

ESROC Meeting 2017, Norsjö (S), 18.3.2017

Present, Delegates:

	Czech Republic	Benes Zdenek	1 vote
	Finland	Yli-Sipola Juha	1 vote
	Germany	Fröbel Peter	1 vote
	Slovak Republic	Okali Vlado	1 vote
	Sweden	Eriksson Andre, Liden Billy	1 vote
Present, Others:	USA	Mack Jeffery	
	Brazil	Serra Jose Mario	
President	Finland	Hietalahti Atte	no vote *

* = When number of votes is uneven, president has no vote.

1. Date & place for EC 2017 & 2018

- On the que organizer for EC 2018 would be Brühl in Germany. Organizer Peter Fröbel as German delegate refused to organize EC in 2018 due the personal schedule. Right to organize race was given to next location in a que which Laihia, Finland and both delegate of Finland and Laihia personals agreed the decision. Date for EC would be published later. Germanys right to organize EC was moved to year 2019. **EC 2018 will be organized in Laihia, Finland and Germany is 1st choice for EC 2019, if they accept it in ESROC meeting 2018.**

2. Glue conditions of G27 in EC race (note from Minutes book 2016)

- In Minutes book 2016 is determined that glue conditions for furher G27 EC events will be determined according to the experience gained in the races after EC 2016 and before EC 2017. Experience shows that you cannot clearly determine if it is better or not to run with or without glue. **To the rulebook it would be written that Organizer of EC can decide wether they run with the Spray glue or with regular Glue. Organizer is adviced to run with Spray glue if it is acceptable to do so.**

3. Race system in G27

- **Race system to be used in G27 event will be changed to all mains format. Differences between G27L would then be,**
 - **Unlimited amount of G27 motors will be used.**
 - **Aluminum chassis is allowed.**
 - **Qualifying has two attemps and drivers are allowed to work with their cars for a 15 minutes between qualifying attempts.**
 - **Drivers are allowed to work with their cars 30 minutes before mains.**
 - **Qualifying to be run in middle lane and if glue conditions apply, 16 Volts will be suggested for qualifying. If spray glue conditions apply, race power should be used for qualifying.**
- To be noted that Germany was against using as many motors as driver decide.

4. Race systems in G12 and G27L

- **To be corrected to the rulebook, in G12 and G27L classes qualifying will be run in the middle lane.**

5. Correction to the race voltages used in the event.

- In rulebook it is stated that every voltage value under 15 volts is acceptable for racing. It is generally agreed that 15 volts is not ok. **After the discussion it was agreed that 14,3 volts will maximum voltages used in the event excet during the glue condition qualifying,**
- **It was generally agreed that making race in OMO class more logic, in racing and in qualifying voltage should not exceed 13,8 volts.**

6. General ajustements to the race systems in OMO and G7.

- **To be changed, lane change in OMO from 3 minutes to 4 minutes.**
- **To be changed, lane change in G7 semis from 3 minutes to 4 minutes and in G7 main from 4 minutes to 5 minutes.**
- To the G7 sprint race system to be added after qualifying and between each stage power will be on for 30 minutes. **During this 30 minutes all drivers are allowed to drive at the track. This will be all practice before first group. Between races 5 minutes practice is allowed for drivers racing in next group.**

7. General discussion of the situation of the OMO classes future.

- Forehand info from Jeff Mack "The OMO class is originated at Buena Park raceway as an entry level class for beginners. 1 motor and 12.5 volts and spray glue to be used. It was not until the ideas caught on at the eastern states raceways like Port Jeff and the USRA added it to the schedule. When the class moved from being entry level 8-10mag setups to setups using up to 44mags and having to change brushes mid way through the race the class is no longer entry level as it is run on higher power and glue is used."
- Forehand info from Jose Mario Serra "Thinking about OMO - it has to be one motor and on spray glue, if possible the power to be anywhere under 14v and no changing brushes. What I figure is when you run on glue, commutator sparks too many times and will hurt the armature - the purpose for OMO is kind of entry class for open, and the fun of it is to finish the race, no matter the speed - but if people feel the motors will not last, some drivers will give up, I guess".
- There was discussion about the situation of the OMO class. It was generally agreed that the situation of the class is not good even though it still attracts most people to attend during the race events. In the US rules are changed to allow two motors to be used over the OMO race. This was not found to be a solution in Europe. It was suggested a) to deny drivers to change brushes during the race b) to apply spray glue conditions for the race c) to sink racing voltage to even 12.5volts d) to cut heats from 4 minutes to 3 minutes. Discussion over the matter was very active, **but decision was only reached to sink racing voltage not to exceed 13.8 volts and add 1 minute more lane change time.** Situation will be monitored over the next race season and conditions will be evaluated at the next ESROC Meeting.

8. Division of uneven groups in all main classes (Andre Eriksson)

- To be controlled in the rulebook – if even driver distribution in the mains is not possible, fastest groups have more drivers than the slowest ones.

10. Track power supply

- In the invitation of the Europeans race organizer should provide the brand and mark power supply to be used for racing.
- In case of unconstant or abnormal track power conditions apply during the race, organizer should be able to prove that power conditions are suitable to proceed racing. In the case of uncertainties ESROC meeting will be called in to make a decision. Logical drop in power which is dependant by the number of the cars running at the track same time, is not considered an abnormal condition.
- ESROC meeting 2018 will discuss about purchasing the oscilloscope to make necessary power testing at the ESROC races.

9. At the ESROC bank account bankroll

- At the account there is now 921,17EUR.
- About 110€ will be used yearly for president entry fee and webpage maintenance cost.
- **Money will be used to cover cost mentioned before and when money has been run out and then applicable annual fee for EC organizer will be added to maintain costs.**

Recorded by Atte Hietalahti