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## EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

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### Manufactures meeting Holiday Inn, 2 November 2013

Attendees: **Mugen , Novarossi, Rc racing tv, Gary Culver, Frank Mostrey, Sander de Graaf, Willy Wuyts, Jackie Aebi, Dallas, Modellsport, Robitronic, Paul Worsley, LRP, Ian Oddie**

Sander raised the question how the manufacturers see the future in IC track racing. The meeting then started to give their ideas of how to improve our races.

Cost of travel is a concern in some countries. CH, S and Norway are crazy expensive.

See F1, this is organized for TV. They do anything to make the race attractive. We have to make our races that suits the majority of the average driver, take top 30-80 from an EC event. If they are happy, than the top is also happy, so as the bottom drivers.

About the problems in IFMAR and EFRA.

We are too democratic. In our organization you need somebody that says YES or NO, forget the protests, forget the voting's. If somebody now disagree he starts mourning and hopes on a jury meeting. We need to dictate more so drivers now what is right and wrong. Race director must not call too much for meetings, with a lot of meetings there is a possibility that racers start to control a race. They do not agree, make a protest and ask for a meeting hoping that they can change a rule or change a decision. Do not accept protests, avoid meetings and concentrate on racing. Than it is clear for everybody. Give more power to the EFRA responsible to avoid endless discussions, a decision is a decision.

EFRA races should be run by a team, and for instance rent a track to organize themselves.

A board member of EFRA should be at EC's, at least one official at a GP.

EFRA races should be run by a team, and for instance rent a track to organize themselves, we must have a closer look at the position of the race director to work together with EFRA.

The wish of having the same EFRA rules in every country was expressed.

Venues should be chosen more careful, to meet drivers needs.

Tire treatment is an issue why there is an decrease of races, it is not the main reason, we have seen a cycle of up's and down's in the past. Handout tires might be a solution. Or just let it free.

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In large scale the effect of treatment is more or less accepted and there is not a significant decrease in drivers.

Think about the need of having EC-A en EC-B, should this continue in all classes with the recession going on. In 1/10<sup>th</sup> Ic it is already a problem with finding organizers.

In On road run A and B in one event but separate the finals. Example: Start with one class and after Qualifications separate into 2 parts. First 34 is A class the rest is B: then you can create finals for everybody,

First 34 (A) run 2 quarter finals (15 till 34) then two semi finals ( top 14 plus 6 from quarter) and final.

Rest is B (35 till 130+) they can race 1 till 100+ with sub finals etc. 35 till 48 is semi , 49 till 62 is 1/4<sup>th</sup>, 63 t/m 76 is 1/8<sup>th</sup> etc.

So still 1 race venue, but hopefully with a large number of drivers, and still 2 champions.

Get to faster decisions not wait year when urgent decisions are needed.

Manufacturers trophies, 5 drivers per country only for the car and for the engine and .... Reduce practice time on races, and put for instance first half of week 1/8 electric off road, second half 1/8 ic Off road.

Organize pit tables by manufacturers instead of countries. Give them free choice if there is no specific reason to sit country by country. Manufacturers want more extra's. They pay EFRA, they pay the organizer etc. So they want also rights. Associated members can get pit access, that's their privilege to help drivers in the pit and pitlane.

The idea was raised to introduce new classes in EFRA like truggy, short course, electric 1/8 off road, to promote those classes, to get them more popular in Federations. A class only grows when people start working on it, it does not come by its own.

Manufacturers are willing to pay more if races are more professional organized

An idea is to combine the EFRA September meeting with manufactures meeting to be able to form proposals from the suggestions made.

Meeting ended 17.20.

