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EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

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IFMAR Pre-worlds at Cordoba, Argentina

The Pre-worlds race was held in Cordoba Argentina from 15 to 18 March 2007.

A brand new track was there in the late summer of Argentina to receive us.



Cordoba is the second largest city in Argentina, over 2.000.000 inhabitants and a large motor tradition, as an example, the FIA WRC Championship of Argentina has its central headquarters in the same complex where the track is.

To arrive there from Europe is not difficult, but to make life easier for the drivers the best recommended way is to fly via Santiago de Chile, and then direct and frequent connection with Cordoba. You can fly as well trough Buenos Aires, but then you will have to change Airports inside Buenos Aires city, collect your luggage and drop it again in the other airport. The third possibility, not checked by myself, is to fly trough Brazil, airlines like GOL or TAM have connections with Cordoba.

To rent a car at Cordoba is rather similar as to make it wherever in the world, 40 Euros per day, but there is a rather interesting alternative, to use the Taxis, either called "taxi" or "remis", cheap, real cheap, you will spend less than 12 Euros per day moving wherever you want (1/2 hour drive from central city hotel to track is under 3 Euros).

Hotels: The Hotels recommended by the organizer are all good ones, standart are international ones, the Holiday Inn is the closest to the track (10-15 mins), central city ones are good as well and it never takes you more than 20-25 mins. to hit the track.

The complex where the race is held is the Trade Fair of Cordoba, just in front of the football stadium (beware on sunday afternoon trafic), the track is on a big explanade with 100 meters wide per 400 meters long. Asphalt is first class one and the lay-out is a rather interesting one. Track is demanding on fuel comsumption as usual, so we will asist to some critical moments.



The Drivers rostrum is good and friendly to drivers and mechanics, it is a simple roof one and so that the distance makes you able to communicate with your mechanics, radio impound is upthere and the referee place is at the corner of the rostrum.

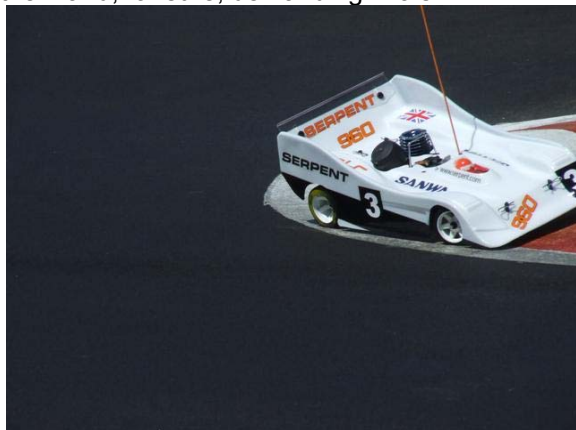
Lapcounting is done by means of 2 AMB systems, there are spare transponders on the organizer side for those who dont use personals. A big public stand is there and the public will fill it up on the final days.

Pit area is enough and comfortable for all drivers, equiped with tables and chairs, constantly cleaned up and equiped with light and power supply.

48 drivers are present for the pre-worlds race coming from all the Ifmar blocks, EFRA, ROAR, FEMCA and FAMAR.

European representation is done by means of the italian drivers and a bristish driver with the japanese ones as their main rivals.

Qualifying heats, 10 mins. long each one, were dominated by Lamberto Collari, (Kyosho Nova-Collari) althought the presence of top drivers nearly from every manufacturer shown the real interest out of them and, for sure, demanding finals.



After qualifying the opening ceremony took place with crowded stands and all participants were introduced to the public. Lower finals came later Saturday afternoon with a big promise for top class action for the Sunday.

On Sunday the public stands were absolutely filled up with public eager to see some good racing action. The drivers give them a good show and the Ohhs and Ahhs with big applause came frequently from the public.

Line up for the main final included 5 Italians, 1 British driver, 2 Japanese drivers, 1 Brazilian and 1 Argentinean driver.

A nice final 60 minutes long took place and finally after big quality racing moments the victory went to Mr. Mark Green driving a Serpent 960 car powered by Novarossi.



Final results:

| Pos. | Nr | Name | | Laps | Total time | Dif. resp. 1st | Best lap | on lap | fast lap speed (km/h) |
|------|----|------------------|----|------|-------------|----------------|----------|--------|-----------------------|
| 1 | 3 | Mark Green | GB | 190 | 1:00:01.536 | | 18.032 | 73 | 65.883 |
| 2 | 4 | Dario Balestri | It | 189 | 1:00:07.501 | -- 1 Lap -- | 18.020 | 123 | 65.927 |
| 3 | 8 | Marco Vanni | It | 186 | 1:00:01.132 | -- 4 Laps -- | 18.218 | 6 | 65.210 |
| 4 | 2 | Walter Salemi | It | 186 | 1:00:19.772 | 18.640 | 17.942 | 127 | 66.213 |
| 5 | 10 | Stefano Solaroli | It | 174 | 1:00:15.427 | -- 16 Laps | 18.240 | 67 | 65.132 |
| 6 | 6 | Masao Tanaka | Jp | 167 | 53:16.783 | -- 23 Laps | 18.011 | 128 | 65.960 |
| 7 | 7 | Flavio Elias | Br | 161 | 1:00:13.395 | -- 29 Laps | 18.193 | 52 | 65.300 |
| 8 | 9 | Sebastian Recio | Ar | 67 | 21:33.169 | -- 123 Laps | 18.381 | 26 | 64.632 |
| 9 | 5 | Keisuke Fukuda | Jp | 65 | 29:01.139 | -- 125 Laps | 18.238 | 43 | 65.139 |
| 10 | 1 | Lamberto Collari | It | 50 | 16:41.688 | -- 140 Laps | 17.974 | 44 | 66.095 |

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