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## EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

### **IFMAR 1/5th World Championship** **Brest Hanvec Amco Club – FRANCE** **18th to 27th / 08 / 2011**

#### **Thursday August 18th: 2 PM.**

Arrived very easily on the spot around 1pm, due to the good indications with a lot of "Ouest France" (The most important local Newspaper), also one of the Event's main sponsors, the first impression is really "fantastic"!

The whole site was repainted since the Warm Up. Track and surroundings are very clean, the campsite is not full for the moment, but everybody is not arrived, what seems to be normal for such an event, due to its 11 days duration.

Some discussions with known European Drivers (recently met in Leipzig or Zagreb for the TC and Off Road, European Championships) show that they are not only satisfied, but also impressed by the event area. The signatory will take the time later, to thanks at first for coming the Drivers, from others blocks, and to discuss with them also, of whom:

- 3 Japanese Drivers, with their "leader" already well known in Europe Naoiko KATO,
- 8 Venezuelan Drivers, of whom only 2 are arrived at this time,
- 5 Australian Drivers.

It's possible to see there, not in a necessary order:

- The national Flags on high masts, on each side of the Rostrum underline that this race is the most important in the World, for this 2011 year, let's say : The **IFMAR** World Championship.
- A very big **900 square meters** tent, reserved for **THE** working area, for all participating Drivers, including lights, electrical power, tables, chairs, control screens for Mechanics and Drivers. Organiser, in application of the rules, did the necessary to have all Drivers in groups by Nation.
- The permanent pits, being not sufficient for a so large number of Drivers, are reserved and equipped to be only the **Wolfgang and Ina's PETERMANN's "Kingdom"**, well known by majority of the Drivers and Accompagnants, as high efficient Technical Controllers in Europe and over the World.
- 3 Tables for Engines adjustments, behind this tent.
- 1 large **400 square meters** tent, reserved for the Restaurant.
- 3 Bars/ Buvettes on several parts of the track surroundings, with one "especially" reserved in the Drivers's proximity, on the left of the big tent.
- All the parkings are perfectly organised, well indicated by small panels, printed and plastified by Club's Members, at the beginning of the afternoon : Drivers, Campers, Spectators, and a citizen attention, hardly estimated for the People with reduced mobility.
- The campsite, with Toilets and Showers blocks, well separated for Women and Men is also well organised.

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- Terraces with seats, were installed in front of the Drivers's big tent, in the middle of straight line and at the end of this one for the spectators. Those placed at the end of straight line in the whole parabolic curve, are besides covered terraces: **luxurious!** Particular thanks to the **Brest's City hall**, also major partner in this organisation, important partner of the **AMCO Club**, including its Football Team, which operates in French Championship first division. Places to assist the match Stade Brestois / Olympique Lyonnais, gracefully offered, allowed the Organisers to invite only some Drivers, came from a great distance, to thank them for their long journey, as Spectators on Saturday, 20 in the evening.
- It's also possible to see small tents with rented containers, for sponsors directly involved in LS Racing: **Grp & Pmt** for tires from Italy, **Hobby Center France** for spare parts, **Genius Cars Manufacturer** from Italy.
- A nice tent is coming from **BMW Brest** as one of the Event's main sponsors. An M3 and ... will remain exposed there, during the Championship eleven days. This was the forecast, I don't know if it came true.
- Numerous big wooden and painted panels or plastified banners placed all around the track, from sponsors also involved in LS Racing, as **FG Modellsport** for Cars from Germany, **Samba & Mielke** for pipes from Hungary & Germany, **ModellSport Italia** for Engines, **rc-car-online.de** which is also one of the biggest sponsors (already present for the Warm Up and last 2010 **EFRA GP**), by supplying the Mechanics Jackets, **vosloisirs.com**, which is a French Car Manufacturer called **S88R**, made by the French Driver **Olivier SAMPIETRO**, **Contrast Cars Manufacturer** from Spain, **Tamiya from Japan & T2M Racing products** from France, **Joueclub** for toys & model making from France too.
- Local sponsors as **France Bleu Breiz Isele** - Subsidiary of **Radio France** -, **Saveol** local producer of citrus fruits, Daniel BERNARD for agricultural machines, the Bank **Crédit Mutuel de Bretagne**, **E.Leclerc**, Plougastel town Supermarket, the Insurances **Groupama**, **Crystal Animations** for events organisation, **Top Atlantique** for the wholesale of fishing products (One of the Club's historic partners, whose track also carries the name of Top Atlantic, **Le Relais de la Place**, Hotel & Restaurant of the nearby village Le Faou, the **SIB** company, asbestos removal specialist, **Ty Trouv too**, Small workshop in which we can almost find everything, **Vezo** for stationery employed on the Building industry, **Les Alpinistes Brestois**, specialists of the work in height on ropes in the building, **Super U**, Le Faou town Supermarket, **Brit Hotel Iroise** Plougastel, which saw its filling coefficient growing in an impressive way during this World championship, **Flipi**, Ice Creams specialist, which we were able to enjoy with pleasure products during these 11 days, **Kiclos**, fitter of windows, porches, gates and fences, **Edf & Gdf** National companies of electricity and gas suppliers, **Reprocéane** which was the copy machines official supplier for the event, **Ar Glanvez**, Bar, Tobacco, Restaurant, Pizzeria of the nearby village Loperhet, **Equip Club Landivisiau**, supplier of sports equipments, trophies, and specialist of flocking and transfer on sports clothes, **Simon Group**, tires for real cars supplier, **Audiovisual diapason**, the name of which contains the activity, **Norauto** from the town of Kergaradec, which is a national (International?) supplier cars spare parts, **Elf**, French Producer of oil productions, known well in motor sport, **BWB**, for the high-pressure cleaning, **An Avel** publicity, Sofimat, for farm implements and green spaces, **Chez tonton**, Bar & Refreshment room, and to finish by hoping to have forgotten nobody, the bakery **Michel**, which supplies and deliver fresh bread, croissants and chocolate croissants well appreciated by People living in the campsite, and this, very early each morning (to note that the "Boss" **Michel**, who is not a Club Member, comes regularly to take in charge the grass cutting around the Track! **Remember**: we are going to speak below about **precious helpers!!!**)
- *This enumeration is a little bit long, I am **completely conscious of it**, but the Sponsors must necessarily and publicly be recognized and quoted, because without their financial support, the same organisation would not have been able to take place. On the other hand, it's necessary to recognize here **Daniel MILLET's** big merit, Club's Public Relations Officer, which "raked wide", but with a certain success. It can give ideas to future organisers for European & World Championships, this enumeration allowing to see, that when things are made well, the possible sponsors can be in large number, since we have the open-mindedness which suits...*
- This report will not only be published in English on the **EFRA** site, but also on the site of the French Federation of Radio-controlled Cars (**FVRC**), under the patronage of which takes place this World Championship. Read by hundreds of Persons, they will constitute for all the Sponsors "a just return of things".

Since this morning at 8.30, - it's now 15 to 4 pm - are organised free practice rounds, by Groups, allowing to verify the Transponders correct functioning. The **IFMAR** rule is "*a little bit arranged*", with only 1 minut break between each Group, at least for these 4 days of free practice. It's ease to take into account that any Group is completed at this time. The pressure will grow up during the 3 coming days, with the Drivers's arrival.

This rhythm pleases to the Drivers, who came for driving, and will drive a lot.

A small and pale sun is there, track is perfectly dry. The Race Director **Marco CLAUS** from Luxemburg and **Michel PEUZIAT**, Club's President and Assistant Race Director, are managing this free practice first day, in a very "*cool*" way. It's totally unnecessary for the moment to be "hard", all things taking place perfectly well.

All Groups were done with basis on **EFRA** Ranking List at first, all the Drivers coming from other blocks, or not known in the **EFRA** Ranking List, were put in their Groups regarding the Country Ranking of each one, which is not really probationary. For such a reason, a reseedeing will be done at the end of each afternoon, to equalize the chances for everybody. As the rule says, that will be done by taking in account the 3 best laps realised by each one of the Drivers, during the day in one of his free practice round.

We would like to take the opportunity speaking about **Michel PEUZIAT**, to thank him warmly, for the "**enormous job**" done during the last months, with his important Team constituted by Club's Members and Volunteers. **Michel** is a real Manager, who well knows how to obtain "*their maximum*" from his Team. Himself, but also all these great helpers, whitout whom, it would be totally impossible to organise a so important event. Now that it's started, Michel is happy, and they can be **really proud** to have reached the first objective: show to all Drivers and Accompagnants the great sense of French and Brittany hospitality, of organisation, and this, still smiling, which is very important.

The only thing on which they don't have any power is the weather. Meteo forecasts are enough optimistic for the end of the week, and normally everything should go to the better way, thing which satisfies everybody.

It's 5 pm, I could spoke with **Paul LEAF-MILHAM**, from Australia, with **Nahohiko KATOH** from Japan. Same thing with other Drivers coming from theese far Countries. Hosting block must consider as **a big honour** to receive Drivers as these one, what is done! They had a nice trip (are a little bit tired), the materials were received by **Daniel MILLET**, Brest / Hanvec Club's Public Relation Officer, and they are happy with that. No problem with French Customs at their receipt. They like the track and are also impressed by the whole site and especially by the infrastructures.

Free practice is "on the way" without any problem.

I could speak a little, also during this first afternoon, with well knwon European Drivers, as **Hessel ROSKAM**, and his Father **Cor, B.A.ARNALDI** and his Brother / Mechanic **JB, Nick and Wyatt CORMAC, Jeffrey VAN WIJK, Jeroen REULING, Ollivier SAMPIETRO and his Father Dino, Dario VESELI and his Father Mario**, and a lot of others. (Accept please my apologies, because I can't give here all their Names, to avoid a litany).

The weather is a little bit cloudy, but no rain, and temperature is around 20 °C.

At 7 pm, we have finished with Group number 9 (containing the "Tops"), after 7 rounds of free practice for each Group today. The schedule will be the same for the 3 following days, except some changes in the Groups due to the necessary reseedeings done at the end of each day (as already explained).

**Friday 19th day:**

**8.30am** : Sun is there, meteo forecasts are very optimistic for today. Perfect!

For today are scheduled 7 free practice heats by Groups (after a reseeding done yesterday evening).

Some more of Drivers engaged are arrived during the night or early this morning.

Example : **David PEREZ PEREZ**, the young Spanish Driver, of a staunch loyalty, whether it's in Warm-ups, and European Championships. 10-years-old, he is in his fourth European Championship in 2011, and thus his first World championship there.

3 of them (the free practice heats) were done before a small break lunch.

**Break Lunch:**

Even if this one was short, we were able to appreciate a wide range of original sandwiches, classic French fries, but by top everything, excellent pancakes, lovingly were prepared on the spot by **Madam PEUZIAT**.

For those driving, they are doing a lot of tests, mainly with the tyres, due to the important grip, coming in the afternoon, with this nice temperature! We can see number of cars making barrels in the high-speed curves.

The Mechanics have some work, it seems, but another two complete days of free practice are organised for that, with Transponders however, before the official controlled practice.

The laps times are going better and better. We were able to see this morning a "fun" fight for the lap record between:

- **Markus FELDAMNN**, first,
- **Cédric PREVOT**, then,
- **Mathieu BRIERE**, finally with 20.945, followed at the beginning of the afternoon by one lap in 20.894 seconds.

But the game is strong far from being played, and the fight promises to be intense. The absolved track record held since the last **EFRA** GP of October 2010, by the local Driver, **Guillaume SOLON**, still remains to be beaten.

We are ready to take bets, that the present Pilots are going to make it a point of honor to go to take down this pole position.

**4.00 pm:**

Everything takes place for best, rounds are linked to an infernal rhythm, under **Marco CLAUS's** sharp eyes, the Race Director. **Michel PEUZIAT** and his team regulate the traffic, in the pit lane, and keep eyes on all which takes place as long on the track, that in its surroundings. They take great care of all their Visitors, and it's the pleasure that to see the sense of our "Bretons" Friends hospitality, finally rewarded, after so many supplied efforts.

**5.00 pm:** Everything is running well. Sun is there. No problem at all.

The drone, about which we have already spoken, is over the track for the realisation of a first training movie, before the serious things of the next week. Radio ordered by its Pilot, **Julien**, he makes the admiration of all the Persons present on the site, due to the technical performance.

To see videos shot by this funny machine, thank you for following this link:

<http://www.youtube.com/user/FlyHDfr>

**7.00 pm:** The 7 free practice were ran. Drivers and Accompagnants are happy, and the magnificent weather which we had all day long, is for nothing there!

The lap record remained at the end of the day **Mathieu BRIERE's** property, winner of the Warm-up, in May.

On this subject, tomorrow will be another day....

### **Saturday 20th day:**

**8.30 am:** a beautiful sun is there. Track is perfectly dry.

Today, exactly as yesterday, are scheduled 7 free practice heats by Groups (after a new reseeding done yesterday evening).

Some more of engaged Drivers are arrived during the night or early this morning, of whom our British Friends, **Ian ODDIE & Mark GRANT**, the Czech Driver **Jiri RYBAK**, Czech Republik Team Manager **Petra OHNISTOVA**, and some others too. Impossible to give here all the names, but it's possible to notice that things rise in power .

**Madam & Wolfgang PETERMANN**, Technical Controllers are arrived too.

Everybody settles down, and takes his marks.

As expected by the rules, the Technical Inspection will start today, at least for one pre admission of the cars.

**W.PETERMANN** asks for some developments of his workspace, to facilitate the transport of the verified cars, to protect himself a little from the noise, because he will not be possible for him and Madam, to stay 10 days as it. A panel is affixed, allowing him to post the Numbers of the cars which he wishes to call at the end of a round to the Technical Inspection.

He also asks to have two Club's Members to help him in his checks for Saturdays, 21st and Sunday, 22nd, as well as on Saturday, 27th, finales day, but this day there, a single assistant will be sufficient.

Thanks to **Michel PEUZIAT**, and to the Track's Technicians, for their good reaction, the requests having very fast been satisfied.

Rounds start perfectly at the hour, and are linked according to the rhythm now well known. The temperature is not still very warm, also even if there is a good grip, cars show themselves more stable. Doubtless it will evolve in the afternoon...

Everything very well took place up to the cut meal, under a very beautiful sun.

The fight continues, **Hessel ROSKAM** having signed a new lap record in 20.858 seconds, but nothing is decided yet. The afternoon should be interesting.

### **1.30pm:**

We make the tour of pits with the Club's President, to distribute their personal badgesto the Team Managers. All arrived, with the exception of 4. It will be made with them in due course.

### **2.30 pm:**

After the break lunch, we began again at 1.30 for 4 additional rounds, exactly as yesterday. It's warm, in spite of a marine wind, and the temperature is over 25°C. We may think a good grip will come faster, and we will see if its effects are the same than yesterday.

### **5 to 3pm:**

First round for the Group number 9 of the afternoon: new lap record, taken back by **Markus FELDMANN** in 20.820 seconds. The fight continues!

**15 to 6pm:**

We are at the end of the 6th round, everything takes place perfectly, of numerous Drivers continuing to arrive such **Migel FAZENDA**, Portugal's Team Manager, and his fellow countrymen also Drivers. The big tent fills little by little, but is widely sufficient, so that each settles down comfortably.

The sun is a little less generous, the temperature hardly a little bit coolest, but nothing unpleasant.

**7.00pm:** End of this third day of free practice. A new reseeding is not necessary. A new lap record is reached by **Markus FELDMANN** in 20.807 seconds.

Finally it's the first day for catering will be insured in the evening also, with a party pizzas.

**Sunday 21st: 1st Team manager Meeting will be held at 7.30 pm: [please see below for change.](#)**

Today, the sky has no same blue as yesterday. Some clouds, but not too much dangerous for the moment.

The day, with the same program as yesterday thus begins in 8.30.

After installation of the materials necessities, **W.PETERMANN and Madam**, helped by **Bernard and Benjamin**, 2 Club's Members, begin the inspection of all the cars to mark chassis and bodies.

It's specified to the Pilots that it's not a question for the bodies of a definitive marking, and that if they change it, they will have to present the former, and the new one for new and similar one marking tomorrow. Then it will be about definitives bodies.

**W.PETERMANN** formulates remarks on small abnormalities, in the presence of Team Managers, and asks to the Drivers to rectify these, which is done.

After each round, all cars are called to the Technical Control to insure everybody was controlled, as planned by the **IFMAR** rules.

At about 11 am, some rainy drops make their appearance, but nothing really annoying for the Drivers, the track remaining dry. The rhythm thus continues such as already known, with an almost furious sequence of movements!

A new absolved track record for **Cédric PREVOT** in 20.725 second, was realized during the last round of the morning.

Arrival of the appointed **EFRA** Referee, **Julien ALTER**, from France.

**Break Lunch from 20 to 1 till 1.30:**

A magnificent barbecue, with vegetables and obviously french fries was served to us for a 10€ very moderate price, totally home-made by the Club's Members, with at their head, the Chief **Jeff**. Regrettably, during the interruption, the rain made its appearance, and when the counting system was relaunched at 1.30pm, no Driver entered on the track, the performances which can on no account be improved in this situation. **Marco CLAUS** Race Director made the decision to delay one hour the beginning of the rounds of the afternoon, even if it means making only 3 instead of 4, because of the **first one Team Manager Meeting** which has to take place this evening, in 7.30, after the arrival of the **IFMAR** President, also first event Referee, **Dallas MATHIESEN**, planned at 5pm.

Let's hope that we do not leave for one of these endless half-days, in the course of which nothing takes place.

**2.00pm:**

The sky seems to clear up little, in spite of the absence of a wind which would be welcome and maybe guarantee to hold clouds remote from the top of the track.

**2.30pm:**

The weather having become more clement, the afternoon of races is relaunched.

**4.15pm:**

The sky is grey, with high clouds, and favorable wind, which pushes these contrary to the track. It satisfies everybody, rounds being able to continue in similar conditions for all the Drivers. That's fine!

**4.25pm:**

Due to a correspondence problem in his trip to join us, **IFMAR** President who had to arrive at 4:50 pm, will be able to be there only at 10:50 pm.

Consequently **the Team Manager Meeting** planned this evening at 7:30 pm, is postponed to tomorrow, on Monday at 8:30 am.

**5.20pm:**

At the end of the second round of this afternoon, - there is still some **two** to compete - all the cars were inspected by the Technical Control.

Even if the Controllers remain on the spot to answer any question which could be put to them, control itself is stopped for today.

**6:25 pm:**

A beautiful sun is back, what has a direct incidence on laps time realized, which goes by improving, the temperature of the track allowing a better functioning of tires. As we are in the Groups 8 and 9 there, that is those the fastest Drivers, the fight for the lap record risks to start again...

**8.00pm:**

This last day of free practice finally well took place. Because of the interruption due to the rain, we finished one hour later than planned, but all rounds were run in the same conditions. The sun is always there, no problem of luminosity to go to the end.

**Monday 22nd: 8.30am: 1st Team Managers Meeting.**

*I'am sincerely sorry, but for personal reasons, I have of to leave Brest on same Monday morning.*

*My report will thus arrest there, and **will not be completed.***

*I kindly request you to grant me your excuses, and thank you for your understanding.*

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

- [http://www.myrcm.ch/fr/amco/20110818\\_223481/IFMAR\\_LS/index.html](http://www.myrcm.ch/fr/amco/20110818_223481/IFMAR_LS/index.html)
- **Organiser :** <http://world.amco29.fr/>

Sportily your,

**EFRA** Large Scale section Chairman,

Francis Billa



Below final Podium picture.



B.A.ARNALDI (F: 2nd) Guillaume SOLON (F : 1st) Martin LISSAU (DK : 3rd)