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EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

2005 Chairman's report 1:10th IC track

The racing season 2005 has ended so I have to take place behind my PC and make an afterthought of the year.

This year also, I had many (long) and instructive conversations with not only drivers, but also organizers and manufacturers.

Most drivers can appreciate the technical rules and are asking not to change them every year.

What they like most is the homologation of mufflers and bodies and the fact that, during the racing season there can't get any new ones in.

What many drivers don't understand is why some tyre manufacturers make their tyres and rims so wide.

If every manufacturer would respect the width, obligatory by the EFRA and IFMAR rules, the drivers would have it a lot easier.

It's not pleasant when you spend a lot of money on a set of tyres, you assemble them to your car, and after the technical inspection, you're being disqualified because your tyres are too wide.

This item will be discussed in the meeting between EFRA and the manufacturers. In addition I will send a letter to the tyre manufacturers and ask them to manufacture only tyres and rims, according to the EFRA rules.

You can also buy tyres from a manufacturer who does manufacture tyres and rims according to the EFRA rules.

And yes, the factory drivers still want a European Championship that's shorter in time. This is also a wish of diverse manufacturers. And this while most other drivers like it the way it is. They make a week's vacation out of it.

A lot of people asked me why we don't have a European Championship B in the 200mm. I promised them to make a proposition concerning this, and in the proposals you can see that I've kept that promise.

The organizers complained that, especially this year, only a few manufacturers were interested to sponsor races. Personally I think that almost every racing sponsoring budget went entirely to the World Championship 1/8 in Italy.

I bet you would like to know which races I saw this year. Get comfortable, because the list is rather long. May GP 1/8 Greece Athens, European Championship 1/8 B licenses Germany Bamberg.

June GP 1/8 – 1/10th Slovenia Tolmin, July European Championship 1/8 A Greece Athens.

August European Championship 1/8 40+ 1/10th 235 and 1/10th 200mm England Halifax. World Championship Large Scale Switzerland Lostallo.

September World Championship 1/8 Italy Messina .

The year started very difficultly; first there was the cancellation of the GP in Slovakia, after that AMSCI announced that the planned GP couldn't take place, which meant that the GP in Italy couldn't take place either.

Finally, the GP in France also had to be cancelled because of a lack of contestants. On the day that the GP in France was supposed to take place, there were national championship races in the 1/10th 200mm class in various neighbouring countries of France. There was also a brand cup in this class in France.

If we don't want any more contestants on GP's, we should go on like this and organize national championships on GP-dates.

So, if we want to anticipate a lack of contestants on GP's, we certainly may not organize national championships on GP-dates.

Hereby a requisition to all countries not to organize a national championship on the same date as an EFRA GP.

The first GP was the one in Sweden. Unfortunately, only twelve Scandinavian participants showed up, despite the good organization and infrastructure that Staffanstorp offers.

Results GP Sweden

1:10 NT EFRA GP

<u>Pos</u>	<u>Name</u>	<u>Country</u>	<u>Team</u>	<u>Lic</u>	<u>Qual.heat</u>	<u>Pos</u>	<u>Varv</u>	<u>Final</u>
1.	Martin Christensen	Denmark	Mugen	A	13 - 5.16.10	1	141 - 45.10.42	Final
2.	Alfred Widmark	Sweden	Hobbex	A	13 - 5.18.58	2	141 - 45.11.23	Final
3.	Bengt Andersson	Sweden	HP Racing	A	2 - 59.72	8	137 - 45.03.70	Final
4.	Per-Ola Hård	Sweden	HP Racing	A	12 - 5.06.80	4	137 - 45.13.42	Final
5.	Sören Jörgensen	Denmark		A	12 - 5.02.71	3	127 - 45.18.80	Final
6.	Thomas Andersson	Sweden	HP Racing	A	0 -	11	73 - 36.38.97	Final
7.	Claus Ryeskov	Denmark	Serpent	A	11 - 5.05.87	7	62 - 28.51.91	Final
8.	Thomas Livbom	Sweden		B	0 -	10	50 - 20.24.54	Final
9.	Bent Poulsen	Denmark		A	12 - 5.12.58	5	0 -	Final
10.	Simon Gunnarsson	Sweden	Hobbex	A	11 - 5.02.16	6	0 -	Final
11.	Göran Persson	Sweden		B	2 - 1.10.01	9	2 - 1.04.36	Semi
12.	Klas Runesson	Sweden	HP Racing	A	0 -	12	0 -	Semi

Sune Wall (Race director)
Magnus Pålsson (Referee)

So the second GP was the one in Slovenia. Regardless of the fact that there were only about ten drivers, the race was splendid.

The track and the infrastructure were good. Very hospitable people, very good organization and a beautiful location. Hereby I would like to thank the family Vuga and their team for the good organization. And also Philippe Bertrand for all the work he's done there. This location and organization is without a doubt ready to organize a EC.

No about the race itself: We had drivers from Austria, Switzerland, Italy, Cyprus, Bulgaria and Slovenia.

It was the Austrian driver Manuel Huber who was ranked first after the qualifications. During the finals Manuel had some difficulties with his engine that failed now and then. It was the Swiss Reto Martignoli who finished first with 6 laps more than Manuel on the second place.

Pos	Name	Laps	Total Time	Nation
1	Reto Martignoli	127	45:18.929	Swiss
2	Manuel Huber	121	45:19.895	Austria
3	Stefano Sinopoli	118	45:00.246	Italy
4	Costas Michaelides	116	44:50.355	Cyprus
5	Stefano Petrelli	88	44:23.634	Italy
6	Emil Kostadinov	86	45:07.644	Bulgaria
7	Genko Bazitov	80	41:16.256	Bulgaria
8	Petar Gergov	39	20:16.133	Bulgaria
9	Emil Tashev	22	9:26.584	Bulgaria
10	Ales Dobnikar	22	13:44.316	Slovenia

The first weekend of May I was, invited by BRCA, at a national race in Halifax where the EC would take place.

Together with Bob Harley and John we made a job-to-do-list. The track looked ideal for the 1/10 class, not too big and technically , it wasn't as smooth as a baize, but that added another level of difficulty. The Halifax track is a demanding, technical track with a very challenging layout. Tight corners, fast sweepers and chicanes as well as an up-hill back straight with a banked corner at the end with some bumps make it set-up and driving even trickier.

The only concern I had was the weather forecast for August. During this weekend, I experienced how quick the weather can turn around in this region. I sure couldn't forget to bring the needed raincoat!

On my arrival the whole accomodation looked great! The club had really worked very hard since May until August. The covered paddock area was almost doubled in size to accommodate all drivers. The canteen, camping and parking facilities were all excellent! During the practice for 40+ and 235mm, the weather was good. There where 23 contestants from 6 different countries present during the European Championship 235m

But my worst fear came true: rain, rain and more rain ever since the race started up until the end. By this, all qualification series where driven under wet circumstances. In none of the 6 rounds, the condition of the track was the same, at times the track was clammy, 5 minutes later, everything was flooded. After the qualification, these where the four direct qualifiers : James Conolly, Glyn Beal, Mark Gilliland, Alain Levy

After 2 exciting semi finals, where the right choice of tyres was decisive, following 6 drivers went to the finals: Pete Watt, Wayne Lander, Jason Frost, Kyle Branson, Richard Draycott, Phil Barlow.

The finals where driven on a dry track and was rather thrilling because of the intense battle for first place between Jason Frost and Alain Levy.

Finally Alain Levi won the finals and became European Champion in this class for the third time in a row.

After the race, technical inspector Marc Green came up to me and told me how some drivers can whine when their car doesn't pass the technical inspection. And that always appears to be my fault, he laughed. He asked me if he whined like that too... Sometimes, no answer is the best answer.

Concerning the future of this class: all contestants asked me not to shut it down. After all, it is a pretty cheap starting class. I hope to have at least about 50 drivers for the Championship next year. Hereby a requisition is being made to all 235mm drivers. Participate to the European Championship, otherwise this class might be shut down and that would be a real pity.

Pos	(Qual ±)	Name	Team	Car Make	Car Engine	Final - Result
1	(4+ 3)	Alain Levy	D	835	Nova Mega	A - 148/45m 4.38
2	(10+ 8)	Jason Frost	GB	835	MEGA	A - 147/45m 2.32
3	(8+ 5)	Wayne Lander	GB	SERPENT 835	RB	A - 145/45m 7.16
4	(1- 3)	James Conolly	GB	SERPENT 835	MEGA	A - 145/45m 9.75
5	(2- 3)	Glyn Beal	GB	SERPENT 835	MEGA	A - 145/45m 13.90
6	(5- 1)	Kyle Branson	GB			A - 140/45m 29.26
7	(3- 4)	Mark Gilliland	GB	SERPENT 835	MEGA	A - 129/45m 3.82
8	(21+13)	Phil Barlow	GB	SERPENT 835	MEGA	A - 93/39m 51.90
9	(6- 3)	Richard Draycott	GB	SERPENT 835	MEGA	A - 58/29m 40.55
10	(7- 3)	Pete Watt	GB	SERPENT 835	RB RODY	A - 30/21m 3.12 B. Semi -
11	(22+10)	Jonathan Withington	GB	SERPENT 835	MEGA ZX-15	57/20m 16.91 A. Semi -
12	(13=)	Ian Craig	GB	SERPENT 835	MEGA ZX-15	56/20m 3.59 A. Semi -
13	(9- 5)	Joe Hawnt	GB	SERPENT 835	MEGA	55/20m 6.61 A. Semi -
14	(17+ 2)	Leo Heremans	B	SERPENT	RB	55/20m 15.54 B. Semi -
15	(14- 2)	Willy Wuyts	B	SERPENT 835	RB	53/20m 14.21

						B. Semi
						-
16	(18+ 1)	Paul Dewsnap	GB	SERPENT	RB NOVA	52/20m 18.66 B. Semi
						-
17	(20+ 2)	Ken Wright	GB	SERPENT 835	MEGA	48/20m 6.31 A. Semi
						-
18	(11- 8)	Bob Harley	GB	SERPENT	MEGA	46/17m 32.84 A. Semi
						-
19	(19- 1)	Brian Fitzgerald	GB	235MM 835	RB RODY	46/20m 12.86
						B. Semi
20	(12- 9)	Matt Chambers	GB	SERPENT 835	MEGA	- 26/ 9m 0.41 B. Semi
						-
21	(16- 6)	Rachael Holt	GB	SERPENT 835	MEGA	10/14m 15.32 A. Semi
						-
22	(15+ 4)	Christer Jansson	S	SERPENT	JP	59/20m 3.97

On Monday, the first drivers of the 200mm arrived at the paddock and started assembling and fine-tuning their cars. No driving was allowed at that time. There were drivers from 14 different European countries.

On Tuesday, there was a lot of hustle and bustle around the track, and practice was only allowed on stipulated times and in groups. This system provides equal practice time for everybody. All drivers were very enthusiastic about this way of practice.

After all races were over, the following drivers were placed directly for the finals: Francesco Tironi (he was the fastest in all qualification rounds), Mark Green, David. Spashett, Teemu Saarinen

The revelation of this race was the young Kyle Branson. He qualified as 48th and upgraded through the subfinals to the 27th place. I'm sure we'll hear more from him in the future. The subfinals provided exciting finals with the usual tragedies.

Following drivers upgraded through the semi finals to the finals: Stéphane DEROCH, Rick Vrieliijnck, Sébastien WARTELLE, Roland Ström, Julius Kolff. Ben Kelsall

Yes another nice day. Perhaps we used up all the wet last week!

And so to the main race over 45 minutes. The top 4 drivers had fresh cars and 6 had cars that had done a 20 minute semi race.

Representatives from France (2), the Netherlands (2), Finland, Sweden, Italy and Great Britain (3) and Mugen, Serpent and Kyosho Cars with a variety of Engines and Tyres gave the Final a nice mixture, although the Kyosho cars and Ellegi tyres looked a good two way bet!

The pre race suspicion was that it was probably going to be a case of how much would Tironi win by, right up until the warm-up, when Tironi's pit crew were seen practicing tyre changes. Was this for real or a double bluff? You cannot use power tools in the pits so tyre changes are not going to be quick. There were rumours that most of the drivers would not be changing tyres. Interesting!

So after the traditional driver introductions, warm up, timeouts etc the race starts and Tironi is off like a rocket with Green on his tail and Spashett holding on for dear life.

Lots of incidents in the first few minutes, cars go off, drivers drop down and climb up again. The lead is held by Tironi (L1-6, 35, 40-77), Green (L7-16, 18-34, 36-40) and Vrieliijnck for just L17. You could say that Green was dominant for the first quarter of the race, up to the 12 minute mark, but with lots of action behind him. Tironi drops as low as 7th during this period, Green as low as 5th and Spashett briefly to 6th, but of course a lot of this is fuel stops, as the cars are pretty much all on the same lap during the first 10 minutes or so. This is a 45 minute race so as long as you are in touch after the first third, you are definitely in with a shout.

After about 20 minutes Tironi, who has held the lead for the last 8 minutes, is coming up behind David to lap him. Going a lap down on Tironi would be a big problem if the tyre change is a bluff, but with Green on his tail we start to see signs of Tironi's tyres giving up and after a big "moment" on lap 78 (20 minutes in) when Green gets ahead, Tironi pits to change tyres on lap 86, losing about 50 seconds and dropping to 8th. This turns out to be the end of his race. He fights on until lap 100 when he retires from 7th position. From the Rostrum he has a fantastic view of the Race, along with Ben Kelsall who retired earlier. From the point Tironi changed tyres we were pretty certain it would be Green for the win, barring accidents. But accidents happen, particularly in motorsport. At this point Spashett started the long haul in. For the next 15 minutes he chips away at the gap. On lap 141, 40 minutes in and 5 to go, they both pit for their last tank of fuel, 2 seconds apart. The fuel stop adds 4 seconds to the lap so they are both in the pit lane together! That's when accidents happen! Green's car comes in, gets picked up and is refuelled and Spashett's goes underneath (some think his antenna touches Green's car) to his pit man a little further up the pit lane. Spashett's car gets picked up, Green exits the pits and 2 seconds later so does Spashett. This is it, the final dash to the line. Can it get any more dramatic? Oh YES IT CAN! Green's car was judged to have been refuelled in the pit lane, the punishment for this is a stop go that happens on lap 144. Green comes out of the pit lane level with Spashett and for the next 13 laps we witness a race the like of which I have never seen and I've seen a few RC races! . Race order is changing several times on some laps! At one point I am convinced Spashett overtakes always on the back straight on the curb or grass! There are comings together and they just kept going. The crowd are seeing a display of skill plus hearing a Kris Kennedy commentary at fever pitch! Something has to give and it's the Commentary PA! The last couple of laps don't need any explanation, it is a frantic race to the line. At the start of the very last lap Spashett crosses the line with Green on his tail, Green takes the lead in

Turn 3, Spashett won't let go and retakes the lead on the last corner before the line Green's car seems to pause and Spashett is through and takes the win. It ends just 4 hundredths of a second over 45 minutes so it is possible they don't know the race is run! .Just after turn 1 there is contact and Green is on the grass, but its all over!

For those of you with broadband or a lot of patience, the last 5 minutes are available on video on www.3Hobby.net.

All that was needed was confirmation from Technical inspection, the results to be posted for the protest period and then it was time to hand out the trophies

It was a final that could have gone either way, with the margin of 1 tenth of a second in 45 minutes it could be said to be down to the line taken in a single corner, never mind a fumbled fuel stop. There are of course three drivers on the Podium. Stephane Deroch drove a superb race. From 6th on the grid he was never lower than 5th and was only 1 lap down at the end. Had David and Mark had a big coming together, 30 seconds and he could easily have been on the top rung. He drove the final with an average lap time of 17.40, bear in mind his car had previously run in a 20 minute Semi with an average of 17.36 .

Pos	(Qual ±)	Name	Tyres	Team	Car Make	Car Engine	Final - Result	Avrg Lap	Best Lap
1	(3+ 2)	David Spashett	Ellegi	GB	Kyosho v-one rrr	Sirio Evo 3	A - 157/45m 0.04	17.20	16.50 (112)
2	(2=)	Mark Green	Ellegi	GB	Serpent S710	MEGA	A - 157/45m 0.14	17.20	16.44 (99)
3	(9+ 6)	Stéphane DEROCH	Kyosho	F	Kyosho v-one rrr	JP	A - 156/45m 13.93	17.40	16.56 (25)
4	(6+ 2)	Rick Vrielijnck	Ellegi	NL	Serpent S710	MEGA	A - 155/45m 4.44	17.45	16.30 (40)
5	(16+11)	Sébastien WARTELLE	Kyosho	F	Kyosho v-one rrr	R&B	A - 154/45m 8.85	17.59	16.66 (63)
6	(17+11)	Roland Ström	Power Tyres	S	Kyosho v-one rrr	R&B	A - 153/45m 6.31	17.69	16.53 (126)
7	(5- 2)	Julius Kolff	Ellegi	NL	Serpent S710	MEGA	A - 151/45m 8.24	17.94	16.63 (83)

8	(4-4)	Teemu Saarinen	Ellegi	FIN	MUGEN / MTX	PICCO	A - 148/45m 2.76	18.26	16.43 (48)
9	(1-8)	FRANCESCO TIRONI	Ellegi	I	Kyosho v- one rrr	Sirio Evo 3	A - 120/36m 28.33	18.24	16.28 (56)
10	(12+2)	Ben Kelsall	Power Tyres	GB	Kyosho v- one rrr	JP	A - 59/18m 26.94	18.76	16.63 (2)
11	(15+4)	Tim Wood	Ellegi	GB	Serpent S710	MEGA	A. Semi - 68/20m 1.64	17.67	16.77 (68)
12	(25+13)	Paul Knapton	Ellegi	GB	Serpent S710	MEGA	A. Semi - 68/20m 1.86	17.67	16.82 (67)
13	(26+13)	ALAN BAVIERO	ATS	I	Technokit	Sirio Evo 3	B. Semi - 68/20m 4.96	17.72	16.71 (30)
14	(7-7)	Martin Christensen	Fast	DK	MUGEN / MTX	Nosram	A. Semi - 68/20m 11.00	17.81	16.80 (39)
15	(10-5)	Darren Johnson	Jaco	GB	G4	R&B	B. Semi - 67/20m 10.86	18.07	16.79 (16)
16	(14-2)	Mark Gilliland	Ellegi	GB	Serpent S710	MEGA	B. Semi - 67/20m 13.16	18.11	16.56 (66)
17	(40+23)	Benoit THEVENIN	MS	F	MUGEN / MTX	JP	B. Semi - 66/20m 1.00	18.20	16.90 (28)
18	(34+16)	Nicolas BOUGNOTEAU	MS	F	MUGEN / MTX	Top	B. Semi - 66/20m 1.57	18.20	16.77 (47)
19	(13-6)	Marcus Epstein	Fast	GB	MUGEN / MTX	Nova Rossi	A. Semi - 65/20m 3.15	18.51	16.63 (34)
20	(18-2)	Jordy Blok	Ellegi	NL	Serpent S710	MEGA	B. Semi - 63/20m 12.51	19.25	16.49 (39)
21	(23+2)	Andy Wallis	Take Off	GB	Schumacher	Vega	A. Semi - 61/18m 38.84	18.34	16.76 (19)
22	(8-14)	Michael Salven	Ellegi	D	Serpent S710	MEGA	B. Semi - 56/16m 50.41	18.04	16.48 (42)
23	(11-12)	Jean-Claude BERRON	Kyosho	F	Kyosho v- one rrr	Sirio Evo 3	A. Semi - 51/14m 49.89	17.45	16.53 (34)

24	(29+ 5)	Mickaël DERDERIAN	MS	F	Serpent S710	MEGA	A. Semi - 34/13m 4.53	23.07	16.60 (32)
25	(19- 6)	Richard Keur	Ellegi	NL	Serpent S710	MEGA	A. 1/4 - 68/20m 12.30	17.83	16.62 (40)
26	(21- 5)	Steve OLANIER	Enneti	F	MUGEN / MTX	JP	A. 1/4 - 67/20m 4.23	17.97	16.78 (25)
27	(48+21)	Kyle Branson	Ellegi	GB	Serpent S710	MEGA	B. 1/4 - 67/20m 6.97	18.01	16.92 (15)
28	(28=)	Mirko Morgenstern	Enneti	D	Serpent S710	MEGA	B. 1/4 - 67/20m 10.98	18.07	17.02 (60)
29	(20- 9)	Neil Diver	Fast	GB	MUGEN / MTX	Nova Rossi	B. 1/4 - 65/20m 2.42	18.50	16.87 (53)
30	(27- 3)	Javier Hidalgo Bonet	Ellegi	E	Kyosho v- one rrr	Sirio Evo 3	A. 1/4 - 65/20m 6.18	18.56	16.97 (51)
31	(49+18)	Steve Hayes	Ellegi	GB	G4	R&B	A. 1/4 - 64/20m 14.81	18.98	17.01 (44)
32	(31- 1)	Alain Levy	GP	D	Serpent S710	MEGA	A. 1/4 - 62/20m 0.05	19.36	17.30 (22)
33	(32- 1)	Carlos Peracho Heras	APC	E	Serpent S710	JP	B. 1/4 - 61/20m 11.98	19.87	16.93 (46)
34	(43+ 9)	Kevin Taylor	Ellegi	GB	Serpent S710	MEGA	A. 1/4 - 48/15m 49.49	19.78	17.24 (13)
35	(30- 5)	Kari Sinisaari	Fast	FIN	MUGEN / MTX	MUGEN	B. 1/4 - 40/13m 4.27	19.61	17.20 (28)
36	(45+ 9)	Gareth Bell	Ellegi	GB	MUGEN	Nova Rossi	A. 1/4 - 21/ 6m 51.74	19.61	17.03 (8)
37	(22-15)	Chris Slater	Ellegi	GB	Kyosho v- one rrr	JP	B. 1/4 - 8/ 2m 27.84	18.48	17.00 (5)
38	(24-14)	Mickaël Brandt	Jaco	S	Kyosho v- one rrr	Sirio Evo 3	B. 1/4 - Car Failed		17.05 (63)
39	(42+ 3)	Jorge Delgado	Fast	E	Mugen Mtx-3	Nova Rossi	B. 1/8 - 66/20m 3.68	18.24	16.85 (63)
40	(57+17)	Steve Lambrechts	Ellegi	B	SERPENT	MEGA	A. 1/8 - 66/20m 16.05	18.43	17.22 (39)

41	(38-3)	Jacky MOUTON	Ellegi	F	Serpent S710	R&B	B. 1/8 - 65/20m 5.10	18.54	16.94 (58)
42	(44+2)	Iñaki Pahissa	Ellegi	E	Kyosho v-one rrr	Sirio Evo 3	B. 1/8 - 64/20m 9.06	18.89	16.87 (30)
43	(37-6)	ALESSIO MAZZEO	Technokit	I	Technokit	MAX	A. 1/8 - 64/20m 13.63	18.96	16.95 (42)
44	(54+10)	Adam Walker-Catchpole	Ellegi	GB	Serpent S710	MEGA	B. 1/8 - 64/20m 14.30	18.97	17.09 (40)
45	(46+1)	Arvid Stenberg	Power Tyres	S	Kyosho v-one rrr	R&B	B. 1/8 - 63/20m 26.47	19.47	16.93 (61)
46	(35-11)	Helge Johannessen	Power Tyres	N	Kyosho v-one rrr	R&B	A. 1/8 - 59/20m 5.41	20.43	16.81 (33)
47	(47=)	ANGELO SICORELLO	Ellegi	I	G4	PICCO	A. 1/8 - 55/20m 24.90	22.27	16.99 (46)
48	(39-9)	Arnaud SOULIGNAC	GP	F	Serpent S710	R&B	A. 1/8 - 52/20m 11.75	23.30	16.83 (28)
49	(33-16)	Simon Wood	Jaco	GB	G4	Top	A. 1/8 - 50/15m 7.85	18.16	17.07 (24)
50	(76+26)	Mickaël PONTAL	Kyosho	F	Kyosho v-one rrr	Sirio Evo 3	B. 1/8 - 41/13m 7.66	19.21	16.83 (23)
51	(36-15)	Dirk Stammler	HPI	D	Asso NTC3	LRP	B. 1/8 - 37/12m 34.13	20.38	16.86 (36)
52	(41-11)	Peter Pinisch	Jaco	A	Asso NTC3	Nosram	A. 1/8 - 35/11m 25.68	19.59	16.91 (16)
53	(73+20)	Georg Ellingsen	Fast	N	Mugen Mtx-3	JP	A. 1/16 - 66/20m 5.33	18.26	16.84 (22)
54	(53-1)	Anders Theodorsen	GQ	N	Mugen Mtx-3	JP	A. 1/16 - 65/20m 0.36	18.47	17.18 (64)
55	(56+1)	Christopher Steele	Fast	IRL	Mugen Mtx-3	Nova Rossi	B. 1/16 - 63/20m 1.07	19.06	16.82 (22)
56	(70+14)	Pete Watt	Ellegi	GB	Team Magic	R&B	B. 1/16 - 62/19m 48.03	19.16	17.15 (24)

57	(60+ 3)	Craig Binns	Ellegi	GB	Serpent S710	MEGA	B. 1/16 - 62/19m 55.62	19.28	17.21 (12)
58	(50- 8)	Per - Ola Hard	Speed	S	Serpent S710	MEGA	B. 1/16 - 55/16m 37.76	18.14	17.07 (48)
59	(55- 4)	Jason Fox	Power Tyres	GB	Kyosho v-one rrr	Sirio Evo 3	A. 1/16 - 50/20m 17.40	24.35	16.95 (42)
60	(59- 1)	Graeme Adamson	Power Tyres	GB	Kyosho v-one rrr	JP	A. 1/16 - 44/20m 3.66	27.36	16.84 (4)
61	(58- 3)	Luis Cayetano Martínez	Ellegi	E	Kyosho v-one rrr	Sirio Evo 3	B. 1/16 - 38/11m 39.68	18.41	17.14 (23)
62	(66+ 4)	Gerhard Kandelhart	Asso	A	Asso NTC3	Nosram	B. 1/16 - 37/12m 23.37	20.09	16.97 (€)
63	(79+16)	Bert Aerts	Ellegi	B	SERPENT	MEGA	A. 1/16 - 36/11m 13.28	18.70	17.44 (10)
64	(51-13)	Sam Barnard	Jaco	GB	Hobao	R&B	A. 1/16 - 17/ 5m 13.39	18.43	16.82 (10)
65	(61- 4)	Robin Hammett	HPI	GB	HPI	Nosram	A. 1/16 - 16/ 4m 58.01	18.63	17.39 (7)
66	(52-14)	Andrew North	Fast	GB	MUGEN/ MTX	Nova Rossi	B. 1/16 - 13/ 7m 32.80	34.83	17.10 (3)
67	(71+ 4)	Matt Blowers	Power Tyres	GB	Kyosho v-one rrr	JP	A. 1/32 - 64/20m 2.24	18.79	17.22 (28)
68	(63- 5)	Mirco Thalheimer	HPI	D	HPI	LRP	A. 1/32 - 62/20m 14.92	19.60	17.16 (49)
69	(67- 2)	Espen Grimsgaard	GQ	N	Serpent S710	JP	A. 1/32 - 62/20m 15.04	19.60	16.81 (40)
70	(86+16)	Reto König	HPI	D	HPI	LRP	B. 1/32 - 61/20m 2.05	19.70	17.27 (54)
71	(78+ 7)	Craig Jeacock	Ellegi	GB	Serpent S710	MEGA	B. 1/32 - 60/20m 6.06	20.10	17.48 (29)
72	(62-10)	Martín Sevilla Carbonell	APC	E	Serpent S710	JP	B. 1/32 - 59/20m 3.99	20.41	17.31 (€)

73	(68- 5)	Kevin Brown	Power Tyres	GB	Kyosho v-one rrr	Sirio Evo 3	B. 1/32 - 59/20m 14.47	20.58	16.75 (56)
74	(69- 5)	Alexander Andersson	Power Tyres	S	Kyosho v-one rrr	R&B	A. 1/32 - 54/17m 16.10	19.19	16.83 (11)
75	(72- 3)	Eugene Galley	Sprint	GB	Schumacher	Rossi	B. 1/32 - 42/13m 25.19	19.17	17.51 (9)
76	(74- 2)	Michael Ball	Jaco	GB	Asso NTC3	Rossi	B. 1/32 - 26/ 9m 29.65	21.91	17.76 (9)
77	(65-12)	Stephen Lander	Jaco	GB	Asso NTC3	R&B	A. 1/32 - 24/ 7m 22.12	18.42	17.24 (19)
78	(85+ 7)	GIOVANNI CREA	Technokit	I	Kyosho v-one rrr	JP	A. 1/32 - 12/ 3m 52.35	19.36	17.75 (3)
79	(64-15)	Vincent Hall	Ellegi	GB	Asso NTC3	Rossi	B. 1/32 - 4/ 2m 11.99	33.00	18.85 (4)
80	(93+13)	Arnaud CHAUSSARD		F	Serpent S710	R&B	A. 1/32 -		
81	(77- 4)	David Hall	Sprint	GB	Schumacher	Sirio Evo 3	A. 1/64 - 64/20m 0.76	18.76	17.45 (55)
82	(83+ 1)	Chris Edwards	Ellegi	GB	Serpent S710	JP	A. 1/64 - 63/20m 2.98	19.09	17.38 (48)
83	(75- 8)	Stig Ove Alstad	GQ	N	Hobao	Sirio Evo 3	A. 1/64 - 63/20m 13.94	19.27	17.53 (40)
84	(88+ 4)	Joseph Keaveney		GB			B. 1/64 - 62/19m 47.29	19.15	17.43 (62)
85	(81- 4)	Jose María Sanz Martínez	Ellegi	E	Serpent S710	Rex	A. 1/64 - 62/20m 0.30	19.36	17.40 (53)
86	(80- 6)	Alan Bickerstaff	Pro line	GB	Asso NTC3	R&B	B. 1/64 - 61/20m 14.31	19.91	14.60 (2)
87	(102+15)	Pedro Lares	Ellegi	P	Mugen Mtx-3	JP	B. 1/64 - 51/19m 33.55	23.01	18.22 (26)
88	(82- 6)	Bart Van Echelpoel	Ellegi	B	Hobao	Nova Rossi	B. 1/64 - 47/14m 47.33	18.88	17.65 (2)

89	(92+ 3)	Carlos Saval Fernandez	Ellegi	E	Serpent S710	JP	B. 1/64 - 32/13m 39.55	25.61	17.36 (12)
90	(91+ 1)	Jamal Ainul	Ellegi	GB	Serpent S710	MEGA	A. 1/64 - 29/ 9m 24.50	19.47	17.09 (28)
91	(84- 7)	Christian Ausweger	Asso	A	Asso NTC3	Nosram	B. 1/64 - 24/15m 47.63	39.48	17.74 (11)
92	(96+ 4)	Bruce Thompson	Ellegi	GB	Asso NTC3	Top	B. 1/64 - 22/10m 22.57	28.30	17.51 (5)
93	(109+16)	Carlos Molero Carbonell	Ellegi	E	Serpent S710	Rex	A. 1/64 - 20/13m 41.24	41.06	17.45 (10)
94	(87- 7)	Robin Nordlie	GQ	N	Serpent S710	JP	A. 1/64 - 17/ 6m 24.05	22.59	18.23 (11)
95	(89- 6)	Tor Arne Nicolaysen	GQ	N	Serpent S710	MEGA	A. 1/128 - 31/10m 4.07	19.49	17.90 (6)
96	(101+ 5)	Bruce Seaton	Ellegi	GB	Yokomo	MEGA	A. 1/128 - 30/10m 4.69	20.16	18.14 (5)
97	(107+10)	Martin Thurston	Ellegi	GB	Serpent S710	MEGA	A. 1/128 - 30/10m 7.13	20.24	18.26 (23)
98	(97- 1)	Mark Owen	Enneti	GB	MUGEN/ MTX	MEGA	A. 1/128 - 30/10m 8.93	20.30	18.43 (25)
99	(105+ 6)	Jose María Franch Oliver	Ellegi	E	Serpent S710	MAX	A. 1/128 - 30/10m 10.54	20.35	18.01 (13)
100	(100=)	Iain Milford	Ellegi	GB	Serpent S710	MEGA	B. 1/128 - 30/10m 26.46	20.88	18.01 (10)
101	(90-11)	Ross Drew	Fast	GB	Kyosho v- one rrr	Nova Rossi	B. 1/128 - 29/10m 5.36	20.87	17.50 (26)
102	(106+ 4)	Guy Vorsters	Ellegi	B	SERPENT	MEGA	B. 1/128 - 28/10m 16.40	22.01	19.06 (16)
103	(95- 8)	Brian Docherty	Jaco	GB	G4	Nova Rossi	A. 1/128 - 19/ 6m 37.74	20.93	17.67 (7)
104	(99- 5)	Jan De Pooter	HPI	B	HPI	RB	A. 1/128 - 15/ 5m 8.41	20.56	17.81 (8)

105	(94-11)	Mark Christopher	Ellegi	GB	Serpent S710	MEGA	B. 1/128 - 14/ 5m 58.68	25.62	17.68 (2)
106	(108+ 2)	Chris Deakin	Jaco	GB	Kyosho v-one rrr	JP	B. 1/128 - 6/ 2m 31.48	25.25	20.27 (6)
107	(98- 9)	Johnathan Dobney	Team Orion	GB	HPI	Nosram	B. 1/128 - Car Failed		17.81 (29)
108	(110+ 2)	Clive Connolly	Power Tyres	IRL	Kyosho v-one rrr	Collari	B. 1/128 - DNS		
109	(112+ 3)	Colin Whelan	Power Tyres	IRL	Kyosho v-one rrr	Collari	B. 1/256 - 19/10m 15.63	32.40	19.44 (11)
110	(111+ 1)	John Haugh	Fast	IRL	Mugen Mtx-3	JP	A. 1/256 - 10/ 3m 31.60	21.16	18.69 (4)
111	(104- 7)	Neal King	HPI	GB	Asso NTC3	Nosram	B. 1/256 - 7/ 2m 18.15	19.74	18.15 (6)
112	(103- 9)	Darran Long	Fast	IRL	Kyosho v-one rrr	JP	A. 1/256 - DNS		

After the race, somebody obviously felt the need to lash out at the referees and to question their capability.

To me personally, this incident is not to be ignored. Within EFRA, we will make sure that, anyone who displays this kind of misbehaviour towards referees and other officials, will no longer get away with that!

It is, without a doubt, amazing to be able to follow all races live, from anywhere in the world, on your pc at home. But the problems we knew, and the time it taken to get the right information from the referees monitors and the pits monitors, without a delay, wasn't worthy of a European Championship.

And the incomprehension and lack of cooperation of the timekeeper still makes me frown. All these "software miracles" are wonderful, but next time, make sure the counting program and the equipment is in accordance with the EFRA-rules. Answer timekeeper 1/11/2005 Yes, as you might imagine I got on to that as soon as I got back home. It was only evident with large entry numbers and long races, which is why it didn't show the first week and none of the electric customers reported it. The BRCA Rallycross guys just use the PDA Network which didn't have the problem. It is now fixed.

Organizers of Halifax, John and Muriel, BRCA and of course Peter Van Marion, our race director, thank you for organizing this beautiful race. Wayne Lander: whenever we need a good scruteneer, I will definitely contact you, since you've done a great job!

Results German GP. only eight participants showed up,

place	name	nation	laps	time	Qual pl	laps	time
FINAL							
1	Kandelhart, Gerhard	Austria	12	5.18,91	5	148	45.13,33
2	Baumgarten, Steve	Germany	11	5.17,82	6	147	45.03,58
3	Muerther, Gnter	Germany	13	5.28,25	2	145	45.06,91
4	Pietsch, Christoph	Germany	12	5.16,68	4	144	45.01,33
5	Wettengl, Sascha	Germany	12	5.12,20	3	140	45.08,21
6	Pearson, Mark	Germany	13	5.16,96	1	137	45.15,28
7	Richter, Erwin	Austria	10	5.07,90	7	95	45:14:00
8	Fischer, Gerold	Austria	10	5,16,31	8	32	10,56.26

Franky Noens Chairman 1/10th IC Track

