



EFRA ANNUAL GENERAL MEETING
HOTEL SOFITEL AIRPORT
BRUSSELS
5th – 6th November 2005

Minutes Manufacturers Meeting

Friday 4th November

Attendees:

Mario Hudy (Hudy)	Andrea Vinci (Novarossi)	Jürgen Lauterbach (LRP)
Stefan Köhler (LRP)	Mrs Rossi (Novarossi)	Matteo Passerini (P.S.P)
Ronald Baar (Serpent)	Joris Adriaenssens (MCM)	Willy Wuyts(GammaLube)
Gerhard Binder	Dallas Mathiesen	Carlos Gomez
Mick Hill	Ian Oddie	Rudy Roem
Franky Noens	Sander de Graaf	Jean-Luc Retornaz
Frederick Scholander	Wolfgang Petermann	Wolfgang Stumpf

Welcome Mr Dallas Mathiesen welcomes all the attendees to this meeting between EFRA and manufacturers involved in the sport with radio controlled cars. The initiative was taken by EFRA last year in order to start a constructive dialogue about improving the sport for the future. An invitation for this meeting has been sent to all companies known by the EFRA committee members

Fuel The current rules were discussed, also the issue that the organizer provide the fuel. The testing results from Messina worked very well, the equipment used showed clearly if the fuel was correct or not. However, if a sample was not OK, it did not show what was wrong. The equipment used in Messina is very expensive, it would cost some € 25.000 to buy. One idea was to let the fuel be "free" but still using the testing equipment on the races. Using a testing equipment at the races is good, the problem is the price of the equipment. Should we leave the field open for different fuels, like in IFMAR? Or should only "registered" products be allowed?

Rudy Roem suggested that manufacturers who does not attend to the manufacturers meeting hold by EFRA at the yearly AGM, should not be allowed to use their products in EFRA races. The question was put forward if it was a good time to have the manufacturers meeting together with the AGM, or would some other time suit the manufacturers better? It was the meetings meaning that having the meeting together with the AGM was preferable.

Engines The amount of crankcases was discussed. According to the IFMAR rules three crankcases are allowed. One proposal was to shorten the races in order to decrease the amount of engines used at a race. Another proposal was to allow bigger tanks, and there was also a proposal that the enginebuilders should build engines that could last 5 minutes with 125 cc fuel. The question was raised if we should homologise batteries? Frank Mostrey proposed that we should form an "Electric motor section" with the task to form a proposal for a set of rules concerning electric motors AND batteries. Another proposal was to allow advisory members to approve their own products, i.e. motors and batteries.

Spektrum The new system for transmitting (like the Spektrum system) was discussed. It works with 79 channels, and an importer informed the meeting that within very short a checking device will be available on the market. The checking device shall be connected to the organizers computer, and will show what channels a specific "Spektrum transmitter" is using. The device will cost some 130-150 euros. There are several manufacturers developing and producing this system at the moment.

Future of EFRA A question was put forward however we shall continue working with EFRA on a voluntary basis, or in a more professional basis. Should the entering fee for major events be raised? Is it EFRA that should set the prices for sponsors at major events? How shall we market major events in the future?

Who should be responsible for marketing the major events in the future? EFRA? Manufacturers? Both together? It was quite clear that the meeting wanted more professional marketing. And that EFRA should set the standard for the coming organizers.

Venue of races EC and WC the same year? The question was discussed, and as long as the two venues are held in the same part of the world (Europe, North America, South America, Australia, Far east) the opinion was NOT to hold both venues at the same year. The importance of marketing a major event was also discussed. Who should raise the sponsor money for the major events? EFRA? The organizer? Maybe should EFRA do it.

WC/EC for manufacturers? If so, the manufacturers must be advisory members in EFRA.

**Associate
Advisory
Membership**

Associate Advisory Members are not only welcome to attend the AGM, they also have the possibility to propose new rules or rule changes. It is EFRA's wish that as many manufacturers as possible will become an Associate Advisory Member.

**Any other
Business**

There was a proposal that manufacturers wanting to attend EC:s or WC:s should pay a yearly fee to EFRA, for example € 1.000. The money should be used by EFRA to promote major events, but also the sport in general.