



EFRA MANUFACTURER MEETING
HOTEL SOFITEL AIRPORT
BRUSSELS
2nd OF NOVEMBER 2007

MINUTES FROM EFRA MANUFACTURERS MEETING

Attendees:	Dallas Matiesen	Frederick Scholander	Jacqueline Aebi
	Carlos Gomez	Frank Mostrey	Franky Noens
	Sander de Graaf	Wolfgang Stumpf	Mario Hudy
	Maruzio Gandini	Rudy Roem	Uwe Kluver
	Oscar Jansen	Federico Barchi	Stefan Köhler
	Jurgen Lauterbacher	Jean-Luc Retornaz	

1 Presidents Welcome

Dallas Mathiesen

A short welcome from the president, and the minutes from last year was reviewed. The starting time for the meeting was discussed, maybe the meeting should start a little later due to incoming flights. 10.30 instead of 09.30?

2 Fuel

The handling of fuel has worked out well during the year. IFMAR is in favour of using controlled fuel. It was discussed if the future engines should run without Nitro. Easy to check, and we also must think of the environment, pollution as well as the noise.

An idea was to take the nitro away slowly during a period of 3 years, allowing 10% the first year, 5% the second year, and 0 % the third year.

It was also said that the pipe is more important for the performance of the engine than the fuel.

Having more than one supplier of fuel at a race is difficult since every supplier must bring enough fuel for all drivers.

It is essential that the blocs have the same technical rules!! EFRA must play a very active part in this work. The rules must be easy to control.

Mr Mostrey refers to a recent discussion he had with a representative from FIA (Full scale racing). The only way for us to succeed is to have the same rules all over the world.

EFRA believes that the producers can help a lot to produce good proposals by stepping forward and letting EFRA know what they want and why.

It was discussed whether a "Technical board" should be established with representatives from EFRA, drivers and specialists/producers. The idea was much appreciated by the meeting.

It was agreed that the fuel issue must be investigated more.

3 Batteries

It has happened several times this year that batteries have exploded during races. This is a major safety problem.

The handling of batteries has become very difficult at the moment. Freights, storage, distribution etc, must be done within weeks or they will become too old to use.

It is also difficult to determine the producer of a battery. The only thing we can control is the dimension and the weight.

If necessary EFRA can withdraw a homologation for safety reasons.

At the moment there are three major problems with the batteries.

1. The explosions

2. The storage
 3. Difficulties to check if the actual battery is on the market at the time it is homologated.
- Finally Mr. Mostrey reported about the status for EFRA:s homologation of batteries.

4 Other classes

1:18 - This scale is growing quite fast around Europe, and specially in Belgium. No rules are available, and EFRA do not want to produce new rules in a rush. It was however, discussed whether EFRA could produce some useful guidelines for similar situations in the future.

1:10 Electric Off Road – the WC in Finland earlier this year was an excellent event. Was it in fact too good? No, it was perfect. The only wish from the manufacturers was that the event could have been placed at a more central location.

The major races must be better promoted! The manufacturers want to have access to both drivers and the public. All organisers do not understand this, and it should be clearer in the future.

There is also a wish from the manufacturers to shorten down the races since it is very expensive to attend them.

5 Future

Mr Hans Christensson presented his work concerning the future of EFRA. The questionnaire sent out earlier was too complicated. He was asked to make a new, more simple one, and distribute it again. The ideas presented by Mr Christensson were appreciated and the meeting urged EFRA to move on a.s.a.p.

A question was raised concerning the fact that different classes have different timetables for their major events. Some EC:s end on Saturday, some on Sunday?

6 Any other business

This year's proposals concerning our associated members were presented and discussed.

As far as the mufflers are concerned there was a strong wish that the date for the new rules must be the same in 1:8 IC Track and 1:8 IC Off Road.

New classes were discussed, and EFRA feel that it should be careful, but when needed act as fast as possible.

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