



**EFRA MANUFACTURER MEETING**  
**HOTEL Mercure Villefontaine**  
**France**  
**31 October 2008**

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**MINUTES FROM EFRA MANUFACTURERS MEETING**

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Attendees:	Dallas Mathiesen	Hans Huijsing	Willy Wuyts
	Carlos Gomez	Frank Mostrey	Franky Noens
	Sander de Graaf	Wolfgang Stumpf	Mario Hudy
	Adrien Bertin	Jessica Dotto	Rody Roem
	Andy Krämer	Maurizio Ficcadenti	Emilie van der Veer
	Oscar Jansen	Federico Barchi	Stefan Köhler
	Heiner Martin	Jean-Luc Retornaz	Oisin O Briain

**1 Presidents Welcome**

*Dallas Mathiesen*

A short welcome from the president, The meeting started at 9.40 am

**2 Future presentation**

*Franky Noens*

Franky Noens gave us a review of the evolution of the future of EFRA, with PowerPoint slides  
The starting point was 2005, with SWOT analyses in 2006, and a review of the Project of Hans Christensen about the Future.

That was followed by some manufacturers letters regarding the recent problems and thoughts of how to act in the future, like the problems with mufflers raised in Portugal.

Main thoughts: Technical inspection needs to be more professional, not only in IC racing, same problem exists in electrics.

If the rules are better explained there is no need to cheat, or at least more difficult.

As far as homologation is concerned, there needs to be more control on product and homologation.  
Now homologation is only checked by the engraved EFRA numbers and in some occasions the dimensions.

The rules must go back to basic, every year we change some rules due to something that happened on the track in the last event.

To simple is also not good, but we must find a good average.

Continuing on the pps slides:

The EFRA achievements where explained, with the use of Administration Tools, and noise generator.  
Using a WEBADMIN tool to create standard forms, addresses, that is well used by the treasurer and secretary.  
We introduced the beta version of a proposal tool.

The fuel analyser is working, and will be in full use next season. The first year this was mainly used to do some fuel measurements and to build up the library to get experience.

When suspected using illegal fuel, 3 samples will be taken and one will be send to an official lab.  
If illegal punishment will be severe.

**3 Explanation EFRA Pro Racing**

The Power point presentation continued with a PR-Marketing presentation By Dallas, explaining it is EFRA' s First Task to organize races, and to set stable rules.

It can be said that the interest of manufacturers, organizers, and drivers, are more or less the same.

EFRA is run now for 34 years in the same way:

1 simple vote for every member, a very democratic way. But the system is vulnerable for lobbying.

Suggestions of how to continue in the future:

Create stable rules, preferably uniform around the world, professional management of events, and use experienced Officials at EFRA events.

EFRA Pro, might be another way to continue for the future

This section will only deal with professional drivers, short events and professional races.

Events of 4-5 days with a max of 50 drivers/?

This needs good advertisement, good promotion, a good commercial track and run with live streaming worldwide.

Manufacturers can be involved and constitution must be changed for that.

Easiest solution will be a separation of the constitution, one for amateurs and one for the pro.

JLR explained his thoughts about risk and money involved:

This will only work when there is money available and when the funding is there for at least 1 year up front.

Using a more professional team, for instance 8 people, travelling around for 5 days will require funding of 15 to 20k.

It was suggested to go to a system where manufacturers pay to participate on an event. This will generate money by a lot of manufacturers. Also we must try to get all manufacturers informed at the Nurnberg fair and try to inform also Asian manufacturers.

First try to get EFRA arranged to go into the new direction. IFMAR will take a little bit more time, but we will try to get them into the same direction.

LRP said that we must avoid double WC titles.

We must not only look for good tracks, but also tracks in big city's to get exposure.

EFRA should take care of 2 people for technical inspection.

Official referees for EC's and technical appointed inspection with paid stay.

The need of having a technical committee by manufacturers was expressed, but F.M. explained such a task force has been there in the past, and encountered difficulties, because of lack of co-ordination between all parties, and it faded away eventually.

Difficult to get a conclusion, not all manufacturers might have the same approach.

Do we go to difficult countries with no exposure?

For the real pro races only manufacturers who have paid the contribution.

The need of the manufacturers, is not necessary the same what federations want.

## 4 Bonisio

The Powerpoint presentation continued with Bonisio' s view how EFRA pro racing could be implemented in the present organisation.

The way it was explained, the organisation of those events can be outsourced, as a **turnkey** operation.

For example, Portugal had a low profile, was too long, with no press facilities, no marketing, only made for the competitor, not made for public, lack of sponsors, no official publication of the result.

**Reasons:**

Volunteers, no professional input, lack of budget,

**Objective:**

Manufacturers title, see F1/WRC/

**Achieving:**

Go to professionals, find funding, get manufacturers to work together, hand over turnkey project to EFRA/ IFMAR. Then EFRA steps in, to deliver qualified people, such as referees, race directors, technical inspection...

Create an Official Website, make a show around it, VIP tent, give manufacturers something back, TV coverage etc.

Not an easy subject, there is only 1 WC, who is a pro-racer, who is entitled to race, who pays for that? Manufacturers are willing to pay, but there only needs to be 1 WC, the others for amateurs must be renamed, in World Cup, World Championship Amateur World Cup... It will be more or less a matter of names.

There is also the need for a worked out budget to see if all of this is possible. Manufacturers agree to go ahead with investigating budgets, even if "Pro" racing would be only on European level.

Its need to be an IFMAR item also, because all manufacturers must be involved.

LRP suggested a "light" version, with two EFRA technical inspectors, partly paid by EFRA, partly manufacturers.

Mr Roem suggested to go for a test year in one class.

Racers should no longer be able to switch between classes.

The Pro drivers are proposed by manufacturers.

We must think about racing with only EFRA approved chassis, engines etc.

Oisín will co-ordinate with manufacturers to come up with a workable formula.

To do a trial race, max 30 drivers and rent a track, make the budget first and see what you can do.

No change in the system, so drivers are allowed to drive in only 1 class. Not driving in A and B. If done like this there will be more new participants.

Difference between pro and B-Euro's. But first of all we need to clarify pro and amateur.

Oisín wants to get the opinion of all manufacturers and make a business plan.

We will make a small presentation to the AGM tomorrow.

## 5 Entry level

Motonica asked for a more user friendly entry class. Is there a need for basic simple cars, simple rules, and cheap cars?

## 6 Any other business

Lipo Battery's will be handled in the section meeting.

Mufflers.. Manufacturers keep asking for a way to measure the noise of their mufflers.

The question if mufflers should even still be homologated, was brought up.

Muffler test; dimensions say nothing, material also influences the outcome.

Simple measurement system like noise generator.

This will not change to right to discuss, but it will clarify at least something.

A question was asked why some federations have their AGM before the EFRA AGM took place.

Federations are asked to follow EFRA rules, but it is not mandatory.

Oscar wants to discuss the possibility of getting more advisory members in by using product from those members.

Since no other business was discussed, Dallas Mathiesen thanked all participants for a very constructive meeting.

The meeting ended at 15.50

