



**EFRA MANUFACTURER MEETING**  
**HOTEL SOFITEL AIRPORT**  
**BRUSSELS**  
**3<sup>RD</sup> OF NOVEMBER 2006**

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**MINUTES FROM EFRA MANUFACTURERS MEETING**

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Attendees:	Dallas Matiesen	Frederick Scholander	Tyrone Norrman
	Carlos Gomez	Frank Mostrey	Franky Noens
	Sander de Graaf	Wolfgang Petermann	Mario Hudy
	Maruzio Gandini	Matteo Passerini	Rudy Roem
	Oscar Jansen	Federico Barchi	Ian Oddie
	Stefan Köhler	Jurgen Lauterbacher	Willy Wuyts
	Gerhard Binder		

**1 Presidents Welcome**

*Dallas Mathiesen*

A short welcome from the president, and the minutes from last year was reviewed

**2 Fuel**

Using only one supplier at the races was discussed. It is not always an advantage for a supplier being alone, it is doubtful if he can use this in a positive way marketing his product.

It was the meetings meaning that cheating with fuel should be punished hard.

The available products on the market for testing fuel was discussed, as well as different ways to test. It was said that chemicals included in the fuel changes over time.

An idea was to have a third party controlling the fuel at the major races. This could be financed by the suppliers attending the race.

An other idea was to have only "EFRA Certified products (fuel)" and do random tests from the tanks.

A desire was that EFRA should invest in the equipment needed, and educate some of their officials to handle the procedure.

Another desire was that EFRA buy the services needed from a third party.

**3 Batteries**

Efra has received a letter from a lawyer representing a producer, claiming that some batteries on the list do violate some patents etc. So, for that reason EFRA will from now on ask all suppliers to guarantee that their products does not violate any patents.

It was said that the batteries on the EFRA list is not even close to what is available in the shops today. The development is going vary fast, only this year there has been a 30 % improvement from last year.

The tolerances was also discussed. Should there be a tolerance or not? Oscar Jansen asked for not allowing any tolerances at all.

It is essential that the specific questions regarding the electric motors are handled by EFRA.

This years proposals to the AGM where discussed, and several manufacturer thought that some of them for sure will make racing more expensive if they will pass.

Jurgen Lauterbacher put forward the question if we had the skill needed for the technical inspections? At the moment the technical inspection of the electric cars demands a lot of knowledge from the person(s) performing the inspection.

Is it possible to find a product that could measure a battery in an easy way?

At this time the meeting stopped for lunch.

## 4 Why?

After lunch the meeting reconvened and the question to the attending manufacturers "Why do you attend to this meeting?" was put forward by the President.

Mario Hudy:

It is a good place to meet other people within in sport. It is also a good opportunity to influence future proposals, it is important to have simple rules in order to attract more people to the sport.

Maruzio Gandini:

It is nice to meet with other manufacturers in the sport. It is important also to listen to the discussions as well as trying to influence the future rules. It is also important to help getting new drivers to the sport. Disappointed that so few manufacturers are attending this meeting.

Mattesio Passerini:

This meeting is a possibility to explain the effect of some rules from a manufacturers view. It is important since some proposals do not consider the whole effect if it is voted in to the rule book. It is also important to have a good relation with EFRA. Maybe several manufacturers do not believe that they can influence the development of the sport, and for this reason, do not show up at the meeting.

Rudy Roem:

Do have a strong vision that we all must work together in order to develop the sport in a sound way

Oscar Jansen:

Disappointed that nothing happens. This is the third meeting between the manufacturers and EFRA, and so far almost nothing has happened. Asks for more action from EFRA, wants decisions to be made and carried out. As a manufacturer money must be earned. Wants EFRA to learn more about the situation for the manufacturers, the products, the process of manufacturing the different products.

Federico Barchi:

The meeting between the manufacturers and EFRA is important . It is also important that the sport does have rules. It is also important to support EFRA in its work.

Ian Oddie:

The meeting is important in several ways. The dialogue between EFRA and manufacturers is essential for the future. Cooperation is the key word!

Jurgen Lauterbacher:

The dialogue is important for all. Listening and influencing is the main reason.

Willy Wuyts:

Mainly interested in questions concerning fuel. Wants to listen and influence.

## 5 Future

Frank Mostrey presented EFRA's plans for the future. The meeting accepted the plans, but was very clear about the fact that EFRA must start working according to the plans at once.

Dallas Mathiesen presented the proposals for the AGM which was linked to the "Future work".

The term "Advisory member" was discussed since it might give the wrong message to presumptive members among the manufacturers. Maybe we could use the term "Commercial Member" or "Supporting Member"?

Maybe we should discuss different levels of membership?

Homologisation fees, should be equal for all products! GRP suggested that more products should be homologated in the future, engines etc.

## 6 Any other business

Oscar Jansen put the question forward "Who does have access to the pits during the races?" Obviously several manufacturer, who is not sponsoring the event, is today benefiting from the race without giving anything back.! The pits should be a "Restricted area"

It was asked during the meeting if EFRA could find some kind of an incentive for manufacturers attending this meeting in the future?

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