races.

11 Forms an Executive Working Committee with President and General Secretary to deal with all matters that affect the day to day running of E.F.R.A. general business.

12 The Treasurer has to present the accounts and all assigned documents to the auditors prior to the AGM.

.....

Remarks

Date 'tidy-up' to accommodate that final confirmed allocations do not have to be submitted until 21st January.

Proposed by: EFRA

Proposal Status:

Seconded by: FBA

The proposal: Passed Unanimously

Current Rule

5.

Subscription

The Annual subscription of the Federation shall be fixed by resolution of a General Meeting. Such subscription shall become due on the first of January of each year. If not paid within three months thereafter, representatives of a country in default may not, until payment take part in any activity of the Federation or be sponsored by; if not paid within twelve months, membership of the country in default shall cease.

To recover its active membership the member must pay the duly invoices pending. The accounts will be closed on the 30th of September each year.

Proposal

Subscription

The Annual subscription of the Federation shall be fixed by resolution of a General Meeting. Such subscription **will be invoiced to the Federation by the end of February** of each year. If not paid within three months thereafter, representatives of a country in default may not, until payment take part in any activity of the Federation or be sponsored by; if not paid within twelve months, membership of the country in default shall cease.

To recover its active membership the member must pay the duly invoices pending. The accounts will be closed on the 30th of September each year.

Remarks

Date 'tidy-up to bring inline with established invoicing procedures.

Proposed by: EFRA

Proposal Status:

Seconded by: Portugal

The proposal: Passed Unanimously

3. EFRA Sanctions

There is a strong feeling that we need to be prepared for a undesired extension of this CoVid19 situation.

We have a large group of fixed rules in our timing mainly related to economics and our organization, venues , events, invoices, for example our due date of 21 January for allocation changes must be much more flexible in this undesired circumstances. Due date for invoices, due date for paying organizers and other similar suitable rules must be affected by this special rule:

So that the EFRA Executive Committee presents the following rule proposal:

The proposed rule is NEW

Rule 3.0

During the extension of the Covid19 pandemic scenario in Europe the EFRA Executive Committee has the allowance to apply flexibility to the rules (with fixed dates??) to make the day to day running of EFRA and its events operative. The allowance is extensible to implement extra safety measures when needed.

Rationale:

The EFRA EXECUTIVE COMMITTEE needs to adopt new rules for this new times, in event of this situation to be provisory this "Three Point Zero" may help to deal with this 2021 extension of the Covid19 or even, eventually a 2022 one...

A rule by rule change will be non operative, we may say 21 February instead of 21 January and the may not be really operative in 4 months time.

Even more this changing and challenging scenario changes too quickly so we need that flexibility, all that , always, in the benefit of the sport.

Proposed by EFRA Executive Committee

Seconded by: FLAMRC Lux.

Passed Unanimously

Current Rule

3.5.2.

EFRA will invoice respective Federation or Applicants through the federation for the EFRA Sanction fee from the 1st of March of the year the race is scheduled. The invoice must be paid to EFRA within 30 days of the invoice date.

Proposal

EFRA will invoice respective Federation or Applicants through the federation for the EFRA Sanction fee **by the end of February** of the year the race is scheduled. The invoice must be paid to EFRA within 30 days of the invoice date.

Remarks

Date 'tidy-up' to bring inline with normal invoicing procedures.

Proposed by: EFRA

Proposal Status:

Seconded by: SBF

The proposal: Passed Unanimously

Current Rule

4. International Drivers registration

4.1.2.

Drivers can register their personal data on the EFRA website database (www.efra.ws), but will not be considered an EFRA Registered driver until their National Federation has approved the registration.

Proposal

Competitors can register their personal data on the EFRA website database (www.efra.ws). Competitors can only register for entry to WC and EC events by using the EFRA entry system for the specific event(s), but will not be considered as having a confirmed entry to the event(s) until their National Federation has approved the registration.

When registering to compete at a WC, EC or GP event, the competitor must agree to accept and comply with all EFRA rules and procedures.

Failure to do this will render the entry application invalid. By accepting all EFRA rules and procedures, the competitor or participant agrees to understand and accept the risks associated with any aspect of the event.

The competitor and any member of his/her team also agrees to waive his or her right to file a liability claim against EFRA, the National Federation, the Host Club and the Organiser Team, for any injury or loss that occurs during the event or any preparation days prior to the start of the event.

Each competitor or participant will therefore explicitly and completely renounce any liability against EFRA, the National Federation, the Host Club and the Organiser Team, their personnel, volunteers and any representatives of these bodies, for any errors committed before, during or after the event in which any of these organisations or their personnel have been involved.

This 'waiver' applies both to damages suffered or caused by the competitor himself, his team or members thereof. The competitor or any member of the competitors team undertakes to indemnify EFRA, the National Federation, the Host Club and the Organiser Team at all times for any claims that third parties may submit on the basis of facts, errors or omissions of the organisation, its team and any representatives. (General Rule 3.7 also applies). EFRA will comply with all EU regulations relating to data protection. Each competitor at EFRA events must agree that their name and the details of any products they use can be used in any publications relating to the event that EFRA and/or the event Organiser publishes.

Remarks

EFRA and Organising Officials need protection from any claims that may arise from an event.

Proposed by: EFRA

Proposal Status:

Seconded by: Croatia

Amended by: EFRA

So the rule will read :

Drivers can register their personal data on the EFRA website database (www.efra.ws), but will not be considered an EFRA Registered driver until their National Federation has approved the registration.

Competitors can register their personal data on the EFRA website database (www.efra.ws) .

Competitors can only register for entry to WC and EC events by using the EFRA entry system for the specific event(s), but will not be considered as having a confirmed entry to the event(s) until their National Federation has approved the registration.

When registering to compete at a WC, EC or GP event, the competitor must agree to accept and comply with all EFRA rules and procedures.

Seconded by BRCA

The proposal: o Passed Unanimously o Passed with 18 for, 1 against

Current Rule

4.1.3.

All competitors at European Championships and the European drivers at World Championships (all events previously requiring an EFRA Licence) must be registered on the EFRA entry system database. Application for entries at EC's or WC's must be made by the National Association that have granted and approved the EFRA Registration, using the entry system on the EFRA website (www.efra.ws). The registration will have a unique number issued by the Federation and must include the two letter country code of the National Federation with the Registration Number.

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

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

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

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

A National Federation cannot grant any EFRA Registration to a foreigner belonging to a country not yet represented in EFRA. This can only be done by the EFRA Board in exceptional circumstances.

Event Organisers will register the EFRA Registration Numbers.

Proposal

~~All competitors at European Championships and the European drivers at World Championships (all events previously requiring an EFRA Licence) must be registered on the EFRA entry system database.~~

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

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

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

exists.

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

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

A National Federation cannot grant any EFRA Registration to a foreigner belonging to a country not yet represented in EFRA. This can only be done by the EFRA Board in exceptional circumstances.

Event Organisers will register the EFRA Registration Numbers.

Remarks

Delete first sentence, as it is now included in 'new' rule 4.1.2. Duplication not needed.

Proposed by: EFRA

Proposal Status:

Seconded by Portugal

The proposal: o Passed Unanimously

7. Race Officials

Current Rule

7.3.1.

Mandatory Officials.

In EFRA Sanctioned races it is mandatory to have the following Official positions held by different persons:

- a. Race-Director
 - b. Time-keeper
 - c. Technical Inspector
- Other Officials have to deal with:
- d. registration of entrants, checking licences, collection of fees;
 - e. supervise transmitter impound;
 - f. giving start and finish signals;
 - g. lap-counting and time-keeping;
 - h. recording and publishing results;
 - i. separation of public/drivers area and track
 - j. supervising the marshalling around the track;
 - k. track marshalling.

Proposal

Mandatory Officials.

In EFRA Sanctioned races it is mandatory to have the following Official positions held by different persons:

- a. Race-Director
- b. Time-keeper
- c. Technical Inspector
- d. **Risk Management Officer**. Other Officials have to deal with:
- e. registration of entrants, checking licences, collection of fees;
- f. supervise transmitter impound;
- g. giving start and finish signals;
- h. lap-counting and time-keeping;
- i. recording and publishing results;
- j. separation of public/drivers area and track
- k. supervising the marshalling around the track;
- l. track marshalling.

Remarks

All events need to have a 'Risk Management Officer. Other positions have been itemised with adjusted 'lettering'.

Proposed by: EFRA

Proposal Status:

Seconded by: NOMAC

8. BUDGET & AGM VENUE & PRESENTATION

The Budget presented by the treasurer acceptance.

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

The venue for the next AGM will be Malmo and the date will be: 6-7 November 2021

9. SECTION MEETING REPORTS

Ratification of Rules

Election of Chairmen:

Due to the non-active year, all current EFRA officers are willing to extend their positions with one year.

10. IFMAR 2020 WORLD CHAMPIONSHIP REPORTS

1/8 IC GT Track

Miami/USA

1/12 Electric track

Milton Keynes/Great Britain

11. ELECTION OF EXECUTIVE OFFICERS

Due to the non-active year, all the current EFRA officers are willing to extend their current positions with one year

12. GENERAL DISCUSSION ITEMS

JQ expresses the feeling to change EFRA's approach toward organizing races. The aim would be to EFRA's role should be the umbrella organisation but work together with professional organisations.

13. ANY OTHER BUSINESS (NON VOTING ITEMS ONLY)

Anders Mikkelsen explained the Norway national broadcast of the off road event, and they will continue promoting RC this way.

Gary Culver thanked everyone in the meeting for the work done during the year.

14. APPROVAL MINUTES

The meeting was closed at 12.10

After reading the minutes were approved by Jukka Hakkamies (AKK) and Kai Koivuranta (SBF)

XI. ANNEXE 2



EUROPEAN FEDERATION of RADIO OPERATED MODE Automobiles

EFRA DEVELOPMENT PLAN 2020-2023

Welcome to the future



DEVELOPMENT PLAN
2020-2023
Welcome to the future

DEVELOPMENT PLAN
2020-2023
Welcome to the future

5. Development of special program for kids: KIDS DEVELOPMENT RACING PROGRAM

The idea in this project must be concentrated to approach kids, youth and upcoming generations to the Radio Control Cars, making this sport visible and accessible in all levels of racing. We have to work for them in a local level with race organizers, federations and to create coordination and cooperation with our marketing and image department to make visible RC cars to the youth people.

- 5.1 Media content dedicated specially for kids and youth
- 5.2 Events in public areas
- 5.3 Special time for kids in all European Championships. Local agreements
- 5.4 Program for supporting kids in WC and EC events
- 5.5 Other points to consider



How can we do that?

DEVELOPMENT PLAN

2020-2023

Welcome to the future

Making yearly goals

Working Groups



DEVELOPMENT PLAN

2020-2023

Welcome to the future

2021 GOALS

- 1. To finish and to publish the complete document of Development Plan**
- 2. To finish the new EFRA Logo and new image**
- 3. To develop a new procedure of live coverage to our events for 2022**
- 4. To finish and to develop ways of social media**
- 5. To finish 1.5 EFRA NEWSLETTER**



DEVELOPMENT PLAN

2020-2023

Welcome to the future

1. To finish and to publish the complete document of Development Plan

Goal to achieve is to finish and to put on paper the complete document of the Development Plan

To be ready for 2021 AGM



CIRCUS RC



DEVELOPMENT PLAN

2020-2023

Welcome to the future

2021 GOALS

1. To finish and to publish the complete document of Development Plan

2. To finish the new EFRA Logo and new image

3. To develop a new procedure of live coverage to our events for 2022

4. To finish and to develop ways of social media

5. To finish 1.5 EFRA NEWSLETTER



DEVELOPMENT PLAN

2020-2022

Welcome to the future

2.To finish the new EFRA Logo and new image

Continue with working group to decide the new EFRA logo and new image with a document where we can fix rules about how to use logo, fonts and procedure

READY FOR AGM 2021



DEVELOPMENT PLAN

2020-2023

Welcome to the future

2021 GOALS

1. To finish and to publish the complete document of Development Plan

2.To finish the new EFRA Logo and new image

3. To develop a new procedure of live coverage to our events for 2022

4. To finish and to develop ways of social media

5. To finish 1.5 EFRA NEWSLETTER



DEVELOPMENT PLAN

2020-2023

Welcome to the future

3. To develop a new procedure of live coverage to our events for 2022

At this point our goal will be to make a new way of live coverage, with clear vision in marketing area to be attractive for new fans and RC enthusiastic. Different TV formats where we create extra value for our

Associate Members

Advertisement in Live coverage

Live show on final day

Increase viewers on Youtube Channel

New coverage will be ready for 2021 AGM to start in 2022



DEVELOPMENT PLAN

2020-2023

Welcome to the future

2021 GOALS

1. To finish and to publish the complete document of Development Plan

2. To finish the new EFRA Logo and new image

3. To develop a new procedure of live coverage to our events for 2022

4. To finish and to develop ways of social media

5. To finish 1.5 EFRA NEWSLETTER



DEVELOPMENT PLAN

2020-2023

Welcome to the future

4. To finish and to develop ways of social media

To explore all social media where RC fans and RC community are present and to establish a fluence and periodic communication

Results to be measurable at 2021 AGM



DEVELOPMENT PLAN

2020-2023

Welcome to the future

2021 GOALS

1. To finish and to publish the complete document of Development Plan
2. To finish the new EFRA Logo and new image
3. To develop a new procedure of live coverage to our events for 2022
4. To finish and to develop ways of social media

5. To finish 1.5 EFRA NEWSLETTER



DEVELOPMENT PLAN

2020-2023

Welcome to the future

5. To finish 1.5 EFRA NEWSLETTER

The idea in this goal is to CREATE an EFRA NEWSLETTER where every section can publish their news in a document to be send out to RC community. Also we will make the possibility to add new products and features from our Associate Members

Linked to our social media

One newsletter per month

Section news, Associate member news and EFRA GENERAL news

To be ready from May of 2021



XII. ANNEXE 3

CALENDRIER FFVRC 2021 : Courses Nationales et Internationales

ANNEE	DATE	PISTE 1/27 - "électrique"	PISTE 1/10 - "électrique - MOTO RIC"	TOUT-TERRAIN 1/10ème "électrique"	PISTE 1/10 - "Thermique - Challenge GT8"	PISTE 1/8 - "classique - 10 & bis"	PISTE 1/8 - "10 & bis - 1ère"	PISTE 1/5 - "Challenge MCD"		TOUT-TERRAIN 1/8 - "Elite 4x4 National 4x4 10"		TT 1/8 - "Bis"	TOUT-TERRAIN 1/5 - "15"
								Elite National - F1 FF - SPE - Quadra	Challenge MCD	Elite 4x4 National 4x4 10	National 4x4		
2020	09/10 Janvier				AMICALE INDOOR ST BRIEUC HORS GT8								
2020	16/17 Janvier												
ASSEMBLEE GENERALE FFVRC													
2020	27/28 Février								M1 MODELSPACE NAI767				
2020	6/7 Mars												
2020	13/14 Mars				M1 MYRC PACAM1131	M1 MRTE IDF1020							
2020	27/28 Mars	M1 AMCO AURA1477			M1 MASC CYDL1346		M1 MAI NAI547	M1 MAI NAI547			M1 AZTECH IDF1076		
2020	3/4 Avril												
2020	10/11 Avril											M1 CAY CYDL718	M1 AMCO BRET1257
2020	24/25 Avril	M2 MRO OCC1008											
2020	1/2 Mai												
2020	8/9 Mai												
2020	15/16 Mai												
2020	22/23 Mai	M3 MRTE IDF1020											
2020	29/30 Mai												
2020	12/13 Juin												
2020	19/20 Juin												
2020	26/27 Juin												

CALENDRIER FFVRC 2021 : Courses Nationales et Internationales

ANNEE	DATE	PISTE 1/12*** "électrique"	PISTE 1/10*** - "électrique" - MOTO RC	TOUT-TERRAIN 1/10ème "électrique"	PISTE 1/10*** Thermique Challenge G18	PISTE 1/8*** "classique" - 1/8 & bis	PISTE 1/8*** 1/8 & bis "libre"	PISTE 1/6***		TOUT-TERRAIN 1/8*** Elite 1/4 National 1/4 40	TT 1/8*** Bis	TOUT-TERRAIN 1/6***
								Elite National F1-FF SPE-Quatre	Challenge MCD			
2020	3/4 Juillet			CE Record ANGLETERRE					Elite 1/4 National 1/4 40			
2020	10/11 Juillet			M4 ???					JUNIOR CHAMPION RACE MOTOCYCLISTE CYDL147			
2020	17/18 Juillet							CE Fiorano ITALIE	CE A Rcdwan ESPAGNE			
2020	24/25 Juillet		CM ????					M5 ARCA16 NA/173 Elite - F1 - National				CE Fehling AUTRICHE
2020	31 Juillet / 1 Août											
2020	7/8 Août						CE 1/8 Almussates ESPAGNE					
2020	21/22 Août							GP Cremona ITALIE				
2020	28/29 Août	COUPE DE FRANCE MCT PACA1728			CE 1/10 Giubbi ITALIE			M6 MCC BRE1/166 Quatre - National - FF - SPE	COUPE DE FRANCE/COUPE DES LIGUES ARCF42 AURA1/083		COUPE DE FRANCE CMAFC BFC1727	
2020	4/5 Septembre				M5 A2TECH IDF1878	M5 RACG AURA1/70	M5 BMRC AURA1/44		CM Chanoie BRESIL			
2020	11/12 Septembre		M5 AMCT CYDL392	M5 MRF31 OCCT102					CE 40+ France ABCR GE1/093		M4 MBCP PACA1236	M4 MBBM IDF1409
2020	18/19 Septembre				CE 1/8 & 1/10 40+ HOLLANDE		CE 1/8 & 1/10 40+ HOLLANDE	GP Lustallo SUISSE				
2020	25/26 Septembre				CM Brisbane AUSTRALIE			M7 AMCC BFC1/27 F1 - National - FF - SPE	M4 SAMC AURA1/018	M5 MRCN NOR1631		M5-CDFCDL ARCCT AURA1638
2020	2/3 Octobre						COUPE DE FRANCE RCCL AURA1/007					
2020	31/10 Octobre			COUPE DE FRANCE MAGENCY CYDL147	COUPE DE FRANCE CALAN BFC1331						M5 RC34 IDF1/06	
2020	16/17 Octobre							COUPE DE FRANCE MCT GE1/19 Tourisme EN - F1 - FF				
2020	23/24 Octobre								M5 CAY CYL178			
2020	6/7 Novembre											
2020	13/14 Novembre			COUPE DES CHAMPIONS BCL IDF1822								

AG EFRA

Mise à jour le : 14/11/2020



FFVRC

FÉDÉRATION FRANÇAISE DE VOITURES RADIO COMMANDÉES

