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**EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES**

## **Chairman's report 2005**

### **1:8<sup>th</sup> IC track**

#### **GP's 2005.**

This year we had 4 GP's on the calendar.

We started in Lostallo, went to Greece, Tolmin Slovenia and ended in Germany end of September. Because the majority of the people focused on Messina the number of drivers at the GP's was very less, although some of them were organised together with an 1:10<sup>th</sup> GP. This was the same with the EC in Greece. Travel distance and the World championship 5 weeks later were responsible for a dramatic low figure in drivers.

Although it is clear that races in the far south or far north of Europe will not attract the numbers we usually get when organised in the middle of Europe, we must be careful when choosing locations far away.

I honestly believe every member from EFRA must have the possibility to organise a major event, but that organiser also must be aware that in some cases he will not get the full number of drivers he probably would like to have. Less drivers also means less income, so be careful when you ask for a race or European Champion event.

Somehow we need to find a formula to make the GP's more attractive. A major part of the problem are travelling expenses. Since Europe transferred to the Euro travel expenses have gone up at least 50% if not more. You can see that drivers are picking out one or 2 events to race in and not more.

During the last 2/3 years we received some suggestions, but the PROPER IDEA has not been found yet. Forcing drivers to do at least 2 GP's, or use also the results from GP's for the European Championship is not the solution.

One thing is sure, the EC for B-drivers is getting more and more popular, especially if you look at the number of drivers. With some small changes it will be even more challenging to compete here.



## GP Lostallo.

25 Drivers only and not the best weather for modelcar racing, so a few drivers decided not to race in the final on the Sunday.

Rank	Liz	Driver	Club	Nat	Rnd	Endtime
1		Solaroli Stefano		I	78	00:45:18.811
2	92	Vanni Marco		I	75	00:45:06.472
3		Tanner Marco	MRTM	CH	73	00:45:22.504
4		Bovio Davide		I	56	00:45:15.918
5	294	Eschler Stephan	MCRTB	CH	50	00:45:08.184
6		Ceyssens Peter		B	35	00:21:15.891
7		Tracey John		Ireland	29	00:20:43.908
8		Ielasi Daniele		I	0	00:00:00.000
9		Bertin Adrien		F	0	00:00:00.000
10	488	Pesenti Mattia	MRTM	CH	0	00:00:00.000

## GP Greece.

Since Greece had to organise the Euro's one could expect that at least some foreign drivers would go to visit this huge track North of Athens. Everybody that was thinking Lostallo is big will have to look carefully to this "FANATIX" track. It is bigger, not much but bigger and because of its design the full throttle part is certainly bigger.

It is a nice track with the common Greece hospitality. I also has an Off-Road track just beside the tarmac track. 32 Drivers were attending this GP with a lot of Greece drivers, but also some input from Danmark, Belgium, Spain and Italy.

pos.	Name	Country	laps	time	diff.	best lap
1	Steven Cuijpers	<u>Belgium</u>	127	45:16.874		20.407
2	Marco Vanni	<u>Italy</u>	124	45:07.683	--3 Laps--	20.618
3	Costas Agrafiotis	<u>Greece</u>	124	45:15.551	7.868	20.582
4	John Sotiropoulos	<u>Greece</u>	123	45:05.659	--4 Laps--	20.530
5	Marios Stergiou	<u>Greece</u>	120	45:16.594	--7 Laps--	20.803
6	John Arkoumanis	<u>Greece</u>	119	45:09.691	--8 Laps--	20.795
7	Timos Koulouridis	<u>Greece</u>	118	45:20.477	--9 Laps--	20.923
8	Martin Christensen	<u>Danmark</u>	115	45:11.304	--12 Laps--	20.180
9	Nacho Lopez Luch	<u>Spain</u>	92	45:04.686	--35 Laps--	20.775
10	Euaggelos Totomis	<u>Greece</u>	57	22:12.909	--70 Laps--	20.934

## GP Tolmin.

Slovenia organised its first official EFRA GP in Tolmin. 20 Drivers in 1:8 and luckily almost the same number in 1:10<sup>th</sup>. It was a nice race on a nice track and everybody enjoyed the atmosphere created by the local club. This certainly is a track that can be used for another EFRA event in the future.

Pos	Name	Nat/State	Laps	Diff	Total Tm	Best Tm
1	Steven Cuypers	Belgium	149		45:08.422	17.066
2	Jernej Vuga	Slovenija	149	6.572	45:14.994	17.020
3	Marco Vanni	Italia	148	--1 Lap--	45:00.697	17.189
4	Manuel Huber	Austria	144	--5 Laps--	45:00.160	17.394
5	Mattis Ericsson	Sweden	144	13.252	45:13.412	17.354
6	Patrick Schafer	Germany	143	--6 Laps--	45:03.169	17.446
7	Michael Salven	Germany	135	--14 Laps--	39:58.921	16.932
8	Gregor Koritnik	Slovenija	123	--26 Laps--	45:24.667	17.766
9	Yvan Fagone	Svizzera	117	--32 Laps--	45:07.347	17.717
10	Stefano Solaroli	Italia	82	--67 Laps--	26:41.390	16.915

## GP Germany.

Rosenheim was the scene of the last GP this year. It was a little bit close to the WC, so that was probably one reason the number of drivers was poor. On the other hand, also from Germany's site there were hardly no drivers. Also here the race was organised in 2 classes, 1:8 and 1:10<sup>th</sup>, but with 15 and 8 drivers this was far to less.

pos.	Name	Country	laps	time
1	Felix Heyse	Germany	169	45.06.44
2	Stephan Eschler	Switzerland	168	45.13.56
3	Martin Thuerkauf	Switzerland	161	45.25.80
4	Marco Vanni	Italy	160	45.12.23
5	Alfred Wierer	Germany	136	45.11.13
6	Sabrina Lechner	Germany	131	41.01.27
7	Juergen Stark	Germany	130	45.25.80
8	Christian Schmidkonz	Germany	68	32.32.78
9	Jens Stark	Germany	67	18.33.12
10	Thomas Werner	Germany	5	1.24.67

## EC-B Bamberg.

From May 23<sup>rd</sup> till 29<sup>th</sup> DMC and the M.B.C Bamberg organised the 1:8 Scale European Championship for B-drivers.

The Bamberg track is a very fast track with almost no room to make any mistake. If you make an error or mistake than most of the times it means a small rebuild. Due to its shape overtaking is also difficult and you need to take your chance when it is possible and not at the first corner.

The first Monday started bad with rain showers all over the south of Germany, but from the Tuesday the weather was fine and temperatures went up and over 30 Degrees Celsius during the Thursday/Friday and Race weekend.

Due to this heat and the fast track 5 minutes was very difficult on 125cc of Fuel. It took a lot of trials to make 5 minutes without fuel stops and many of the drivers went back to 7 or 8 mm carburettor inlets and less nitro in their fuel.

122 Drivers made their inscriptions and finally 113 drivers came to Bamberg, among them drivers from Russia who only got their Visa on the Tuesday and a team from Poland with 4 drivers. In Total 16 countries were present.

After practice and the first round on the Friday it was clear that Germany had a lot of potential finalists for this race. There were at least 10 Germans, including 1 Belgium and a few French and Italians who did very well.

After Round 1 it was Gramlich, Sting, Cuijpers and Rometsch in the top 4.

After Round 2 it was Gramlich, Hanauer, Fagnocchi and Hammerl in the top 4.

This top 4 did not changed although a few drivers made a better time in Round 3 and 4.

So after 4 rounds we had the following drivers in the top 18.

1	124	Gramlich, Bastian	Germany	D 588	20	5.13,30
2	117	Fagnocchi, Erik	Italy	I 236	20	5.15,86
3	110	Hanauer, Stefan	Germany	D 312	19	5.00,45
4	106	Hammerl, Andreas	Germany	D 492	19	5.01,32
5	127	Sting, Philip	Germany	D 543	19	5.01,45
6	111	Rometsch, Marc	Germany	D 836	19	5.02,45
7	112	Eisele, Michael	Germany	D 361	19	5.02,53
8	109	Ermen, Jack	Holland	NL 79	19	5.02,72
9	123	Cuypers, Steven	Belgium	B 134	19	5.02,79
10	115	Guilllot, Nicolas	France	F 626	19	5.03,42
11	103	Giesa, Andreas	Germany	D 169	19	5.03,50
12	119	Morgenstern, Mirko	Germany	D 406	19	5.03,66
13	125	Salemi, Walter	Italy	I 190	19	5.04,50
14	102	Bell, Gareth	UK	GB 87	19	5.05,35
15	89	Dankel, Jan	Germany	D 851	19	5.05,83
16	118	Ermen, John	Holland	NL 75	19	5.06,29
17	116	Siegfried, Adrien	France	F29	19	5.06,71
18	121	Puccinelli, Stefano	Italy	I 76	19	5.06,72

After a few finals on the Saturday afternoon the remaining finals were run on a sunny Sunday to decide who could run the main final.

There were a few drivers that progressed quit a lot. So there was that Irish driver Connolly that moved up from place 93 to the 16th final and place 62. Or the one from Romania, Christian Faur that made it from 72 till place 48 (1/8 final) and finally Rob Kuijper from Holland from 40 till place 12 (he only missed the final by 1 lap and 3 seconds)

Sting and Rometsch completed the German team in the final, together with Cuijpers from Belgium, Salemi and Puccinelli from Italy and Siegfried from France.

45 Minutes is a long time, specially on a track as Bamberg, where there is no room for mistakes. Fuel was also a problem so most drivers were pitting on 4.5 or even 4 minutes.

Right after the start it was Gramlich in the lead followed by Hammerl and Fagnocchi. However due to pit stops and mistakes it was Cuijpers who took the lead after about 10 minutes. Due to the pit stops it was not always clear how big the gap was, but Cuijpers managed to increase his lead very slowly during the rest of the race. The first that went out was Hanauer, followed by the TQ driver Gramlich, who lost his receiver !!! Also Fagnocchi, Hammerl and Sting had to retire before the end. Finally there were only 5 cars running with Cuijpers in the lead, Salemi on his tail at about half a lap and Rometsch 3rd. This was also how they crossed the finish. Since Salemi was disqualified at the technical inspection the final result was Cuijpers, Rometsch, Puccinelli, Siegfried.

Young driver Jan Dankel, who qualified 15th and who was at the 17th position after the semies was the fastest youngest and got the EFRA Youth Medal.

The total result after the final;

place	name,	first name	nation	EFRA#	Qualifying laps time	Final laps time	
1	Cuypers, Steven		Belgium	B 134	19 5.02,79	166	45.11,53
2	Rometsch, Marc		Germany	D 836	19 5.02,42	162	45.03,41
3	Puccinelli, Stefano		Italy	I 76	19 5.06,70	162	45.12,77
4	Siegfried, Adrien		France	F 29	19 5.01,45	156	45.09,35
5	Sting, Philip		Germany	D 543	19 5.06,72	120	33.41,20
6	Hammerl, Andreas		Germany	D 492	19 5.01,30	97	26.31,14
7	Fagnocchi, Erik		Italy	I 236	20 5.15,84	87	25.56,47
8	Gramlich, Bastian		Germany	D 588	20 5.13,29	75	21.03,71
9	Hanauer, Stefan		Germany	D 312	19 5.00,43	70	20.09,95
10	Salemi, Walter		Italy	I 190	19 5.04,49	-	

Many thanks to the Bamberg club and DMC for organising this event. Although it is not possible to please everybody on such an event the majority had a nice dry and sunny race week.

There were a few arguments about the heat arrangements and the fact that some drivers were helped by factory teams, but that belongs to the sport.

The only thing that need to be reviewed is probably the status of the B-driver. 2 Years ago we moved back from 50 A-drivers to 30 A-drivers who in my opinion still is ok, but probably the finalists of such a race must have an A-status to, instead of only the winner. If you see how fast these guys are racing than they will also do good in an A-European Championship. It will also open the way for new drivers to race in a final the years after.

In 2006 it will be France, the club in Aulnay (near Paris) that will organise this B-European Championship. Hopefully there will be as many racers there as there were in Bamberg.

## EC-A Greece.

The 4 years old FANATIX track, North of Athens was the venue of the 2005 European Championship.

Unfortunately due to the Worlds the number of drivers was poor this year.

Although 68 allocations were handed out at the AGM in 2004, only 45 drivers showed up. A lot of drivers preferred Messina over Athens. Some of them even did not boater to give a notice that they were not able to come.

This was of course also a disappointment for the organiser.

During and after the Opening Ceremony some local entertainment took place with folklore dancing, showing the Greece hospitality and way of life.

The weather was perfect, probably even a bit to hot with afternoon temperatures of 35 degrees in some cases. This caused also some fuel problems, since it took almost  $\frac{3}{4}$  of a lap before the clock's were started after leaving the pit-area.

After 6 rounds of qualifying it was Daniele Ielasi who took the pole with his Picco powered Mugen car. In second position was young German driver Robert Pietsch, with Tironi and Mack following as number 3 and 4.

From semi final A, Vanni, Salven and Solaroli moved up and they were joined by the 3 fastest from semi-final B, Balestri, Vrieliijnck and Cuijpers.

Ielasi took the lead and never lost it. Pietsch was the only one that could follow and it took a long time before the one lap gap was there for Ielasi. Balestri was the winner for the battle for third after 45 minutes.

1	<u>Daniele Ielasi</u>	Italy	130	45:00.135	
2	<u>Robert Pietch</u>	Germany	129	45:01.532	--1 Lap--
3	<u>Dario Balestri</u>	Italy	128	45:04.980	--2 Laps--
4	<u>Marco Vanni</u>	Italy	126	45:11.611	--4 Laps--
5	<u>Stefano Solaroli</u>	Italy	125	45:14.448	--5 Laps--
6	<u>Francesco Tironi</u>	Italy	123	45:12.697	--7 Laps--
7	<u>Oliver Mack</u>	Germany	121	42:51.066	--9 Laps--
8	<u>Rick Vrieliijnck</u>	Netherlands	59	23:35.915	--71 Laps--
9	<u>Michael Salven</u>	Germany	55	19:11.997	--75 Laps--
10	<u>Steven Cuypers</u>	Belgium	36	12:39.919	--94 Laps--

It was a good final and although the event did not have all the fast drivers present it was a true win for Ielasi with young German driver Pietsch in a very well deserved 2<sup>nd</sup> position.

The Greece did a good job in organising this event and they can prepare themselves for the 1/5<sup>th</sup> scale class that will visit Greece in 2006.



## WC Messina, Italy.

Well, Italy finally got his IFMAR World Championship. Although they gained a lot of Tittles, until now no WC was organised in Italy for 1:8 scale IC track.

The Auto Model Club Messina already showed a perfect track during the Pre-Worlds. During the months after the Pre-Worlds the still needed to do a lot of work on the surroundings.

It took some more time than expected, but finally at the end it all was ready just in time. A very big tent was build for all the drivers, extra facilities for car cleaning, tyre truing etc were placed and a complete network with pc's and monitors was installed to give everybody access to the results and time schedules.

Almost the complete staff of AMSCI was brought over to Messina, including the technical staff of Futura/Bologna who gave assistance to the race control team.

Together with lots of volunteers approx. 80 people were working to make this a nice and very well organised WC event.

During a few evenings some local entertainment was organised, including pasta parties to give every-one a bit of the Sicilian hospitality.

Because of some new IFMAR rules a lot of pressure was put on Technical inspection. The number of motors was limited per driver and fuel samples were taken during a lot of runs to make sure no drivers were cheating with the petrol. Special equipment was available through EFRA and Meca-Fuel to test the samples on site on forbidden ingredients.

Although the motor marking took some time and a lot of complaints were received before the event started it all worked out fine.

Not everybody had to use the maximum numbers of motors. One of the drivers of the main final, only used 2 engines and one rebuild . So the rule proved that if you prepare everything well, you do not need a lot of engines.

Fuel was the main issue during qualifying. When do you come in for the pitstop, at 4.45 or 5 minutes. This was the main question for a lot of drivers.

After round 1 it was;

1 <b>Bertin Adrien</b> 94 [LUX]	<b>41 10:09.367</b>
2 <b>Ielasi Daniele</b> 3 [ITA]	<b>41 10:09.655</b>
3 <b>Swauger Mike</b> 143 [USA]	<b>41 10:12.708</b>
4 <b>D'Angelo Giuseppe</b> 11 [ITA]	<b>41 10:13.605</b>
5 <b>Picco Alberto</b> 6 [ITA]	<b>40 10:01.210</b>

After round 2;

1 <b>Bertin Adrien</b> 94 [LUX]	<b>41 10:05.149</b>
2 <b>Pietsch Robert</b> 62 [DEU]	<b>41 10:07.255</b>
3 <b>Tanaka Masao</b> 85 [JPN]	<b>41 10:07.954</b>
4 <b>Swauger Mike</b> 143 [USA]	<b>41 10:08.173</b>
5 <b>Fukuda Keisuke</b> 86 [JPN]	<b>41 10:08.494</b>

So no ITALIANS in the top 4 after 2 rounds and their main problem was fuel consumption.  
Round 3;

1 <b>Bertin Adrien</b> 94 [LUX]	<b>41 10:05.149</b>
2 <b>Fukuda Keisuke</b> 86 [JPN]	<b>41 10:06.098</b>
3 <b>Pietsch Robert</b> 62 [DEU]	<b>41 10:06.551</b>
4 <b>Tanaka Masao</b> 85 [JPN]	<b>41 10:07.954</b>
5 <b>Swauger Mike</b> 143 [USA]	<b>41 10:08.173</b>

Round 4;

1 <b>Bertin Adrien</b> 94 [LUX]	<b>41 10:05.149</b>
2 <b>Fukuda Keisuke</b> 86 [JPN]	<b>41 10:06.098</b>
3 <b>Pietsch Robert</b> 62 [DEU]	<b>41 10:06.551</b>
4 <b>Tanaka Masao</b> 85 [JPN]	<b>41 10:07.954</b>
5 <b>Swauger Mike</b> 143 [USA]	<b>41 10:08.173</b>

So the last day of Qualifying started with no Italians in the top 4, Collari at position 27 and Fantini even at 53.

Round 5; Finally Ielasi made a good run and managed to get into the top 4, but Collari was still struggling with the fuel and could not finish his 5<sup>th</sup> run.

1 <b>Bertin Adrien</b> 94 [LUX]	<b>41 10:05.149</b>
2 <b>Pietsch Robert</b> 62 [DEU]	<b>41 10:05.250</b>
3 <b>Ielasi Daniele</b> 3 [ITA]	<b>41 10:06.026</b>
4 <b>Fukuda Keisuke</b> 86 [JPN]	<b>41 10:06.098</b>
5 <b>Tanaka Masao</b> 85 [JPN]	<b>41 10:07.954</b>

Round 6; Collari showed his coolness and although he could not make into the top 4 he made a good run in round 6th which placed him on top of the semi finals. Another fast Italian, Massimo Fantini in the meanwhile did not succeed and dropped till spot 59, so he had a long way to go in the semies. One of the biggest surprises was without any doubt young German driver Robert Pietsch, who qualified 2<sup>nd</sup> on his first World Championship. This is certainly a driver to watch in the future.

So after 6 rounds we had the following top 24

1 <b>Bertin Adrien</b> 94 [LUX]	<b>41 10:05.149</b>
2 <b>Pietsch Robert</b> 62 [DEU]	<b>41 10:05.250</b>
3 <b>Ielasi Daniele</b> 3 [ITA]	<b>41 10:06.026</b>
4 <b>Fukuda Keisuke</b> 86 [JPN]	<b>41 10:06.098</b>
5 <b>Collari Lamberto</b> 1 [ITA]	<b>41 10:07.699</b>
6 <b>Tanaka Masao</b> 85 [JPN]	<b>41 10:07.954</b>
7 <b>Swauger Mike</b> 143 [USA]	<b>41 10:08.173</b>
8 <b>Balestri Dario</b> 5 [ITA]	<b>41 10:09.758</b>
9 <b>Picco Alberto</b> 6 [ITA]	<b>41 10:10.337</b>
10 <b>Tironi Francesco</b> 12 [ITA]	<b>41 10:11.377</b>
11 <b>Domanin Fabio</b> 4 [ITA]	<b>41 10:12.127</b>
12 <b>Shimo Takaaki</b> 92 [JPN]	<b>41 10:12.872</b>
13 <b>Salven Michael</b> 72 [DEU]	<b>41 10:13.408</b>
14 <b>D'Angelo Giuseppe</b> 11 [ITA]	<b>41 10:13.605</b>
15 <b>Volta Richard</b> 48 [FRA]	<b>41 10:13.741</b>
16 <b>Osaka Kenji</b> 84 [JPN]	<b>41 10:13.850</b>
17 <b>Solaroli Stefano</b> 9 [ITA]	<b>41 10:14.267</b>
18 <b>Cyrul Joshua</b> 133 [USA]	<b>40 10:00.629</b>
19 <b>Arnaldi Bernard Alain</b> 49 [FRA]	<b>40 10:00.690</b>
20 <b>Yuruki Kazuya</b> 87 [JPN]	<b>40 10:01.094</b>
21 <b>Chaidejsuriya Surikarn</b> 123 [THA]	<b>40 10:01.099</b>
22 <b>Cuypers Steven</b> 40 [BEL]	<b>40 10:01.881</b>
23 <b>Geisendorf Markus</b> 116 [CHE]	<b>40 10:02.062</b>
24 <b>Salemi Walter</b> 10 [ITA]	<b>40 10:02.376</b>

On Friday we went through all the semies, starting with final 1024 till the 1/8<sup>th</sup> in the late afternoon. Some drivers managed to move a few finals, so did Fantini who won the 1/16<sup>th</sup> A and 1/8<sup>th</sup> A, moving him into the 1/4<sup>th</sup> on the Saturday morning.

A second position in the quarters and first position in the semi was enough for Massimo to get into the main final, so did Collari and Picco.

From the other semi it was Tanaka, Salemi and Osaka who made it into the main.

The final was exciting with a big number of position changes, certainly in the first 40 minutes. Unfortunately Picco had to retire already after 5 minutes when his car hit the pit-wall after refuelling.

Because of the pit stop strategy where some of the drivers were pitting at just over 4 minutes a lot of changes were noted. In the beginning it was Bertin who took the lead after the start, but also Fukuda, Tanaka and Salemi were running in first position for a while.

Collari in the beginning stayed constantly in 4<sup>th</sup>, 5<sup>th</sup> or 6<sup>th</sup> position and avoided to battle.

After the first 30 minutes he managed to get more and more in front, thanks to a fast tyre.

And when the others started to make small errors he took over and with about 15 minutes to go he got in front and could gain about half a lap. This was enough to get his 8<sup>th</sup> World Title.

The second position was for Daniele Ielasi and third became Tanaka. However the differences were small, very small.



	Total result		Best lap	laps	total time			
1	Collari	Lamberto	14.422	240	01:00:11.917	[ITA]	Kyosho	Collari
2	Ielasi	Daniele	14.445	239	01:00:04.834	[ITA]	Mugen	Picco
3	Tanaka	Masao	14.292	239	01:00:11.034	[JPN]	Mugen	NovaRossi
4	Bertin	Adrien	14.414	238	01:00:08.093	[LUX]	Kyosho	Sirio
5	Fukuda	Keisuke	14.339	236	01:00:05.374	[JPN]	Mugen	JP
6	Salemi	Walter	14.328	236	01:00:07.052	[ITA]	Mugen	NovaRossi
7	Osaka	Kenji	14.666	232	01:00:03.644	[JPN]	Mugen	JP
8	Fantini	Massimo	14.546	224	57:40.968	[ITA]	Serpent	Max
9	Pietsch	Robert	14.457	217	01:00:12.270	[DEU]	Mugen	NovaRossi
10	Picco	Alberto	14.825	19	4:38.647	[ITA]	Serpent	Picco
							Serpent	
11	Salven	Michael	14.655	119	30:12.251	[DEU]	Serpent	Mega
12	Volta	Richard	14.676	118	30:05.167	[FRA]	Mugen	JP
13	Cuypers	Steven	14.607	118	30:15.027	[BEL]	Serpent	Mega
14	Tironi	Francesco	14.674	116	30:02.909	[ITA]	Kyosho	Sirio
15	Domanin	Fabio	14.590	115	30:00.885	[ITA]	Serpent	Max
16	Swauger	Mike	14.494	115	30:03.130	[USA]	Mugen	JP
17	Solaroli	Stefano	14.798	114	30:01.432	[ITA]	Mugen	Picco
18	Balestri	Dario	14.560	113	30:12.189	[ITA]	Serpent	Max
19	Cyruł	Joshua	14.769	113	30:13.432	[USA]	Kyosho	Sirio
20	Chaidejsuriya	Surikarn	14.547	112	30:14.641	[THA]	Mugen	JP
21	Mack	Oliver	14.693	110	30:00.130	[DEU]	Mugen	NovaRossi

22	Shimo	Takaaki	14.659	52	13:14.700	[JPN]	Kyosho	Sirio
23	Van Gastel	Ilia	14.877	39	9:58.533	[BEL]	Kyosho	Sirio
24	D'Angelo	Giuseppe	14.754	11	5:06.717	[ITA]	Mugen	Collari
25	Furukawa	Ken	14.587	80	20:10.432	[JPN]		
26	Geisendorf	Markus	14.474	80	20:12.478	[CHE]		
27	Colombini	Stefano	14.637	79	20:06.495	[ITA]		
28	Pirani	Andrea	14.544	79	20:07.433	[ITA]		
29	Percoco	Giacomo	14.852	79	20:10.380	[ITA]		
30	Hurth	Daniel	14.767	79	20:10.534	[FRA]		
31	Vanni	Marco	14.653	79	20:14.019	[ITA]		
32	Tosselini	Chris	14.700	78	19:55.208	[USA]		
33	Hanauer	Stefan	14.745	78	20:03.322	[DEU]		
34	Gentile	Umberto	14.615	78	20:08.109	[ITA]		
35	Spashett	David	14.742	78	20:12.123	[GBR]		
36	Fransson	Mikael	14.851	78	20:13.765	[SWE]		
37	Yuruki	Kazuya	14.508	68	18:25.718	[JPN]		
38	Arnaldi Bernard	Alain	14.681	44	11:54.747	[FRA]		
39	Lombardi	Daniele	14.693	79	20:03.234	[ITA]		
40	Bestel	Franck	14.839	79	20:13.083	[FRA]		
41	Tooi	Hiroaki	14.903	78	20:06.097	[JPN]		
42	Ishitani	Darin	14.667	78	20:06.666	[USA]		
43	Bouche	Stèphane	14.941	77	20:00.329	[FRA]		
44	Olsson	Joakim	14.816	77	20:09.613	[SWE]		
45	Kitazawa	Hideo	14.851	76	20:08.905	[JPN]		
46	Vejrac	Meen	14.782	76	20:10.614	[THA]		
47	Pesenti	Mattia	14.997	70	20:10.176	[CHE]		
48	Green	Mark	14.763	66	17:06.982	[GBR]		
49	Wurst	Christian	14.912	64	17:11.887	[DEU]		
50	Fagnocchi	Erick	14.819	51	13:12.947	[ITA]		
51	Schaffer	Patrick	14.900	42	10:55.525	[DEU]		
52	Vrieliijnck	Rick		0	-	[NLD]		
53	La Mattina	Luigi	14.770	77	19:49.501	[ITA]		
54	Elias	Flavio	14.798	77	19:57.964	[BRA]		
55	Calce	Domenico	14.870	77	20:04.317	[ITA]		
56	Lodeserto	Angelo	15.063	76	20:06.675	[ITA]		
57	Pomponio	Marc	14.993	76	20:12.430	[FRA]		
58	Putiyoyhin	Charlee	15.103	74	20:11.097	[THA]		
59	Romagnoli	Michele	14.745	73	19:58.921	[ITA]		
60	Coelho	Bruno	14.878	73	20:02.784	[PRT]		
61	Vataniyapromote	Suruth	15.107	69	18:10.258	[THA]		
62	Schepis	Antonino	15.208	69	20:10.744	[ITA]		
63	Rometsch	Marc	15.104	63	17:29.272	[DEU]		
64	Vega	Daniel	14.544	60	16:55.945	[ESP]		
65	Gramlich	Bastian	14.980	56	14:23.052	[DEU]		
66	Lindner	Marcus	15.018	6	2:20.018	[SWE]		

67	Zatla	Sébastien	14.653	78	20:07.556	[FRA]
68	Siegfried	Adrien	14.976	77	20:07.604	[FRA]
69	Miyashita	Takashi	14.609	77	20:10.697	[JPN]
70	Choi Nak	Sung	14.580	76	20:11.093	[KOR]
71	Pethoud	Christophe	14.703	75	19:08.432	[CHE]
72	Louis	Cristophe	14.612	75	20:02.703	[FRA]
73	Ometto	Nicola	14.702	74	20:00.118	[ITA]
74	Kerr	Michael	14.988	73	20:10.421	[AUS]
75	Montesinos	Sergio	14.878	70	20:06.813	[ESP]
76	Ermen	John	14.653	50	13:00.005	[NLD]
77	Oberto Tarena	Emanuele	14.771	46	13:03.356	[ITA]
78	Cheung Hang	Hung	15.555	28	7:57.845	[HKG]
79	Stefanizzi	Davide	15.381	13	11:36.351	[ITA]
80	Alessandrello	Francesco	14.624	DQ	20:04.755	[ITA]
81	Pietroforte	Antonio	14.886	78	20:09.208	[ITA]
82	Schiavo	Giorgio	14.969	77	20:12.203	[ITA]
83	Eun Dong	Lee	14.967	76	20:04.499	[KOR]
84	Abisset	Anthony	14.890	76	20:13.334	[FRA]
85	Ericsson	Mattias	14.904	73	20:00.375	[SWE]
86	Jelich	Kevin	14.994	68	19:14.600	[USA]
87	Alton	Josh	15.033	64	17:31.390	[USA]
88	Raikas	Tony	14.978	62	20:08.692	[FIN]
89	Morita	Takatoshi	14.886	58	20:01.384	[JPN]
90	Tracey	John	14.908	58	20:03.678	[IRL]
91	Di Stefano	Emanuele	14.837	45	12:58.932	[ITA]
92	Ishikawa	Kazuo	14.913	32	8:42.288	[JPN]
93	Bell	Gareth	14.847	14	3:26.807	[GBR]
94	Vuga	Jernej	-	0	-	[SVN]
95	Kerinsaguna	Surasak	14.925	77	20:16.437	[THA]
96	Li Puma	Marco	14.690	76	20:06.515	[ITA]
97	Guttilla	Gaetano	14.849	76	20:08.196	[ITA]
98	Ratanarat	Porapong	15.169	76	20:08.899	[THA]
99	Van Den Berg	Ronald	15.051	76	20:14.479	[BEL]
100	Latthapipat	Dilaka	15.245	75	20:00.473	[THA]
101	Wook	Namgoong	14.626	75	20:02.812	[KOR]
102	Chauveau	Arnaud	14.909	75	20:10.531	[FRA]
103	Harling	Mark	15.147	72	19:23.717	[NZL]
104	Grant	Stewart	15.064	72	20:13.991	[AUS]
105	Renting	Michiel	15.204	51	20:04.131	[NLD]
106	Riccobono	Stéphane	14.768	43	14:05.224	[FRA]
107	Angulo	Rafael	15.105	32	12:11.828	[USA]
108	Wing Wah	Leung	14.976	18	6:50.980	[HKG]
109	Joelson	Wayne	15.170	75	20:08.489	[ZAF]
110	Musolino	Giuseppe	15.229	74	19:44.640	[ITA]
111	Woods	Kevin	15.208	74	20:06.826	[USA]
112	Boulexteix	Didier	14.779	74	20:09.302	[FRA]

113	Consiglio	Ignazio	15.038	73	20:15.046	[ITA]
114	Oh Yong	Taek	14.919	73	20:20.136	[KOR]
115	La Terre	Giosuè	15.027	67	19:01.609	[ITA]
116	Alvarado	Daniel	15.312	65	18:54.637	[USA]
117	Bianchi	Alessandro	14.950	63	20:11.948	[ITA]
118	Caviglia	Agostino	15.155	59	20:14.910	[ITA]
119	Bardetta	Andrew	15.256	56	15:02.901	[AUS]
120	Mantella	Sandro	15.327	30	7:53.882	[ITA]
121	Neatpisarnvanich	Supat	15.772	23	6:23.631	[THA]
122	Teixeira	Antônio	31.043	2	37.937	[PRT]
123	Mancino	Antonio	15.164	71	20:02.593	[ITA]
124	Denzine	Allen	16.017	71	20:08.310	[USA]
125	Tooms	Roelof	15.907	71	20:10.964	[NLD]
126	Kirk	Andrew	15.678	71	20:13.892	[NZL]
127	Dytor	Leigh	15.606	70	20:00.737	[AUS]
128	Debert	Friedrich	15.663	70	20:01.279	[DEU]
129	Quadarella	Fabio	15.896	70	20:03.451	[ITA]
130	Caruso	Cristiano	15.746	64	20:13.041	[ITA]
131	Schmidt	Chris	16.059	62	20:04.511	[AUS]
132	Nettleton	Scott	15.732	51	14:13.932	[GBR]
133	Weihert	Armin	15.707	49	14:52.288	[DEU]
134	Angileri	Erminio	16.482	35	11:34.528	[ITA]
135	Unger	Mark	16.045	27	7:33.053	[USA]
136	Hausmann	Stan	17.561	4	1:08.924	[ZAF]
137	Damico	Francisco	16.316	68	20:17.390	[ARG]
138	Toker	Bulent	16.387	67	20:11.489	[TUR]
139	Brown	Adam	16.115	64	20:08.907	[NZL]
140	Van Haasteren	Torsten	15.880	57	19:34.583	[NLD]
141	Schweitzer	John	16.496	52	19:40.583	[USA]
142	Esser	Greg	16.915	32	12:06.611	[USA]
143	Barqui	Gabriel	19.346	9	3:03.240	[ARG]
144	Wagner	Cameron	-	0	-	[USA]

So after 8 days of exciting racing this World Championship was over again. Messina and AMSCI did a fantastic job in organising this event. I am sure a lot of you enjoyed the atmosphere and although your results probably were not as good as expected everybody went home with good feelings.

The banquet on the Sunday evening was as well organised as the race itself. It was also John and Marian Grant's last appearance as IFMAR officials. They have been running IFMAR for 10 years and spend an incredible part of their spare time to make sure all those WC's were run according to the rules.



## Halifax 40+

The attendance for this event was poor. Normally when organised in Germany or Switzerland there are at least 30 till 40 1:8 scale drivers present, but passing the Canal was probably too much for the majority of 40+ drivers in Europe. Or perhaps they had a bright idea regarding the weather conditions, because that particular week it was raining cats and dogs in Halifax. So there were only 18 drivers on the starting grid, amongst them 1 Scandinavian, 2 German, 1 Dutch and 2 Spanish.

After the qualifying rounds and the semies 10 drivers made it to the final and winner after the 60 minute final was good "old" Dave Dixon.

1	Dave Dixon	163/45m 12.66	16.64	15.61 (31)	GB
2	Trygve Berntsen	158/45m 13.26	17.17	15.70 (25)	N
3	Bhaj Paneser	157/45m 10.90	17.27	16.13 (22)	GB
4	Peter Van Marion	151/45m 17.95	18.00	16.30 (63)	NL
5	Johnny Magnussen	149/45m 11.78	18.20	16.40 (58)	N
6	Scott Nettleton	143/45m 16.82	19.00	16.53 (23)	GB
7	Carlos Saval	78/24m 56.75	19.19	16.44 (39)	E
8	Bruce Seaton	76/26m 18.20	20.77	17.29 (25)	GB
9	Peter Reichelsdoerfer	31/ 9m 53.63	19.15	17.38 (28)	D
10	Paul Dewsnap	DNS		(0)	GB

## Overall attendance.

Apart from the EC-B and World Championship the overall attendance at the GP's and EC-A was poor this year.

One solution is skipping the EC when there is a WC in Europe. When it is outside Europe it is not a problem, since there are always 25 till 35 European drivers entering a WC where-ever it will be, but when it is in Europe a lot of drivers want to enter. With the schedule now prepared and accepted within IFMAR it will take normally at least 6 years before a race is again organised in Europe in a particular class.



## Figures 2005

Here under you will find the finale figures for the 2005 season.

	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995	1994	1993
GP Holland		69	73		72		81	60	80	100	80	81
GP France	36	52	41	46	55	54	36	51		53	37	17
GP Germany		23	31	41		38	49	46	49	47	52	
GP Belgium									46	47		
GP Switzerland	18	15	31	30				46	59	108	73	69
GP England											50	52
GP Spain	28				56				56			
GP Italy	43	67		78		74	49	54				
GP Sweden	16						44					
GP Portugal				27	16		21					
GP Norway						31						
GP Austria			24									
GP Luxembourg		33										
GP Greece	27											
<b>Totals</b>	<b>168</b>	<b>259</b>	<b>200</b>	<b>222</b>	<b>199</b>	<b>197</b>	<b>280</b>	<b>257</b>	<b>290</b>	<b>355</b>	<b>292</b>	<b>219</b>
EC Group-C	107	74	106		76		135		118		125	132
EC B-drivers	126	95	120	124	85	59	98	104	77	59	107	53
EC 2WD								41	46	62	30	44
EC 40+ (1/8)	41	45	31		36	36	32	65	56	66	24	
EC 40+ (1/10)	20	14	19		16	10	13					
<b>EC-B champions with A-license according to EFRA 2004 rules</b>												
Richard Volta	2003											
Dario Balestri	2004											
Steven Cuijpers	2005											
				2005	2006	2007	2008	2009	2010	2011	2012	
GP Switzerland				25								
GP Greece				32								
GP Slovenia				20								
GP Germany				15								
<b>Totals</b>				<b>92</b>								
EC-A				45								
EC B-drivers				113								
WC				91								
EC40+				18								

## **IFMAR Rules.**

During the Messina World Championships a few 1:8 scale rules have been adapted. The most important ones are listed.

For the moment we still have the fuel rule in the rules, which means that only one single fuel supplied by the organiser can be used. As you probably know we only had a suspension of the rule for Messina due to the safe-rules that are eligible here in Europe. Because of the suspension we (EFRA) had to promise and show that we were able to control the fuel on site. We are still investigating the safe rules in the other parts of the World, to see if these rules can be implemented there or that we must change them. Argentina 2007 will be the next organiser who will have to deal with this problem.

As regards the motor limitation we have made the rule more easier than it was in Messina. The rule is now as written as;

Before frequency controlled practice (starting on Thursday) in controlled heats, each competitor is allowed to have three (3) engines marked by the Technical Inspection Officer with the driver's registration number added with a 1, 2 or 3. These three (3) engines can be used throughout the event, including practice. They will not be sealed and can be maintained by the driver.

Because they are not sealed anymore it will be much easier to maintain them and even to rebuild as often as you want.

The length of the event has also been discussed and changed.

All IC Track IFMAR events will now start on the Thursday with Frequency controlled practice. So there will be 4 days of practice for each event, starting in 2006.



Sander de Graaf / EFRA  
1:8 scale section chairman