



Section Chairman Large Scale

Francis Billa
63 Lotissement Les Restoubles
Square des Amandiers
13880 Velaux
France

Mobile: +33 6 38 39 32 96
E-mail: large.scale@efra.ws

EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

IFMAR Warm Up WC TC **Brest AMCO Club - France** **04 th to 06 th / 06 / 2011**

Thursday June 2nd: 8 AM.

There is no headed paper **IFMAR**, also the signatory obtained the authorization on behalf of Sander de Graaf, **IFMAR** LS Chairman to publish the present under in head **EFRA**.

This Warm-up having taken place in France, it seemed to us good to publish it simultaneously, on the FVRC website, and that of the **EFRA**.

Because of the religious feast of Ascencion, majority of the Drivers arrived from this day to be spot, and return their beneficial movement at most.

From this Thursday thus, they proceeded to sessions of totally free practice, and drove throughout the day, to very late in the evening, at night, at this time of year falling in Brittany near 9:30 pm.

Friday June 3 rd: 8 AM.

28 Pilots(Drivers) are engaged, native of 7 European Countries, among which 2 (1 Spaniard and 1 Frenchman) apologized, not being able to make their movement for personal reasons, that is 26 presents.

It is enough little, if we think of the purpose of this international race, intended to prepare the **IFMAR** World Championship of August. But, OK the season started, and we can't ignore that we have already had the **EFRA** GP's of Valencia, Zagreb, Cremona the last weekend, more the Warm-up of the European Championship in Leipzig last month.

They are many journeys, kilometers and expenses. Detail of the committed:

- Netherlands.....: 02
- Spain.....: 01, the young David PEREZ, 10-year-old, always loyal and reliable.
- United-Kingdom : 02
- Croatia.....: 01
- Germany.....: 02
- Belgium.....: 02
- France.....: 15

Because of this small number of engaged, of which now all arrived, the Race Director, in agreement with the Drivers accepts for the day of this Friday, the pursuit in free practice mode, and not by Groups. Everything takes place perfectly well, what I can notice, as **EFRA** Representative, during my arrival near 1 pm on the track, More than 10 Drivers at the same time not being present on the Rostrum.

www.efra.ws

EFRA, General Secretary
Willy Wuyts
Herentalsesteenweg 20,
2220 Heist op den Berg
Belgium

Fax: +32 15 24 14 70
Mobile: +32 477 94 7109
E-mail: secretary@efra.ws

International Bank Account Number
IBAN: SE 21 6000 0000 0000 43 202 799
Handelsbanken, Norrköping, Sweden
Swift-Code: HANDSESS

Today still the Drivers will turn until the surroundings of 8:30 pm, the day having taken place under a beautiful sun. A very pleasant temperature, near 25 ° in the afternoon, with a steady, but warm wind. It is excellent for the grip, the tests having been stopped only for a small break lunch from 1 to 1.30 pm.

The Organizers made considerable efforts (paint, preparation of the Campsite area, of the place for future working areas, etc.) for the preparation of the **IFMAR** World championship, but for this weekend, they remained, little by strength, reasonable on the financial aspects.

The permanent pits are used (with enough place for each), without using of big tent (as it is planned for this summer). It with the exception of a tent for the restaurant, and of an additional refreshment room.

Saturday June 4 th: 8.00 AM.

Sun is there. Track is dry.

Constitution of the International Jury and Team Managers Meeting.

Germany.....: Michael OPEL
Netherlands & Croatia.....: Cor ROSKAM
Spain.....: Alfonso PEREZ
Belgium.....: Ronald VERBRUGGHE
United-Kingdom.....: Anthony BOWEN
France.....: Mathieu BRIERE
Race Director: Michel PEUZIAT (Club's President) & Claude TRANVOUEZ
Time Keeper.....: Matthieu ROUDAULT
National Referee.....: Michel PEUZIAT
EFRA LS Chairman.....: Francis BILLA. (& **EFRA** Representative).

For a small training, even if Team Managers risks not to be the same this summer, all the mobile phones are put on the table by the Participants, switched off, before the beginning of the meeting, to respect **IFMAR** rules.

The Race Director made the decision not to have Transmitters impounded. 26 Drivers are finally there, all in possession of 2.4 Ghz Transmitters. But everybody is **perfectly** warned, that this procedure will be applicable **on no account** during the World itself. Radios will be impounded to follow **IFMAR** rules.

The schedule plans 3 rounds of controlled practice, by Groups this morning, followed by the first 2 qualifications heats. These that must end at the time of the break lunch, it will be proceeded, if necessary, to a re seeding of the Groups, this being registered in the official schedule and posted on the results panel, always in application of **IFMAR** rules.

Teams Managers are warned that measures of noise will be realized during the qualifications heats by the signatory, who will intervene directly with the involved Drivers, if there is, so that they work on their exhausts, air boxes, or to stick plastic sheets under the roof of their cars (and above if it turns out insufficient), to suffocate as much as possible the emitted noise, and respect the maximum of 81 db.

It is strongly reminded that any tires treatment is strictly forbidden in **IFMAR**, and it, whatever is the weather. Warning is thus given to Teams managers, so that they warn their Drivers to respect **scrupulously** this rule.

Reminder of the minimum weight authorized in **IFMAR**: 9.5 kg without Fuel. Reminder also that if a report is asked during sub-finales, there will be a "parc fermé" for 9 other involved cars.

All sub-finales will be of 30 minutes because we shall begin with quarterfinals, with the exception of finale the duration of which will be of one hour, with compulsory stop for refueling of 90 seconds for all Drivers.

The procedure for the refueling is detailed to the Teams Managers: engine cut, radio switched off, and totally removed body, **with the exception** of quite other intervention on the car by the Mechanics for this minute thirty. They are informed that the Club will supply 10 Timekeepers, dressed in blue jacquets, wearing the number of cars, which will verify respect for all the rules concerning this stop. No Driver can take back the track, without agreement of his official Timekeeper. It will obviously be reminded during a special Briefing before the main finale.

It is also asked not to cut the white line drawn at the exit of the pit lane.

Finally, it is agreed not to respect the **IFMAR** departure procedure this weekend, this one forbidding any refueling, after the beginning of the procedure of the warm up laps. It is naturally reminded that during World, this procedure will be respected. It presents as inconvenience that the Drivers will prefer not to go out the pits (especially from the quarterfinals which are 30 minutes duration) for the warm up laps, not to risk the lack of fuel, but also leave with cold tires. It is not a criticism of my part, a simple report makes from the Team Managers remarks, but also Drivers.

Before the beginning of the first qualification round, all the cars are scrutinized in the Technical Inspection, the chassis and engines marked (**2**, as per **IFMAR** rules). We made "*the impasse*" on the marking of bodies, but there also, it was indeed specified that bodies would also be marked for the IFMAR World Championship.

The schedule plans 2 rounds of controlled practice by groups from 9 to 10.30, followed with 5 rounds of qualifications, from 11 AM to 5.45 PM, with lunch break from 11.55 to 13.15.

Before the lunch break, the first qualification round was ended. All cars were marked and verified by Technical Inspection.

8:30 am → 10:28 am: 3 controlled practice heats take place without problem.

10:45 am: Drivers briefing by Michel PEUZIAT helped by Francis BILLA, consisting of a reminder of what was said during the Team Managers meeting.

11:00 am → 12:55 pm: the first 2 qualifications rounds also take place in an excellent sportsmanship. Lap time begin to fall "seriously", Mathieu BRIERE, BA.ARNALDI, Cédric PREVOT, Hessel ROSKAM, Christoph FLAKOWSKI and Guillaume SOLON being engaged a merciless fight for the gain of the lap record, which will remain Mathieu BRIERE's property, this morning.

First noise measurements : majority of the Drivers are in the acceptable limits. However, there are some (little) who are above. It is indicated to them so that they made the necessities, and they are warned that new controls will be made in the afternoon, in the strict same conditions, to verify the merits of their interventions.

It's not proceeded to a Groups re seeding, the classification by not underlining the necessity. This is announced in the microphone to all Drivers by the Race Director.

1:00 pm → 1:55 pm: Lunch break. The catering in Brest is always insured by a very dynamic team, the "Leader" Jeff of which always prepares excellent meals or special and elaborated sandwiches. **But we shall not have seen everything yet...** The presence of the restoration tent was appreciated well by all, this allowing one hour of relaxation, in the shade, in any conviviality, and sympathy.

2:00 pm: with a perfect respect for the Timing, restarted here we are for the last 3 qualification rounds. The good weather is there, an enormous grip also, seen the number of passages on 2 wheels there which we were able to notice, and the fight starts again for the lap record, fallen several times, but always for Mathieu BRIERE, at the end of the day.

Second measurements of noise: the involved Drivers worked on their cars, essentially by changing air box, or of muffler. All are at the moment in acceptable limits, those incriminated the morning having come back from 88/90 db to maximum 81.4 db, with majority of laps below the fixed limit. Intervention is thus positive.

5:00 pm: at the end of the qualifications, the Timekeeper Matthieu ROUDAULT posts the general classification, the composition of the quarterfinals, and the known part for semi-finals.

The Race Director and Club's President leaves then the track opened for free practice, and in spite of intense day, majority of the Drivers will still be in track at **7:00 pm**, closing time of this one They will have come for nothing, it is sure!

6:30 pm → 8:30 pm: a very nice aperitif is offered by the Club to all the presents, what allows to spend a pleasant moment, **little in the peace**, and to discuss with everybody, in a warm atmosphere.

Sunday June 5 th: 8.30 AM.

The sky is cloudy, with a small cold wind.

Weather forecasts are hardly optimistic for this day. (For whole France moreover, but Brittany again seems to be the best area).

8:30 am: Free practice for 30 minutes before track closure.

9:15 am: Drivers Briefing.

9:45 am: We begin with the quarterfinals.

Both quarters are run in the same weather conditions, what is a luck for the organisation, and avoid useless discussions.

Both semi-finals, postponed of half an hour, with regard to the schedule follow, to allow the Drivers to work quietly on their cars, (due to the fact that the initial schedule was "a little bit short" between the end of the quarters (or all the cars are kept for the inspection till the end of the quarter A) and the departure of the semi-finals).

1:00 pm → 2:20 pm: Lunch break. A whole burned out pig, is served to us, roasted in the brooch and in fire of wood, by two Members of the Club arrived in the morning at 4:30 am to bring to a successful operation. The Foreigners Drivers take number of pictures of the animal on the brooch. Everybody largely appreciated this speciality, really delicious. Jeff is always in the operation, helped by these Ladies, who will make Brittany pancakes in the afternoon, also appreciated by Drivers, Mechanics and Spectators.

2:20 pm → 2:30 pm: free practice for 10 finalists.

2:50 pm: presentation of 10 Finalists to the Public. It will be necessary to think for this summer, to give also their prize list, which for number of them is eloquent!

3:00 pm: departure of the main finale. It was very beautiful, with numerous fights, but in a very sports spirit. Mathieu BRIERE won it, let us say easily, because he beat again the lap record of the track. (With a little luck it seems, but one needs, because in the free practice which will follow, he will break its movement of axis of main training after 2 laps!)

The club supplied 10 Timekeepers, dressed in blue vests, numbered from 1 to 9, to watch the compulsory stop of 90 seconds for every Driver, and to make sure that only the refueling was realized, and the changed batteries, for those who wished it. This to make sure that **IFMAR** rule was perfectly respected. Everything took place well.

However, we were able to notice, that 10 Drivers entered almost at the same time to the pits (not enough possibility of different strategies offering itself to them).

The result makes that it had in this moment there a lot of people in the pit lane.
20 Mechanics, 10 Timekeepers, more the Race Assistant Director), in charge of flags.

This procedure is not really appreciated by the Drivers (it is not my opinion that I give here, but indeed theirs). They understand that the procedure of refueling after the warm up laps is essentially bound to the safety, but these 90 seconds can also present an aspect of certain danger, even if engines are cut, because of the large number of Persons present.

4:00 pm: End of finale. All the cars in the Technical Inspection, a control of volume tanks being again made for 3 first ones, declared in accordance with the rules.

The hour of results publication was well registered on the result sheet, and the penalties were also posted.

5:00 pm: Prize-giving ceremony. A special Podium is made by the Organisers for 3 younger Drivers: 3rd: Typhnie LE NAOUR (15 years), 2nd: Valentin PEUZIAT (15 years), 1st: David PEREZ (10 years), according to their final classification in the event. David PEREZ, the young Spanish Driver, once again reached finale, after that competed last month in Leipzig, during the Warm-up of the next European Championship.

The prize-giving to 10 Finalists followed itself, the Podium being constituted of:

- 3rd: Hessel ROSKAM (Holland)
- 2nd: Cédric PREVOT (France)
- 1st: Mathieu BRIERE (France)

For the complete results, refer please to the following sites:

- **My RCM**.....: http://www.myrcm.ch/fr/amco/20110602_783276/1-5EFRA/index.html
- **Organiser** : http://www.myrcm.ch/fr/amco/20110602_783276/1-5EFRA/Ranking/F_Ranking.html

Sportily your,

EFRA Large Scale section Chairman,
Francis Billa



PS: I drafted this report in a a little particular way, so authorizing me to remind some **IFMAR** basic rules, so that the Participants in the World championship, know in what expect. That it prevents them by no means from studying all the **IFMAR** rules: General, and Particular 1/5th Track.

Thank you for seeing the picture of the Podium below included, with 10 finalists.

