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INTERNATIONAL FEDERATION OF MODEL AUTO RACING

To; All IFMAR Contacts.

Newsletter March 2006

Sunday, 19 March 2006

Pre Worlds races, Brisbane.

Recently I visited both venues of the Pre-Worlds races, Brisbane and Jakarta. Both the races suffered a little bit from rain. Although it was dry for about 4 months in the Brisbane regions and water levels were almost at minimum it started with showers the week the Pre-Worlds went on.

A lot of Australian drivers were present, together with drivers from New Zealand, Japan en Hong Kong the total was approx 60 drivers.

The club is pretty well on its way in preparing the track facilities. They put on a new tarmac earlier this year, lowered the pitlane and have build a complete new timing house of approx 40 square meters at the first level of the rostrum.

Due to some local showers during the week the program was changed a little bit and the last qualifying runs were made on Friday morning. During the afternoon the finals were started and thanks to the big lights on the track it was possible to run till 2100 in the evening to complete all the lower finals.



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On the Saturday we could see some exciting finals and luckily the weather stayed dry that day. After the quarter and semi finals the final started at approx 1400 hours. It was Chris Reade who was in the lead in the beginning. After about 20 minutes the lead was taken over by Jovanovic. Due to economic driving and no tyre change it was Hung who took the lead after 40 minutes and although both the Aussies, Camilleri and Jovanovic did their best they could not catch the smart driver from Hong Kong.

Pos	Name	Details	Laps	Time	Final Name
1	Hang Hung Cheung	Hong Kong Kyosho Team / Kyosho Hong Kong /	183	01:00:14.080	Main Final
2	Simon Camilleri	Model Motorsport International / Model Mot	182	01:00:08.895	Main Final
3	Steven Jovanovic	Team Kyosho Australia / Model Flight / VP	182	01:00:20.437	Main Final
4	Ric Bartolozzi	Team Kyosho Australia / Kyosho Australia /	179	01:00:15.615	Main Final
5	Scott Robinson	Mugen MTX4 / JP	178	01:00:08.116	Main Final
6	Philip Woodbury	JPM Racing / JPM Racing / Kyosho Australia	175	01:00:12.365	Main Final
7	Takashi Miyashita	Kyosho / Kyosho / Kyosho RRR / Sirio	175	01:00:30.665	Main Final
8	Wayne Walker	Online Hobbies / Model Motorsport Internat	167	01:00:10.149	Main Final
9	Jesse Davis	Hydrolink Racing / MMI / Hydrolink Racing	163	00:59:40.968	Main Final
10	Chris Reade	Model Motorsports / Model Motorsports Inte	161	01:00:06.034	Main Final



Left to right, after the Champagne shower, Camilleri, Hung and Jovanovic

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The venue in Brisbane is an interesting track, approx 30 minutes from the Brisbane Airport. It is very suitable for 1:10th racing and a lot of the club members were also involved in Sydney 2001. The pit area which normally is suitable for 100 drivers will be extended to accommodate 150 drivers. The local community of the city, Pine Rivers Shire Council is very helpful, so there is no doubt that this will be a great venue in September. For the Worlds there will be public stands around the track, an extended pit area and parking is only 50 meters from the venue. Since it is a public area in an industrial park a lot of visitors will be expected. The controlled fuel worked well and all the drivers were pleased with the Runnertime fuel. This fuel will also be used at the Worlds Championship itself.

Jakarta.

After Brisbane I travelled to Jakarta. There were some negative signs from all around the world before the start of the Pre-Worlds, so I was very curious how everything worked out.

I was picked-up at the airport by the organizer and transported to the hotel in the Ancol park.

Traffic in Jakarta is very hectic, so taking a car with driver is a "must".

Most of the drivers were already present the whole week for practice, although some still had to arrive on the Wednesday.

The track was a "huge" one, more than 400 meters, good for lap times just above 52 seconds.

The design was nice with a lot different jumps, so quite challenging for the drivers. The driver's rostrum is about 3.5 meters high, so the vision is no problem.

The total layout from the track and the pitarea was good, with signs how to walk and enough space for everybody. There is no problem in driving with 15 cars on the track and also 15 drivers on the rostrum is ok. Only in the pitlane it is getting very busy with 30 mechanics.

The track located in the Ancol park is set-up very good and close to at least 3 hotels in the park, so there is no need to take a hotel outside. It will also avoid traffic jams if you have to travel from outside the park.

The Mercure hotel also provides a shuttle service to and from the track. Besides those 3 hotels there are also a few restaurants in the park, besides the restaurants in the hotel itself.



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Due to a big interest from the Asian countries there were about 140 drivers present at this race. Qualifying was a little bit interrupted by some local tropic thunderstorms. The idea was to run 5 rounds, 3 to count, but finally we run 4 rounds with 2 to count. Normally we do not stop for rain, but in this case the rain was so heavy it was impossible to stand dry on the rostrum. Also the lightning was a reason to stop. However after such a refreshing splash of water it took about 1 hour to get the track in a condition to drive. Although it was very muddy in the first heats after such a shower the track was at its best after about 5 runs.

During the World Championship in August/Sept. it will be dry, dusty and very hot (also very humid). After Qualifying we had the following results;

Pos	Name	Country	TOTAL
1	ATSUSHI KAWAMOTO	JAP	288
2	RAUL PERIS	SPA	287
3	YUICHI KANAI	JAP	287
4	RECKWARD DANIEL	GER	282
5	LINUS THERN	SWE	281
6	RICARDO GOMEZ	SPA	280
7	MIGUEL MATIAS	POR	279
8	MARTIN WOLHUTER	AUS	279
9	ROBERT BATTLE	SPA	277
10	YANNICK AIGOIN	FRA	275
11	ROBERT GUSTAFSSON	SWE	274
12	YEH HSIA CHING	TAI	274
13	CHOPIN YUSUF	IND	273
14	CHEN WU CHUNG	TAI	272



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On Saturday, driving all the lower finals it stayed dry all the day, so we could finish the program according to the time table. We saw the Taiwanese driver Wang Wen Pei moving up from the last final (position 139) to the 1/16th final, where he died just 100 meters from the finish line when he ran out of fuel on third position. He ended at position 52 now. Another driver that got some extra practice was Finish driver Joseph Quagraine, who qualified at position 69 and had a long way to go. He started in the 1/32 and 1/16th on Friday and was able to win the 1/8th, the 1/4th and the semie A. So after the semies we had the following 10 drivers into the main final;

2	RAUL PERIS	SPA	semie B	23	20.36.138
69	JOSEPH QUAGRAINE	FIN	semie A	23	20.38.371
6	RICARDO GOMEZ	SPA	semie B	23	20.42.390
1	ATSUSHI KAWAMOTO	JAP	semie A	22	20.00.451
11	ROBERT GUSTAFSSON	SWE	semie A	22	20.07.272
10	YANNICK AIGOIN	FRA	semie B	22	20.07.756
7	MIGUEL MATIAS	POR	semie A	22	20.10.158
17	VRAY GUILLAUME	FRA	semie A	22	20.12.669
14	CHEN WU CHUNG	TAI	semie B	22	20.19.715
8	MARTIN WOLHUTER	AUS	semie B	22	20.20.576

By the time the final started the clouds were already covering the sun and although it looked like that the rain would pass the wind suddenly changed and again we were pleased with a tropical shower and some heavy lightning. So we had to stop after approx 36/37 minutes of racing. The race was delayed and after consultation of the teammanagers and a jury meeting together with the referee from Femca and a Roar representative it was decided to continue the last 23 minutes and add the 2 races together. The track was more or less dried from the big puddles and all the drivers got about 20 minutes to prepare their cars for the remaining race time.

After the 2 races it was Peris that won, the margin was very small, he was lucky to make an extra lap on the second place driving Matias.

So the Results after the two races were as follows;

1	RAUL PERIS	SPA	61	60.32.948	Kyosho MP777	NovaRossi	Maxis	Sanwa	Proline
2	MIGUEL MATIAS	POR	60	59.34.473	Kyosho MP777	sirio	O"donnell	Sanwa	Proline
3	RICARDO GOMEZ	SPA	60	60.11.327	Sidorf M6	NovaRossi	O"donnell	KO	Proline
4	ROBERT GUSTAFSSON	SWE	59	60.37.445	Xray MB8	OS	O"donnell	futaba	various
5	JOSEPH QUAGRAINE	FIN	58	59.43.933	Hobao Super 8	NovaRossi	O"donnell		Proline
6	ATSUSHI KAWAMOTO	JAP	57	59.32.717	Kyosho MP777	Sirio	O"donnell	Sanwa	Proline
7	YANNICK AIGOIN	FRA	56	56.35.706	Xray MB8	R&B	O"donnell	KO	Proline
8	MARTIN WOLHUTER	AUS	55	57.44.823	HongNor X1CR	OS	O"donnell	Futaba	Panther
9	CHEN WU CHUNG	TAI	46	46.53.794	GS CL1	SH engine	O"donnell	futaba	Proline
10	VRAY GUILLAUME	FRA	29	36.08.080	Mugen Seiki MBX5	R&B	O"donnell	futaba	Proline

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The prize ceremony was done at the Mercure hotel, together with a banquet. All drivers, especially all the foreign drivers were very pleased with the way the organizer had taken care of them. They were picked up at the airport, they were helped with their equipment and they were escorted whenever it was necessary.

A car with driver is strongly recommended, but that is only due to the hectic traffic, with very difficult to understand rules and lanes with 4 rows of cars where we only should drive with 2 rows. Even outside the park it is quite safe, although you must not forget that you are in a country with that has its rules regarding religion and habits. Also the difference between rich and poor is visible at a lot of places, but as long as you behave and you do not anything that will make the Indonesians upset there is no need to feel unsafe.

For those of you that want to send goods, please follow the instructions the organizer has given. Only if you follow those instructions there should be no problem. Fuel is available in a few different brands at the track, simply inform the organiser what you need and it will be at the track.

The organising committee under the direction of John Agus has done a very good job in organizing this Pre-Worlds event. Not only IFMAR, but I think all drivers that were present and that have been to another World Championship will admit that this will be a good venue for the 2006 World Championship. I personally was very pleased with the way everything was organised and the number of people that were available for running this event. The organizing committee is full aware that a lot of people will be looking at this event and they will do their best to make it a very good tournament. With the track in the Ancol park and a lot of visitors every day into the park they will provide stands for the public in August, so a lot of spectators can be expected.

I hope to see you again, either in Brisbane or Jakarta.

Sincerely yours,

Sander de Graaf
IFMAR IC Section Chairman