**WMCR Meeting**

**Brisbane 19-10-19**

Members present:-

Paul Otto Strobel, President Director WMCR, representing FEMA

Michael Schmutz, President FEMA

Nick Tucci, Director WMCR, representing AMRCA

Rob Buckley, Director WMCR, representing TRCAA

Meeting started 11.30 am.

**Item1. Next World Championship**

Next World Championship scheduled for the US would be impossible for them to hold. USA will consider hosting the WM in2025, but cannot guarantee at this time. In that case therefore, the next World Championships 2022, will be held in Pila, Poland.

In 2028, the World Championships would return to Australia, probably Brisbane.

The FEMA European Championships will be held as follows:\_

2020 Basel

2021 Stryi or Tallinn

2022 Pila

**Item 2. Class V Weight Limit Reduction**

There is currently no consideration to reduce car weight limit.

However, there is no further cable size increase available after 2.1mm

If we approach the next limit on the 2.1mm cable, car weight reduction is the way forward.

AMRCA enquired whether a reset of records would occur on cable change. No separate records will apply per cable size. World record speeds are absolute regardless of cable size.

**Item 3. Smaller Motor Size between Classes V and IV**

Discussion on introducing a further class utilizing more readily available motors. This would be interesting for competitors to quickly make improvements. There is a desire to limit the number of classes. Further discussions on this point will occur within FEMA and dimensions would need to be worked out. There was not too much concern regarding supplies of 10cc material if Picco / Strobel supply chain is limited as it is felt others will take over production.

**Item 4. Electric Cars**

It was agreed that electric car classes should be considered to provide guidance on a reasonable starting point for these cars. The big advantage is that it may be easier to attract new members. In Europe Lyon has died and Monza close behind. The sport needs younger members.

America are running some electric cars, not many in Europe, only for fun. Nil in Australia at this stage. It is considered that as a start, two classes only be considered.

One open class limited only by weight, say 2.5kg.

Second class, same weight but limited by maximum power output.

A group of US, European and Australian members to be tasked with developing an operating framework for these cars. Items to be considered include suggested classes, battery details and safe recharging, fire safety, safety re cars restarting on their own for example.

**Item 5. Unification of Dimensions between FEMA and WMCR**

It is pleasing to see the recent acceptance into WMCR of bridle and Shutoff details as per FEMA regulations. See separate document attached.

It is proposed that the FEMA tailskid requirements are also accepted to become mandatory within 12 months to allow some of the older cars equipped with wire tailskids to transition to the safer arrangement.

It was agreed that we would review FEMA Technical Regulations to ascertain whether any other details should be incorporated particularly from a safety point of view.

It was also agreed to communicate more regularly to keep abreast of any new developments or problems arising.

**Item 6. World Championship Classes**

A query was raised regarding the introduction of other classifications into the World Championship event, ie. such as FEMA class 3b, or specific Australian or US classes.

It was confirmed that World Championship classes remain as Classes I to V, being the fastest groups of these engine classifications.

**Item 7. Finance**

WMCR Finance Details to continue to be held by Daniela Schmutz in Basel.

Yearly fees remain at 200 Euros per year per country, for use as a donation to the World Championship host club each three years. Accordingly, the aim is to provide 1800 Euros to each World Championship host.

AMRCA does not object to the fee structure at this time.

**Item 8. WMCR Directors**

Mr. Paul Otto Strobel expressed his decision to retire from his position as President Director.

Mr. Michael Schmutz will take over as FEMA representative Director, Mr. Nick Tucci will remain as AMRCA representative Director, and Rob Buckley will take on the position of President Director representing the TRCAA.

USA suggests an amendment be added to allow WMCR business to be conducted in between tri annual meetings.

The meeting concluded at 1.00 pm.

**Notes :-**

Wording in items 1, 7 and 8 has been modified as requested by Nick.

Further, Nick would like the following added:

In Item 2, that USA inquired if new cable material can be found to replace our current material of piano wire, as improved wire would delay the cable changes.

In Item 4, USA objects to “One open class limited by weight only”. Limits on power must be well defined and limited at any level and all classes, as dangerous models are too easy to produce with weight as the only parameter.

Nick suggests “that the committee selected to explore this subject offer one class to be admitted to WMCR.  The new electric class should be comparable to the 3.5 cc or 5cc class in terms of weight, cable and speed.  This will keep the class at 2000  to 2500 grams, on the Red cable maximum  and under 300 Km speed.   A beginners class is not a good idea as veteran competitors will invade the class as with FEMA 3b as Michael reported.  Keep in mind we do not want to create to possibility of needing an additional cable size.  If we start on Yellow cable, we can change to Red.  The gap between Red and Black is too large.  This committee should report within six or twelve months to allow the electric class begin in a timely fashion.”

Michael

Agrees with the protocol above and thanks Rob for the detailed report.

Further, Michael would like to add the following:

The development of electric classes is a challenge as most of us have limited knowledge in that field. Therefore, it is a challenge to selected members for a worldwide (TRACC, AMRCA, FEMA) committee to explore this subject. However, it is the way forward but needs to be limited to a maximum of two classes for the foreseeable future.

As soon as proper and mutually agreed technical rules for electric cars are established, the admittance as WMCR class can be further discussed.