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EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

IFMAR WC 1/8th IC Buggy in Jakarta, Indonesia

The 28 of August we had a “need to” appointment, the IFMAR Worlds Off Road Nitro 1/8 TT in Jakarta, Indonesia, as usual, is one of the best events of the world, we have to be there, this is our news article.

Jakarta, the very far corner of the world from Europe, 19 hours of airplane, whatever route you may choose; as you can imagine nobody of this sport travels in first class, not even in business, and so that the trip is a real pain in the ass.

But there is always a sunshine after the storm, at the arrival to Jakarta the organization behaves first class and establishes (paying) a service that frees you of customs and horrible proceedings (standard is of between 3-4 hours to enter the country) 30 US \$ per head give VIP treatment for us and allows us to proceed straight by the Diplomatic door, lovely.

Jakarta is one of the great large cities of Southeast Asia, capital of Indonesia, counts with almost 20 million people reason why the traffic is another one of "the graceful" points of this city, luckily the race is developed in a private tourist complex in the beach of Jakarta in a space 100 % secured and safe.

The organization of an IFMAR world championship is something quite serious, we spoke of the best race of the world, that only is celebrated every two years and by which drivers worldwide hope anxiously during 24 months. It is necessary to fight with 150 drivers, with but of 25 teams and with multitude of commercial interests and companies of hobby that are waiting for the best out of an organizer who have asked, and in most of the cases obtained, a strong financial support out of them.

The standard organizational, if we left apart the fiasco of Las Vegas, has been always highest and the Indonesians has assumed the challenge to the greater perfection. The Indonesian Association ARMI trusted this race to the JA Team of John Angus, the best driver of Off Road of Indonesia and his team of 15 people is it been throughout embroidering the event in spite of the barrier of the language (all the race is due to be done in English language) and to that, as the drivers come from all the corners of the world, they are used to different rules and different ways to run an event.

A fleet of vehicles, that includes from tourist light trucks, 4x4, and trucks for the transport of the material are t the service of the event to do the easiest life to the teams moving to all from and towards the hotel with total fluidity.

Reception. Strict security, system of badge colours quite nice, cleaning, services and a good restaurant are elements that decorate a good organization in whom marshals of first level shine with their own light.



Badge colour system of access to any area of the event, quite secure and useful.

The TRACK

Hats off! What a Track!, one of the best in which it has never competed, super amused, with the most interesting layout, red clay surface good compacted with changes of elevation in the curves, , triples, doubles, dubbies, table tops, nearly everything like in a big RC paradise.

The layout has 5 generous meters in all its cord and the laps are in 50 seconds for the top drivers, is a circuit of high fuel consumption and to get to be able to refuel in 6:40 is nearly a challenge.

Leaving the pit lane you exit to one long straight line that finishes in a big parabolic curve to left side with a extreme inclination and that finishes in a small climbing on the tip of a curve very closed to lefts and leads to a small way down towards one against curve to rights quite demanding.

Gas-on opposed to the podium (impressive by the way) and towards a simple jump with a long way down of landing, brake and curve to rights, gas again and half straight line towards another inclined but smooth curve to left, gas with much tact and we were with one chicane with trick since it has the high inner zone in its angle, if you put too much you displace yourself for the following curve, this is to right and after a small way-up it hides a very complicated fan of dubbies, if you fight those with stile, gas again towards unchained curves and after a curve to right a simple jump and but gas towards a very arduous zone of dubbies, big curve with inclination again to lefts and gas towards another simple jump in curve, two half straight lines together with by a closed hairpin and towards another big curve lefts.

After the curve we left towards a wall, a great triple there and deep that demands to you most of times 2+1, only those very well placed can try to do it on a single jump, just land and you find another tricky chicane, with inclined surfaces of almost 45 degrees and towards the left superior corner of the circuit where there is a wall in form of inclined curve that is used to place the car towards a serious 5 jump, not very high but very complicated, 2+2+1 is but the common thing while that 3+2 this reserved to the "children" of good hands. After the jump, gas and to the antenna which this located in the middle of the main straight.

The material

Or dilemma bottle (half filled, half empty); the two leader brands, Kyosho and Mugen appeared in the circuit with two models "ad hoc" for the occasion, the MBX5R in the case of Mugen and with a World Edition in the case of Kyosho.

In Chez Mugen the model arrived at Europe only 7 days before the race and some of our drivers and their mechanics were of the impression that experiments are to be done at home, which they were not alike to run with that they did not know 100 %, in addition, the model basically is a Mugen with all the optional pieces that have been appearing during the year.

In Kyosho almost the same history, all the new options mounted on a chassis and re-baptized the model, far from a new car. Hobao yes, they presented new pieces for the Hyper8, a new lightened engine mounts and a new central differential support with a new back bar of reinforcement as well as higher radio box. In Crono, nearly nothing new, by not having any news there were not almost nor drivers, only 2 Italians Tortorici and Grandesso.

The greater new features arrived in two atypical elements, Wing and engine head and both were very effective. By one side in the wings Proline and Himoto presented/displayed wings with different degrees of inclination and cord, even the jury had to meet to decide on its validity.

And in respect to the engine heads the remarkable thing was the Magnesium head in the O.S. engines prototypes that reduced the weight of the head in a 33% and being that the weight of the head is the weight located in the highest part but of the car that improvement generates a sensible effect on the stability and the centre of gravity of the car. We will see all the manufacturers working that aspect in few weeks.



Mark Pavidis car, Proline wing, OS engine with magnesium head and the tyre of the race, Proline Crime Fighter

A pair of new cars made in Taiwan, the OCM and the Nanda, with look of good cafe-racer client and a good commitment between price and quality, we will see if they are positioned to the height of the top gun brands or decide to remain down where the price is the best argument of sales.

The actual forces

Or perhaps the interminable listing of the absentees?

No way, those that have not come will be the champions of their backyard but they have not shown his will to be champions, here there are 150 drivers coming from all the nations of the world to fight by the title and if a driver is not here is because he has not wanted to be the champion, that's it.

11 Americans and 41 Europeans are the non Asian but powerful teams. Inside the European team the biggest number are the Spaniards with 8 drivers, with less people but of an impressive quality the French team and the Italian one, in the rows of the French team are the title holder Guillaume Vray and new two times European Champion Yannick Aigoïn. A remark to note is the presence in Xray of 2 drivers from Large Scale, Martin Bayer (CZ) and Markus Feldmann (GER) in the return to his origins (he was driver of TT like Fede Porta).

Also to be mentioned is the debut of Paul Coleman for a single unique race with the Caster car accompanying to European driver Raul Daras and the serious treat of the local drivers promising to give severe fighting in a track well know by them.



Good European ambience before a heat, all smiling, Yannick, Christophe, Robert, Jon and Hudy. One of the EFRA motions: RACING TOGETHER.

The race

The worlds begins on Monday. Some of the Europeans are passing the technical inspection previously to their admission in race and found themselves, like all the drivers, with a very strict measurement drawer that throws back tens of cars by the width gauge measurement. The thing gets worse when the Organizer say to them that they cannot run without Team Manager and in the end they force in "some way" the EFRA representative to assume the role for 5 European countries.

At afternoon we make a first free training round and the only thing that we see are faces of satisfaction and astonishment, the track is very amusing and it is seen that the fuel

consumption is higher than expected, creating the doubt if there is to refuel but of 2 times at sub finals. The dust is the dominant tonic of the day but it seems that it will be fleeting. The temperature is not very high, near the 30 Celsius, but the humidity is of 97 % with which the sweat and the "mosquito's" are the most annoying factors. When the day is over you are desperately wishing to arrive at the hotel for placing yourself underneath the shower.

Tuesday, controlled practice

These two practice rounds serve to have knowledge of the track and to, timing the 5 last minutes, to form the definitive qualification heats of the race, distributing to the drivers in 3 packages, from the 1 to the 50, from the 51 to the 100 and from the 101 to the 150. The Europeans do it well with six of them among the top10, Aigoín, Matías, Tortorici, Vega, Batlle and Borja Hernandez; also 17 more of them enter top 50. In the second package 12 Europeans are there and in the last one only 6 drivers. A nice and brief opening ceremony and the usual photos are done and we stay there waiting for a delayed list of Heats.



Opening Ceremony. The cars formed for the Concourse d'élegance, won by Robert Batlle and his racing looking red and white bodyshell

A strange interpretation of the rules by the direction of the race causes that the definitive heats are slightly "peculiar" and forces to some European teams to separate their drivers. After once it are released we go back to the hotel with the bad news that Raul Peris, the winner of the Worlds Warm-up, has fallen sick with high fever.

Wednesday, the race begins.

Every day of race we have two timed rounds, one in the morning, another one in the evening. This it is a sport for early wake-up people and by 6:10 in the morning already there is a queue in the cafeteria of the Hotel for the breakfast, the radios must be in the

track deposited between 7 and the 7:30 and first heat, the one of the top guns, goes to start at 8:00.

The heat is dominated by two Americans, Mark Pavidis with Kyosho doing 12 laps in 10.15 and Chad Bradley with the Hong Nor with 12 in 10.23, third is Vega and after him Scott Hughes and Kenji Osaka with Mugen also. Richi Gomez, with high fever, is the 13 and a surprising an effective Camilo Rodriguez in position 20. There are only 23 drivers able to give 12 laps and 14 of them are Europeans and what is still but remarkable it is that the only driver who does not belong to the 4 first heats is young Camilo Rodriguez with his Sidorf buggy.

In the afternoon round it is possible to be appreciated that the circuit is going to break and it turns out to be; now only 9 drivers manage to give the 12 laps, the club has been extremely reduced.

Now the winner is the Madrilenian Daniel Vega with his MBX5, 12 laps in 10.40, he is followed by Japanese driver Kato who had made it horrible in first one, and third is the Finn Joe Quadragne preceding to his co-equipper of Hobao and new Champion of Spain Robert Batlle, Bradley Hughes, Kanai, Richi Gomez, Pavidis and Degani closes the list of the 12 laps with Yannick Aigoin as the lucky person breaking servo in the very last lap and signing the tenth place of the overall in the round. The best thing? The Pole of the Heat for Vega, the consistency of a sick Richi Gomez and the luck on the side of Yannick.

The worse thing? The fever of Paris that it has prevented him to run his 2 heats and the fiascos in one heat of Yannick, Lenzi, Linus, Reckward and Batlle, thanks to God they have a very good result at least.



Dani Vega, poleman after the first day, he was pretty close to fight for the final victory, only the bad luck place him out of the final.

Thursday, the second act.

The classic plays have all the same format, 3 acts, with introduction, plot and untie. This World Champs is also a great tragicomedy and for that reason the second day of classification we attended the development of the plot.

Thanks God, Jordi, the mechanic of Raul Peris, indicate to us that he is going to run today, phenomenal, the third heat begins by heat 7 with which the top drivers do not run until deep entering the morning.

What can be easily appreciated is that the circuit went so much broken and that to make the 12 laps has become something very expensive. So expensive that now only there are 5 drivers able to do it and 3 of them are Europeans, Well!

A long haired kid of Catalunya, a certain Robert Batlle with 12 in 10.37 leads the heat, second is Mark Pavidis and the third is the French of RB Yannick Aigoïn, fourth is Kortz with another Hobao and fifth and first Mugen the young Borja Hernandez. After the 5 solitary drivers (they give the last lap usually alone) a consistent Scotty Hughes and Greg Degani with Reckward, Aigoïn and Matías are placed closing top10 of the heat.; in the problematic side an incident in the re-fuelling costs to Vega an unfair flame-out and loosing the provisory leadership.

In the evening the sun and the heat tightens and the track becomes almost impossible, making an effort marshals multiplied themselves, but even so big effort nearly each of the upside downs cost but of 6 seconds and one single one ruins your race.

The 12 laps become suddenly a family subject, but to be precise of the Aigoïn family, both brothers are the only ones able to give laps by 12 times at the track of Ancol Beach, brand different, engines different and even different tires, but at the time of going strong they are both very similar.

Yannick wins seconded by Jerome with Bradley, Hughes and Kortz presenting its candidacy to pole. Sixth it is Vray and seventh happily recovered Raul Peris with Pavidis, Batlle and Saboya closing the list of the 10 first.



Yannick showed who was the fastest man at this race, his 3rd try will be the definitive one, 2008 IFMAR Title is waiting for the driver that already deserves it.

At the closing of the day a classification is published which is wrong and whose error is detected by the European Teams, urgent protest and forced correction, even so, without making no discarding the classification is very deceptive with 4 Americans on top, but when the throw outs arrive the situation is going to change quite much.

Friday 1, the untie.

The last two rounds of classification heats decide everything, nothing this still written and all this yet to decide, the previous day ended with only 2 drivers in 12 laps, already is quite expensive to manage to approach a low 11 one, will somebody manage again to give the 12 with the track still but broken?

Yes, victory goes in the 5th round to the Mugen motorized OS and wearing with Proline Crime Fighters on XTR compound of Mr. Scott Hughes, and he does it with 12 laps, second and repeating position and laps is the younger one of the Aigoin, Jerome, with Hobao and Picco. Third is, already in 11 laps, Mark Pavidis and fourth our Robert Batlle. 6 Europeans inside top10 is not bad. Vega fails and everything is due to play a last card quite easy to obtain (it is enough to him with doing a 20 in the general) but is necessary to obtain it.

In the sixth and last round everything is decided, there are 5 drivers who gamble the pole absolute and represent 5 brands, Pavidis with Kyosho, Scotty Hughes with Mugen, Yannick Aigoin with Xray, Robert Batlle and his Hobao and Chad Bradley with the Hong Nor Jammin.

Nobody is able to predict what can happen and but still with the destroyed track. The result of the round is nearly an hallucinating one giving an idea of the pressure which all are suffering. Victory goes for the actual World Champ. Guillaume Vray, second is the Hobao of Jeremy Kortz and third is his co equipper Joe Quadragne, fourth is Josh Wheeler with Xray and fifth, making the semi-final by own merits, Borja Hernandez. Nor a single name of the 5 candidates until now, that will be very expensive to some of them and so that Yannick signs insufficient a sixth position and Bradley one seventh that are not worth to them. The fiasco of Batlle is still greater because he can see as in his heat break both candidates Pavidis and Scotty and has the pole position nearly at his hands, but he commits more mistakes than needed and he is the 20 of round signing one of his discarding. Peris repeat a great result and signs another one inside top10 that places him in unjust quarterfinals due to lose the two first heats and to start in third round still very touched by the disease. 8 Europeans inside semi-finals is not bad.



The winner of the last round, monsieur Guillaume Vray, the 2006 Title defender, he went improving each day, his semi-final driving was astonishing.

At the end of the day the classification of heats is this one:

1	Mark Pavidis	USA	Kyosho	607
2	Scott Hughes	USA	Mugen	606
3	Yannick Aigoïn	France	Xray	605
4	Jeremy Kortz	USA	Hobao	604
5	Chad Bradley	USA	Hong Nor	603
6	Robert Battle	Spain	Hobao	603
7	Guillaume Vray	France	Mugen	600
8	Joe Quadragne	Finland	Hobao	599
9	Jerome Aigoïn	France	Hobao	590
10	Renaud Savoya	France	Mugen	582
11	Borja Hernández	Spain	Mugen	578
12	Bobby Tillman	USA	Mugen	575
13	Greg Degani	USA	Hobao	574
14	Jon Hazlewood	GB	Xray	574



The TQ poleman in action, Mr. Mark Pavidis, finally he made it, TQ and final victory, hats of to the new IFMAR World Champion!

Saturday, the Lower finals

Normally it wouldn't be necessary to refer nothing interesting here, but exceptionally we saw a very interesting day of races; 2 Spaniards ran, both with bad fortune during all the week, first in start was the Jose Ramon "The Wolf" Carrillo and in the track he tries to fight it, but his car is totally un-driveable; he finishes the race and the Wolf descent of the drivers rostrum with an impression: something goes bad in the car and he believes to know what is. When they give back to him the car after the technical inspection he sat on his table and realizes what is: he has been all the week running against a chassis totally twisted due to a big crash in the tremendous jumps of the circuit.

Then, the Wolf, like good team mate driver, requests to Raul Daras to verify the chassis of his Caster.... eureka, the chassis of the young boy is also totally twisted, that's why he is always on his roof. Urgent change of chassis and assembly work racing against the clock to 10:30 is called on to him to start to Daras. On the start a glow plug betrayed him and forces him to depart 30 seconds late. His mechanics, Octavio and the Wolf, decided to go just for two re-fuellings to recover the time lost, but with the car in good conditions Raul flies on the track and by minute 6 already he is the leader and the mechanics decide to change tactic to three re-fuellings, the victory of the sub final is a deserved prize. In his second sub final Daras departs without problems and the mechanics decide to assure to 3 re-fuellings, the tactics work out perfectly and Raul repeats victory. Third they are 1/64rds, again to be run to three re-fuellings and the result turns to be perfect, victory of heat with a magnificent direction from the pit lane and with Raul taking confidence with the difficult track.



Raul Daras and his Caster ZX1, the man of the Saturday, more than 100 minutes at high level on the track shows the resistance and quality of the car, pic w Kawamoto

Fourth they are 1/32s, Raul departs perfectly and comes to close the lap in second position but he upsets and due to the traffic the marshal does not put to him until all pass, it is now time to recover, he recovers and he becomes to place himself third but another upset turns him to sink tenth, down rostrum they decide to risk in the re-fuellings and to play only two to give a bum-up option him of but in second re-fuelling the car is short by 50 meters and it ends the bump up of the day with 4 sub finals. The faces of satisfaction of all the Spaniards of Saturday were justified, had found the cause of their problems, the others had been helped and they had fought until the end having nearly touched the glory to run on Sunday Worlds. At 1/16 the ones who made it are 3 Britons, Tommy Chung, Karl Jackson and Steward Wilcox, 2 Japanese, Hosoi and Takeuchi and 1 local guy, Andre Suprayanata. Good for the union jack boys.



The Brits at pit lane, some of the British drivers with their Team Manager Jon Dell helping a driver, they always behave as a perfect European Team. Good Saturday.

Sunday, the last day.

First in departure is the 1/8th A, the whole bump-ups are Europeans, Matías, Thern and Gustafsson did it. Later the other eighth of final takes place with Lenzi dominating and being accompanied in the bump-up by Kanai and Feldmann, have overcome 4 Kyosho and 2 Xray, peculiar, and 5 European and 1 Japanese.

In the quarterfinals the victory by the side A goes to the three Kyosho cars, but all European driven Matías, Peris and the Swedish Linus Thern, Richi Gomez breaks to minute 3 and happens to be history whereas Peris with much resolution goes away with Matias and they are dedicated to roll as good friends.

By the B side departs Dani Vega former provisional pole man, Dani makes a race improving each lap and little by little he is put in head next to Kanai, the fight for the third position is dramatic but Vega sees it with enough tranquillity. In the end the third place will be for Lenzi although he didn't finish the last lap.



Matías, the Portuguese lone rider of Kyosho, 2 bump-ups on Sunday up to semi final, well done by Miguel. Obrigado!

Semifinals

After the practice of the semi finalists at noon the depart to first of the semi finals takes place, the semi A, from the very first moment the race is a terrible battle among nearly everyone with impressive laps and times. We say nearly everyone because in the minute 2 Jerome Aigoin one is forced to leave.

Ahead an incommensurable Guillaume Vray leads the semi final and escapes of everyone, even of Yannick Aigoin. Why? Because he makes the perfect race, fastest and without a single problem, everybody comments the same: Vray has demonstrated why he is the reign champion of the world.

Second is Yannick Aigoin that cannot follow the Mugen and third far from is Pavidis with Bradley at five seconds of the Kyosho and with Degani and Thern remaining to the wait for the other result. Seventh, by only 3 seconds is Borja Hernandez and close the semi final the two Kyosho that have had problems, Peris and Matías.



Linus Thern, the young Swedish driver of RB products and RMV, made the main final bumping up a lot, a good race for Linus. More to come for sure.

The second semi final is a very much slower one, the cars are hindered much but that in the other and the broken track is worse. First in discarding is French driver Renaud Saboya, at the 5 minutes mark, later, in the first re-fuelling Quadragne that fought by the leading position sees as his car is stopped before arriving to the pit lane and with it all his options disappear.

Samuele Lenzi that could be also fighting at the end sees as in the first re-fuelling loses but of 20 seconds that soon will be decisive to him. Ahead only Kanai is offed-hook, being 6 drivers for 4 safe seats. The drivers continue fighting among them and with some annoying dubbing as Joseph Quadragne and his fight harm them.

Vega turns to stop his car in last minute (it seems that it was the marshal hands) and gets out of the bump-up position when he nearly had it done and Robert Battle lets advance, incomprehensibly without some fight, the American Tillman, being the bump-ups at the end for Hazlewood, Hughes, Kortz and Tillman.



Jon Hazlewood won his semi final, so he entered the main final with plenty of confidence, later small problems placed his Xray on unfair 10th position.

The Main Final

In the first minute we see 2 great errors of Mark Pavidis and Vray and thus to 2 minute mark the leader is Greg Degani followed of Scott Hughes and Linus Thern with Aigoin advancing to Tillman. An upset of Tillman puts him last and before the first re-fuelling the leaders are Scotty Hughes and Yannick Aigoin leading on Degani, Vray, Kortz, Thern and Bradley.

In the minute 9 Yannick takes control of the race and 3 minutes later already he has been 10 seconds of advantage over Scotty with Kortz third.

Minute 14: Pavidis begins to overcome positions and he is placed fourth.

At minute 30 Hazlewood begins to undergo its particular suffering way and Scotty to spend minutes bad, so bad that at 35 minute mark the advantage of Yannick over the Mugen one is of 25 seconds. Jeremy Kortz that is third goes empty on tank at minute 35,20 inheriting the third place Degani.

In the minute 42 while he was third Degani experiences radio problems and quite furious retires himself and Hazlewood breaks in minute 45, but the big incidence arrives when Yannick overturns in the far end corner of the track and his engine flamed out (Again the marshal?), it is minute 46 and the new leader, with 7 seconds of advantage is Scout Hughes with Pavidis watching.

The advantage of Pavidis on Vray is of 9 seconds and this one has 21 seconds advantage over Yannick that returns with force and that only has been 7 seconds over Bradley.

Yannick pushes and pushes and when already he has Vray to shot, in minute 55, he sees as his engine flames out, unfair.

Ahead it seems that Scout Hughes is going to make it, but a horrible lap with 3 consecutive failures in the centre of the track in minute 56 puts the victory in tray to Mark Pavidis that took the title he was desperately looking for since 1994.

Well done Mark!



Mark Pavidis the new number 1 of the World. He drive to the victory with Kyosho, Proline, OS engines, Futaba and Fioroni.

S	NAME	COUNTRY	BLOC	LAPS	TIME	FINAL	CAR / ENGINE
1	MARK PAVIDIS	USA	ROAR	60	1:00:32.133	Main Final	KYOSHO MP777 SP2/OS
2	SCOTT HUGHES	USA	ROAR	60	1:00:40.420	Main Final	MUGEN MBX5 R / OS
3	VRAY GUILLAUME	FRANCE	EFRA	60	1:00:49.327	Main Final	MUGEN MBX5 / RB
4	CHAD BRADLEY	USA	ROAR	59	1:00:19.626	Main Final	Hong Nor JAMMIN X1CR/ OS
5	LINUS THERN	SWEDEN	EFRA	59	1:00:38.312	Main Final	KYOSHO MP777 SP2/ RB
6	YANNICK AIGOIN	FRANCE	EFRA	59	1:00:47.410	Main Final	XRAY XB8 / RB
7	JEREMY KORTZ	USA	ROAR	58	1:00:11.977	Main Final	HOB AO HYPER 8 / WERKS
8	BOBBY TILLMAN	USA	ROAR	57	1:00:13.633	Main Final	MUGEN MBX5R / NINJA
9	GREG DEGANI	USA	ROAR	41	41:33.691	Main Final	HOB AO HYPER 8 / PICCO
10	JON HAZLEWOOD	G. BRITAIN	EFRA	40	44:06.444	Main Final	XRAY / RE CAB OS
11	BORJA HERNANDEZ	SPAIN	EFRA	20	20:29.901	Semi Final	MUGEN MBX5 / NINJA
12	ROBERT BATLLE	SPAIN	EFRA	20	20:46.201	Semi Final	HOB AO HYPER8 / FALCON
14	SAMUELE LENZI	ITALY	EFRA	19	20:01.069	Semi Final	KYOSHO MP777 / BOSS
15	RAUL PERIS	SPAIN	EFRA	19	20:16.337	Semi Final	KYOSHO MP777/NOVAROSI
16	DANIEL VEGA	SPAIN	EFRA	19	20:39.024	Semi Final	MUGEN MBX5R / NINJA
17	JOSEPH QUAGRAINE	FINLAND	EFRA	17	18:26.834	Semi Final	HOB AO HYPER 8/ NOVA
18	MIGUEL MATIAS	PORTUGAL	EFRA	17	20:26.652	Semi Final	KYOSHO MP777 / SIRIO
19	RENAUD SAVOYA	FRANCE	EFRA	4	4:05.181	Semi Final	MUGEN MBX5R / NINJA
20	JEROME AIGOIN	FRANCE	EFRA	1	1:10.590	Semi Final	HOB AO HYPER 8 / PICCO
21	ROB. GUSTAFSSON	SWEDEN	EFRA	20	20:24.252	Quarter	XRAY XB8 / RB
25	JEROME SARTEL	FRANCE	EFRA	19	20:00.520	Quarter	HONG NOR X1CR / JP
28	MARKUS FELDMANN	GERMANY	EFRA	19	21:12.308	Quarter	XRAY XB8 / RB
29	DAVIDE TORTORICI	ITALY	EFRA	18	18:41.665	Quarter	CRONO RS03 / FALCON
32	DANIEL RECKWARD	GERMANY	EFRA	12	12:32.357	Quarter	KYOSHO MP777 / RB
33	RICARDO GOMEZ	SPAIN	EFRA	3	3:05.156	Quarter	SIDORF M6 / RB
35	KARL JACKSON	G. BRITAIN	EFRA	20	20:21.101	1/8TH	KYOSHO MP777 / SIRIO
36	FABIO BOERO	ITALY	EFRA	20	20:34.728	1/8TH	MUGEN MBX5R
37	JUAN CAMILO R.	SPAIN	EFRA	20	20:39.252	1/8TH	SIDORF / NOVAROSI

40	ARI HEINONEN	FINLAND	EFRA	19	19:44.525	1/8TH	HOB AO / OS
42	DARREN COLE	G. BRITAIN	EFRA	19	20:20.173	1/8TH	MUGEN / NINJA
45	STEWART WILCOX	G. BRITAIN	EFRA	17	20:24.163	1/8TH	MUGEN / NINJA
47	TOMMY CHUNG	G. BRITAIN	EFRA	17	21:04.253	1/8TH	KYOSHO MP777 / SIRIO
58	MARTIN BAYER	CZECH REP.	EFRA	18	18:56.849	1/16TH	XRAY / JP
61	MIKE CRADOCK	G. BRITAIN	EFRA	9	12:03.835	1/16TH	KYOSHO / SIRIO
69	MARTIN PATER	CZECH REP.	EFRA	19	20:26.140	1/32TH	XRAY / RB
75	RAUL DARAS	SPAIN	EFRA	18	20:43.644	1/32TH	CASTER / AXE COBRA
84	MARKKU HONKANEN	FINLAND	EFRA	18	20:07.943	1/64TH	HOB AO / CMB
87	MARCO GRANDESSO	ITALY	EFRA	14	13:59.309	1/64TH	CRONO / SIRIO
89	MARK DELL	G. BRITAIN	EFRA	2	2:12.133	1/64TH	XRAY / OS RECAB
94	CECCANTI FILIPPO	ITALY	EFRA	19	20:35.481	1/128TH	MUGEN / BOSS
98	ANDREAS ERTL	GERMANY	EFRA	18	20:30.992	1/128TH	TTR / SIRIO
00	NICKLS HAKANSSON	SWEDEN	EFRA	16	18:13.444	1/128TH	XRAY / SIRIO
01	ARTO HEINONEN	FINLAND	EFRA	14	18:36.985	1/128TH	HOB AO / NOVAROSI
25	JURAJ HUDY	SLOVAKIA	EFRA	18	20:11.142	1/512TH	XRAY XB8 / RB
32	MARTIN HUDY	SLOVAKIA	EFRA	0	-.---	1/512TH	XRAY / RB
33	MIKAEL JONSSON	SWEDEN	EFRA	19	20:48.702	1/1024H	XRAY / OS
40	JOSERRA LOPEZ.C	SPAIN	EFRA	18	21:05.592	1/1024H	CEN MATRIX / NOVAROSI