



# Chairman's report 2015, the last ONE

This will be my last report as Section Chairman for 1/8<sup>th</sup> IC track. It has been a marvellous time and sometimes a roller-coaster ride, but it was an unbelievable experience. You not often get a change to travel within Europe and visit a lot of countries to help organizing model car races at the highest level. I have been driving myself 1/8<sup>th</sup> IC track for almost 20 years, so that has helped me to understand some of the skills and practical issues.

Since I started as Section Chairman for 1/8<sup>th</sup> IC track in 1992 a lot of things have changed. We went from a flat chassis car with solid axles to a fully independent suspension car with automatic 2-speed gear and a lot of special options to make this a very competitive racing car. Although the engine is still 3.5cc the power has gone up a lot, so as the RPM, which is now reaching almost 50.000 revolutions. Going from 0 to 100 km/hour within 2 seconds makes this the fastest class in model car racing. This is the Formula 1 in RC car racing.

Today's live has also changed. In the early 90-ties it was the fax that we used for communication, sending out information and gathering the inscriptions for an event. Nowadays everybody uses Facebook, messenger or another App to communicate and whatever is said, told or written is in seconds visible at the other end of the world. The use of smart phones or tablets and their technical capabilities suddenly means that we have more than one or 2 referees judging the races or an incident.

An event without live streaming is suddenly not a good event anymore. Internet access at a track is a must and it seems that without it people are missing a part of their live and already find this a reason to get frustrated.

RC shops are disappearing and buying your equipment online, even when it has to come from the other side of the worlds gets common.

Clubs are struggling to find volunteers and to get new members inside. The RC shop around the corner disappeared and new members need education, because the car either 1/8 or 1/10<sup>th</sup> is to complicated.

Only fathers that started in the nineties are available to teach their son's (if they have a son that likes RC-cars) and to help them set-up the cars.

Even organizing club and national races is getting a problem, because there are so many races to choose from and at the end you can only spend the money one time.

This is only a little bit of what EFRA is facing the last years. European Championships are not the only international races anymore. There are several series available to choose and a number of factory races all around Europe and even further. Most of them easy to access due to internet and without any obstacle like a national license, an EFRA license and/or a deadline.

As a Section Chairman you are standing in the middle of 3 parties. There are the drivers, the national federations (they make the voting) and the manufacturers. They all have their own reasons to try and change the rules and in some occasions their proposals are not the same and even in conflict with

federations or drivers. The driver wants to race with simple rules and easy access to make the inscription. The federation who is the member of EFRA wants to pay as less as possible and will sometimes try to find some extra money by introducing the so called administration cost. Manufacturers, their most important issue is too make a profit, survive and they do not like too many changes, because changes normally means investing in a new part or product. They also want to see less technical restrictions and going fast is never enough, super-fast is their goal.

In a competition world everybody will try to bend the rules in his favour. The use of special products in the fuel, tire additives and even special Qualifying engines has made the sport difficult to control. A lot of rules or rule changes have been made by simply bad experiences and frustrations after an incident.

Why do we need to introduce rules for a controlled tire and why do we want to ban gyro's. Because we feel that RC car racing is still a skill and must not be controlled by electronic aids or in case of the tires be controlled by those who have access to factory equipment. And let's face it, since we introduced the controlled tire in the EC events racing has become more close and something has changed. It is not a small group of "Pro's" anymore that compete for the win, but there is a big group of drivers now competing for the win and we see new faces in the finals. The controlled tire is most probably the ultimate rule change that made racing more equal from the last 20 years.

EFRA has tried several times to made some changes to their constitution, allowing the countries with more drivers more votes. Unfortunately that did not succeed. It is even possible that countries vote for a venue, but do not send any drivers !!! And who gets the blame when the event is far or when travelling is causing a problem, YES EFRA. Sometimes a democratic system is difficult to accept and perhaps it is time to make some changes.

Model car racing in the 80-ties was something special, new and exciting. Computers and internet were still far away. Today there are a lot of other hobbies available and use your skills in a technical way is going down, even schools must admit that computers have replaced a lot of the skills from the past. Nowadays it is easier to complain with a single app on your phone instead of trying to be constructive.

EFRA is on top of the pyramid with the federations in the middle and the clubs and drivers on the base. EFRA have no control on new members and we have no control to educate them. That is first the task of the clubs and federations. Unfortunately there is only a limit number of federations that take responsibility in this. The other struggle to survive due to lack of volunteers and lack of funds.

Although we see new manufacturers designing new cars for 1/8<sup>th</sup> IC track the number of competitors is either the same or declining.

A lot of today's drivers in the international competition were also driving 10 years ago or even longer. We only see a small number of new drivers coming into the hobby every year.

Travelling 24 years thru Europe has brought me to a lot of tracks. Some countries for only one time, but others for more than one time. I have made a lot of friends and met a lot of people. Italy by far is the country with a lot of passion for the sport. It is not without a reason that a lot of the manufacturers are coming from this country and it is also clear that they have a lot of good tracks. Some of them are a business, but there are also a lot of tracks run by a number of people (sometimes families) that go for the sport and make you feel at home.

This does not mean that other countries or tracks are the opposite, also here you can feel the spirit in a lot of occasions, but Italy is something special.

Building new tracks is not so easy anymore. There is a lot of money involved to make something nice and according to international standards. Local laws with regards to Noise and other pollutions make it more and more difficult to get the needed licences. Even the use of Nitro in our fuel is getting difficult due to the fact that it is now considered a dangerous product that need to be administrated.

Another concern is the technology we now can get in our transmitters. DSM or 2.4Mc has made life much more easier and transmitter impound is not needed anymore, however the use of "Gyro's makes

it difficult for technical inspection to check all those technology. RC car racing is a skill and as long that is in our rules technical features like gyro's must be banned

10000 drivers for 3 classes or 10000 drivers for 8 classes. That is more or less also the difference between now and 25 years ago. 1/8<sup>th</sup> track, 1/8<sup>th</sup> off-road and 1/12<sup>th</sup> electric track was where it started, but today we have much more classes and new classes (GT, truggy, 1/8<sup>th</sup> track electric etc) are introduced almost every year.

A number of basic rules in 1/8<sup>th</sup> are still the same as 30 years ago. Some changes were needed because of technical evolutions or to avoid cheating. The race format has been the same for a long time and it is only since last year that we changed to a point system where you need to be fast more than 1 time to be in the top.

Some rule proposal changes are based on some-one's personal disappointment during an event or an event that was spoiled either by rain or something else beyond the organizer responsibility. These are always the tricky ones, especially when it concerns a technical matter.

Organizing an EFRA event far away or even an AGM far away normally means less attendance. Less drivers means the organizer is not happy. Less federations at an AGM means that sometimes rules are accepted or venues are chosen which are criticist afterwards.

For those countries on the outsides skirts of Europe it is not easy to apply for an EFRA event. You need to have a good facility and good access, but you also need to sources to sell your event, otherwise it might turn out that you only have a small number of drivers. For such countries it is important to have a good number of local drivers on your event or drivers from surrounding countries. The more you make it attractive the better the changes that you will have a good number of drivers on your race. If you do nothing at ALL do not be surprised that people either not show up or cancel their trip.

OK, enough about the past and my personal feelings, now the 2015 season.

The EFRA Calendar for 1/8<sup>th</sup> had the following races for 2015:

GP Bologna, 25-26 April  
ECB, Cassino, May 25-30  
GP Shumen, Bulgaria, July 4-5  
GP / GT Mesaro, August 1-2  
ECA, Ettlingen, August 17-22  
EC40+, Lostalio, September 14-19  
WC Brasil, November 14-21

The GP's are in problems. Even with organizing a GP for 2 classes (1/10<sup>th</sup> and 1/8<sup>th</sup>) you still do not get more than 30 entrees. One reason is the program with international races and the other reason is the tires (no controlled tires). So it was not a surprise that both GP's were cancelled because 4 weeks before the dates there were only a handful of inscriptions.

So anybody that wants to organize a GP in the future, make sure you use a controlled tire, otherwise nobody will come.

The Warm-Up GP for the EC normally should be the event to go and do some practice, perhaps an event with controlled tires as Warm-Up could help.

### **EC-B, Cassino, Italy.**

The ECB was organised by the club in Cassino. This track is well known, very nice facility, good restaurant and very friendly people that run the club. Live streaming was more or less invented here thanks to the efforts of Jeanluca Designa who has an IT background and was one of the first that broadcasted video in one of the earlier events some years ago.

Although run in Italy the number of drivers that ultimately made the trip was surprising low.

That is something to watch and maybe we need to do the same as in 1/10<sup>th</sup> start thinking about combining A and B in one event. After all nobody wants to run an event with 40 drivers. You have a number of fixed costs and 40 drivers is simply not enough to run a European Championship event. It was also the first event run with the point system and that was new for most of them, unless they already did compete in electric or off-road. Pole position was for local man Luca Piromelli who dominated the Qualifying runs and won 3 out of 4 runs.

Pos.	Concorrente			Punti
<b>1</b>	33	<b>Piromalli Luca</b>	[ITA]	<b>0</b>
	[0]	21-5:09:243	[0] 21-5:05:577	[0] 21-5:04:688
<b>2</b>	24	<b>Kragefski Tom</b>	[DEU]	<b>9</b>
	[7]	21-5:13:094	[13] 20-4:53:660	[2] 21-5:06:109
<b>3</b>	15	<b>Collavo Mattia</b>	[ITA]	<b>9</b>
	[3]	21-5:11:412	[2] 21-5:06:386	[37] 13-5:11:340
<b>4</b>	41	<b>Tim Wood</b>	[ENG]	<b>9</b>
	[4]	21-5:12:348	[40] 5-1:19:969	[3] 21-5:06:279
<b>5</b>	45	<b>Vecchiatti Fabio</b>	[ITA]	<b>14</b>
	[5]	21-5:12:649	[4] 21-5:08:920	[5] 21-5:06:613
<b>6</b>	37	<b>Sartor Cristiano</b>	[ITA]	<b>17</b>
	[2]	21-5:11:366	[9] 21-5:11:002	[10] 21-5:09:542
<b>7</b>	9	<b>Calce Antonio</b>	[ITA]	<b>17</b>
	[40]	14-3:32:188	[7] 21-5:10:140	[7] 21-5:07:121
<b>8</b>	28	<b>Moccia Valerio</b>	[ITA]	<b>19</b>
	[14]	20-5:00:420	[5] 21-5:09:185	[9] 21-5:08:695
<b>9</b>	13	<b>Christophe Pethoud</b>	[CHE]	<b>22</b>
	[10]	21-5:14:772	[8] 21-5:10:559	[4] 21-5:06:381
<b>10</b>	26	<b>Massari Paolo</b>	[ITA]	<b>22</b>
	[9]	21-5:13:683	[6] 21-5:09:327	[15] 21-5:12:443

With the super pole it was Tom Kragefski who claimed the second spot for the final.

The final itself was also a win for Piromalli, although he did not get it easy, because due to a good fuel stop strategy it was Kragefski who had a chance. A small error from the German driver helped Piromalli at the end to take the win .

Pos.	Num	Concorrente		Giri	Tempo Totale	Giro Migliore	
<b>1</b>	1	33	<b>Piromalli Luca</b>	[ITA]	<b>178</b>	<b>0:45:11.785</b>	0:14.266
<b>2</b>	2	24	<b>Kragefski Tom</b>	[DEU]	<b>177</b>	<b>0:45:00.918</b>	0:14.284
<b>3</b>	4	38	<b>Stefanizzi Davide</b>	[ITA]	<b>176</b>	<b>0:45:03.319</b>	0:14.378
<b>4</b>	10	1	<b>Annunziata Francesco</b>	[ITA]	<b>176</b>	<b>0:45:07.601</b>	0:14.393
<b>5</b>	9	26	<b>Massari Paolo</b>	[ITA]	<b>176</b>	<b>0:45:14.105</b>	0:14.484
<b>6</b>	3	41	<b>Tim Wood</b>	[ENG]	<b>175</b>	<b>0:45:11.610</b>	0:14.375
<b>7</b>	7	44	<b>Vaccariello Alberto</b>	[ITA]	<b>174</b>	<b>0:45:03.001</b>	0:14.630
<b>8</b>	8	13	<b>Christophe Pethoud</b>	[CHE]	<b>172</b>	<b>0:44:49.557</b>	0:14.386
<b>9</b>	6	31	<b>Pausini Simone</b>	[ITA]	<b>171</b>	<b>0:45:10.562</b>	0:14.465
<b>10</b>	5	45	<b>Vecchiatti Fabio</b>	[ITA]	<b>171</b>	<b>0:45:14.628</b>	0:14.459



Junior Champ Simone Pausini

Pos.	Concorrente		
<b>1</b>	33	<b>Piromalli Luca</b>	[ITA]
<b>2</b>	24	<b>Kragefski Tom</b>	[DEU]
<b>3</b>	38	<b>Stefanizzi Davide</b>	[ITA]
<b>4</b>	1	<b>Annunziata Francesco</b>	[ITA]
<b>5</b>	26	<b>Massari Paolo</b>	[ITA]
<b>6</b>	41	<b>Tim Wood</b>	[ENG]
<b>7</b>	44	<b>Vaccariello Alberto</b>	[ITA]
<b>8</b>	13	<b>Christophe Pethoud</b>	[CHE]
<b>9</b>	31	<b>Pausini Simone</b>	[ITA]
<b>10</b>	45	<b>Vecchiatti Fabio</b>	[ITA]
<b>11</b>	37	<b>Sartor Cristiano</b>	[ITA]
<b>12</b>	28	<b>Moccia Valerio</b>	[ITA]
<b>13</b>	16	<b>D'Alterio Gennaro</b>	[ITA]
<b>14</b>	40	<b>Thirion Damien</b>	[FRA]
<b>15</b>	32	<b>Pierantoni Emiliano</b>	[ITA]
<b>16</b>	25	<b>Martini Luca</b>	[ITA]
<b>17</b>	8	<b>Bapst Daniel</b>	[CHE]
<b>18</b>	15	<b>Collavo Mattia</b>	[ITA]
<b>19</b>	17	<b>D'angelo Attilio</b>	[ITA]
<b>20</b>	19	<b>De Felici Giorgio</b>	[ITA]
<b>21</b>	9	<b>Calce Antonio</b>	[ITA]
<b>22</b>	7	<b>Bracci Alessandro</b>	[ITA]
<b>23</b>	43	<b>Ursicino Alessio</b>	[ITA]
<b>24</b>	14	<b>Ciurlante Andrea</b>	[ITA]
<b>25</b>	29	<b>Nardi Matteo</b>	[ITA]
<b>26</b>	12	<b>Carratu Fabio</b>	[ITA]
<b>27</b>	46	<b>Wintzerith David</b>	[FRA]
<b>28</b>	30	<b>Noah Asendorf</b>	[CHE]
<b>29</b>	6	<b>Bovio Gabriele</b>	[ITA]
<b>30</b>	23	<b>Gessato Vincenzo</b>	[ITA]
<b>31</b>	3	<b>Bella Sara</b>	[ITA]
<b>32</b>	34	<b>Pittiglio Alessandro</b>	[ITA]
<b>33</b>	21	<b>Di Biase Luciano</b>	[ITA]
<b>34</b>	36	<b>Russo Roberto</b>	[ITA]
<b>35</b>	4	<b>Beri Alberto</b>	[ITA]
<b>36</b>	11	<b>Canton Michele</b>	[ITA]
<b>37</b>	20	<b>De Robertis Francesco</b>	[ITA]
<b>38</b>	18	<b>De Bellis Mauro</b>	[ITA]
<b>39</b>	22	<b>Ferroni Massimo</b>	[ITA]
Pos.	Concorrente		
<b>40</b>	2	<b>Baldini Andrea</b>	[ITA]
<b>41</b>	39	<b>Tenzi Alessandro</b>	[ITA]
<b>42</b>	5	<b>Boutebien Morgan</b>	[FRA]

## GT race Mesero.

During last week of July 2015, there was an open GT European Championship organized by Blacktarmac outdoor track.

The event was very well organized and a lot of drivers, manufacturers and followers of 1/8 GT class came from all Italian regions and some European countries. The race was run with the Italian rules. 2 Classes were run, Euro-GT A and Euro-GT B.

Daniele Ielasi took Euro-GT A 2015 title and Senesi Natan took Euro-GT 2015 B title.



Pos.	Num.	Concorrente	Giri	Tempo Totale	Giro Migliore
1	1	Ielasi Daniele	140	45:12.602	18.484
2	6	Redaelli Luca	139	45:19.202	18.482
3	2	Boero Fabio	136	45:08.830	18.513
4	10	Lizzerini Federico	129	45:18.198	19.251
5	4	Beretta Filippo	127	45:00.589	18.302
6	9	Peretti Simone	127	45:01.468	18.836
7	8	Catanzani Roberto	117	37:35.793	18.311
8	3	Bulla Daniele	77	30:15.385	18.578
9	7	Melotto Giorgio	37	21:33.539	18.858
10	5	Scanziani Riccardo	19	08:19.712	18.898

Pos.	Num.	Concorrente	Giri	Tempo Totale	Giro Migliore
1	1	Senesi Natanaele	132	45:17.532	19.365
2	3	Pizzagalli Diego	130	45:02.801	19.278
3	10	Curcuruto Leo	121	45:13.020	20.068
4	5	Gulotta Giuseppe	113	45:13.592	19.491
5	2	Seregna Davide	96	45:05.466	19.060
6	9	Vespa Mirko	93	45:04.145	19.646
7	6	Mazza Marco	85	32:55.468	20.587
8	7	Capelleman Roger	78	29:40.642	20.283
9	8	Cocimano Luca	78	33:42.096	19.413
10	4	Angelozzi Giuseppe	76	38:21.794	20.344

## EC-A, Ettlingen, Germany

ECA in Ettlingen promised to be a good event with on the entry forms more than 105 drivers. It was the first time for at least 7 or 8 years that we had more than 100 drivers on paper.

Two reasons were making this possible. 1) A lot of German drivers in the first place who did choose for ECA instead of ECB, 2) Ettlingen is well situated in the middle of Germany, with good road access and that helps also a lot.

Some small showers in the beginning of the week caused some changes in the practice, but from Wednesday on it was dry and good weather.

DMC and the Ettlingen club did a good job and there were enough people on site to run a very well organized and good event.

With the new point system it was after 5 rounds Simon Kurzbuch who was TQ and it was exciting till round number 5, due to very close racing from a lot of drivers. 4 Different drivers took one single round.

## Qualifying result

Rank	Nr.	Pilot	Points		Country
			Total	Points per Run	
1	68	Simon Kurzbuch	2	5:0, 4:0, 1:2 [2:3, 3:89]	CH
2	27	Robert Pietsch	5	2:0, 3:2, 5:3 [1:30, 4:37]	DE
3	57	Jilles Groskamp	7	1:0, 4:2, 2:5 [3:5, 5:37]	NL
4	38	Dario Balestri	9	5:2, 3:3, 1:4 [2:9, 4:90]	IT
5	7	Lars Hoppe	10	3:0, 1:5, 5:5 [2:8, 4:42]	DE
6	8	Oliver Mack	10	1:3, 4:3, 2:4 [5:4, 3:8]	DE
7	101	Bruno Coelho	16	2:2, 3:7, 1:7 [4:7, 5:59]	PT
8	48	Alberto Picco	18	4:4, 3:6, 5:8 [1:11, 2:36]	IT
9	56	John Ermen	22	1:6, 2:7, 3:9 [5:9, 4:36]	NL
10	34	Robin D`Hondt	27	3:4, 1:10, 2:13 [4:33, 5:91]	BE
11	22	Dominic Greiner	31	1:9, 2:10, 5:12 [4:16, 3:23]	DE
12	106	Lamberto Collari	31	4:9, 3:11, 2:11 [1:12, 5:24]	IT
13	17	Maximilian Vogl	32	2:6, 5:6, 4:20 [1:31, 3:35]	DE
14	49	Andrea Pirani	33	4:8, 3:10, 1:15 [5:22, 2:26]	IT
15	107	Nicola Marrone	36	5:11, 2:12, 3:13 [4:25, 1:96]	IT
16	81	Adrien Bertin	38	5:7, 4:12, 2:19 [1:19, 3:20]	FR
17	28	Merlin Depta	41	1:8, 3:16, 4:17 [2:33, 5:46]	DE
18	47	Alessio Mazzeo	42	4:5, 5:10, 3:27 [1:29, 2:32]	IT
19	19	Michael Salven	42	4:6, 2:18, 5:18 [1:22, 3:32]	DE
20	45	Daniele Ielasi	42	3:12, 2:14, 1:16 [4:18, 5:38]	IT

The Super pole competition was won by Pietsch, taking number 2 spot for the final

The final itself did show us a number of changes, with finally Mack dominating the last 20 minutes due to small errors or technical issues of the competition.

## Final results for EC-A

Position	Reg-NR.	Name	Laps	Time	Country
1	8	Oliver Mack	198	45:11.761	DE
2	28	Merlin Depta	197	45:10.965	DE
3	68	Simon Kurzbuch	196	44:59.378	CH
4	106	Lamberto Collari	195	45:00.611	IT
5	107	Nicola Marrone	193	45:03.038	IT



6	47	Alessio Mazzeo	178	41:17.168	IT
7	17	Maximilian Vogl	134	14:28.849	DE
8	27	Robert Pietsch	112	27:34.004	DE
9	38	Dario Balestri	73	16:30.340	IT
10	54	Francesco Tironi	63	14:26.725	IT
11	34	Robin D'Hondt	88	20:13.178	BE
12	22	Dominic Greiner	87	20:07.621	DE
13	45	Daniele Ielasi	87	20:07.870	IT
14	14	Tobias Kerler	86	20:01.625	DE
15	101	Bruno Coelho	86	20:04.223	PT
16	56	John Ermen	83	20:07.959	NL
17	48	Alberto Picco	67	15:21.172	IT
18	57	Jilles Groskamp	66	15:05.612	NL
19	49	Andrea Pirani	50	11:27.793	IT
20	19	Michael Salven	21	4:48.758	DE
21	81	Adrien Bertin	2	0:27.333	FR
22	7	Lars Hoppe	0	0:00.000	DE
23	16	Patrick Schäfer	88	20:08.526	DE
24	69	Silvio Haechler	88	20:10.184	CH
25	98	Mark Green	87	20:02.957	GB
26	58	Rick Vrielijnck	87	20:03.883	NL
27	80	Arnaud Mathieu	87	20:13.443	FR
28	70	Luca Martinelli	86	20:05.151	CH
29	30	Michael Kammer	85	20:11.933	DE
30	89	Nacho Lopez Lluch	83	20:07.393	ES
31	88	Steven Cuypers	76	17:29.307	BE
32	29	Tobias Hepp	74	17:24.550	DE
33	53	Mirko Salemi	72	16:49.150	IT
34	37	Teemu Leino	59	14:36.067	FI
35	60	Martin Hudy	48	11:56.131	SK
36	79	Anthony Abisset	42	11:11.860	FR
37	35	Gunther Van Staey	87	20:13.260	BE
38	65	Marcus Lindner	86	20:01.854	SE
39	90	Gerhard Kandelhart	86	20:04.084	AT
40	78	Stephane Bouche	86	20:11.032	FR
41	76	Lars Haugen	85	20:04.923	NO
42	99	Tim Wood	85	20:06.589	GB
43	55	Marco Vanni	84	20:01.249	IT
44	51	Mattia Rinaldi	79	18:42.340	IT

45	11	Timo Schröder	77	18:10.718	DE
46	52	Michele Romagnoli	66	15:45.762	IT
47	42	Claudio Codazzi	63	14:52.230	IT
48	24	Toni Gruber	47	10:47.185	DE
49	71	Remy Hasler	23	5:37.545	CH
50	100	Kyle Branson	12	2:39.055	GB
51	72	Roland Stalder	86	20:11.685	CH
52	87	Emanuele Comoglio	85	20:00.645	MC
53	61	Christofer Hedlund	85	20:01.499	SE
54	18	Lennart Skornia	85	20:03.824	DE
55	73	Renato Ali	84	20:00.617	CH
56	63	Mikael Fransson	84	20:03.824	SE
57	26	Tomas Liptak	84	20:12.014	SK
58	6	Oliver Lembeck	82	20:01.170	DE
59	97	Neal King	82	20:06.534	GB
60	33	Alexy Yaramishyan	79	19:55.523	BE
61	20	Frank Schewiola	77	17:56.244	DE
62	67	Stefan Andersson	63	20:07.894	SE
63	82	Thomas Eytard	53	12:29.363	FR
64	75	Ales Hajdekr	42	12:28.469	CH
65	13	Philipp Römer	83	20:10.429	DE
66	62	Per-Ola Hard	82	20:01.940	SE
67	92	Alain Levy	81	20:05.211	AT
68	12	Torsten Müller	78	20:07.110	DE
69	66	Per-Hakan Persson	77	20:12.830	SE
70	1	Maximilian Günther	74	20:00.014	DE
71	85	Stephane Bertrand	70	19:43.070	FR
72	5	Philip Sting	56	13:43.705	DE
73	31	Dennis Weihert	47	13:25.057	DE
74	36	Emil Kostadinov	33	9:22.993	BG
75	96	Marco Muscara	29	7:48.895	DE
76	83	David Wintzerith	19	6:28.447	FR
77	86	Benjamin Coulaud	13	7:17.199	FR
78	102	Hugo Exposto	4	1:00.011	PT
79	59	Juraj Hudy	78	20:01.371	SK
80	74	Igor Liptak	78	20:05.703	SK
81	64	Bengt Andersson	77	20:15.477	SE
82	4	Dominik Schrupf	74	20:02.099	DE
83	77	Valery Cherniauski	74	20:20.610	BY

84	84	Bruno Bec	73	20:00.967	FR
85	21	Detlef Dickes	71	19:24.076	DE
86	109	Simone Pausini	62	15:13.499	IT
87	32	Jerome Hirtziger	62	20:10.347	LU
88	9	Christian Wurst	60	14:31.645	DE
89	93	Rene Dockter	19	4:40.225	AT
90	10	Claus Nauth	8	2:03.255	DE
91	108	Rene Pflanzl	7	1:38.965	AT
92	2	Joerg Waeldle	4	1:09.090	DE
93	95	Pascal Knöller	61	15:22.768	AT
94	103	Andre Goncalves	47	11:44.452	PT
95	40	Gabriele Bovio	4	1:57.430	IT





## EC40+, Lostallo, Switzerland.

Also EC40+ suffered this year. Maybe due to the date, I am not sure. What we know for sure is that we were missing a number of countries. The idea was also to run a championship for women, but only 2 competitors made their inscription.

So it was 31 for 1/8<sup>th</sup> and 24 for 1/10<sup>th</sup>. For the future we will try to add another class, like 1/8<sup>th</sup> electric as an open race to see if there is interest.

Josef Dragani was present during the meeting and he will mention some more things about the event, but from the reactions of Face book I have understand that everybody enjoyed as usual the organizer and the location. It was an all Swiss event because UFRA was tire supplier. Luca Martinelli was the winner of the 1/8<sup>th</sup> event with Erol Sehirtoy in second and Swedish driver Christofer Hedlund as third.

Rank	Final	Pilot	Laps	Endtime	Country
1	Final - A	Luca Martinelli	94	35:16.854	CH
2	Final - A	Erol Sehirtoy	92	35:22.074	CH
3	Final - A	Christofer Hedlund	92	35:26.438	SE
4	Final - A	Juerg Nydegger	92	35:29.138	CH
5	Final - A	Reto Felix	91	35:25.826	CH
6	Final - A	Renato Ali	91	35:32.715	CH
7	Final - A	Daniel Schwendimann	91	35:42.875	CH
8	Final - A	Alain Levy	91	35:57.401	FR
9	Final - A	Alexander Schmitt	90	35:37.814	DE
10	Final - A	Per-Håkan Persson	89	36:06.688	SE

11	Final - A	Martin Wirz	80	33:11.766	CH
12	Final - A	Tamás Sági	74	35:22.911	HU
13	1/2 Final - A	Andreas Aegerter	53	20:21.712	CH
14	1/2 Final - A	Beat Heiniger	52	19:59.532	CH
15	1/2 Final - B	Stefan Graber	52	20:01.385	CH
16	1/2 Final - A	Friedrich Debert	51	20:20.538	DE
17	1/2 Final - A	Marco Tanner	49	20:06.439	CH
18	1/2 Final - A	Dietmar Stoeffler	48	20:24.782	AT
19	1/2 Final - B	Igor Toropchenkov	42	17:16.137	RU
20	1/2 Final - B	Roberto Cannas	38	18:06.606	CH
21	1/2 Final - B	Romano Garbani	36	14:01.849	CH
22	1/2 Final - A	Rudi Scherer	26	9:32.309	AT
23	1/2 Final - A	Sven-Michael Lienhop	17	7:11.857	DE
24	1/2 Final - B	Andrea Hächler	5	1:46.852	CH
25	1/2 Final - A	Thomas Henzi	1	0:37.685	CH
26	1/2 Final - B	Michael Oesch	0	0:00.000	CH
27	1/4 Final - A	Hansjürg Baracchi	39	20:11.894	CH
28	1/4 Final - A	Detlef Spiess	36	20:00.939	DE
29	1/4 Final - A	Heinz Huber	35	20:11.408	CH
30	1/4 Final - A	Daniel Meier	23	13:23.992	CH
31	1/4 Final - A	Pietro Bono	1	0:34.329	CH



**Controlled tires.**

Finally I want to thank the tire suppliers from this year's events for their support and the quality of the tires. Although we had some small issues this year we will try to fine-tune the system every year a little bit. Sometimes it takes a few years before a rule is 110% ok for all parties. The idea is that the organizer and manufacturers should arrange everything in a few years, with EFRA only helping in the final negotiations

### **Worlds 2015, Americana City/Brasil.**

The Worlds are over and we have a new World Champion. Simon Kurzbuch had a fantastic week in Brasil, dominating the qualifying and also winning the 60 minutes during final. It was a fair fight till the end and the difference was only a few 10ths of a second with Takaaki Shimo.

During the first 30 minutes it was Kurzbuch followed by Shimo and surprisingly Daniele Ieliasi. It took till lap 132 when Simon made a small error and Shimo could pass him. 5 Laps later Simon took over again after a faster pit stop. In the next stop it was the crew of Shimo that were faster, so it was now Shimo in the lead. The last pit stop made the decision when Shimo almost empty drove into the pitlane, so it was Kurzbuch in the lead again. Shimo could catch up, but had not enough speed or nerves to pass the Swiss driver, so at the final lap the 2 were only separated by 0.2 seconds.

Meanwhile Ieliasi had to stop due to a driver error and mechanical failure and position 3 was Yuya Sahashi, with local here Elias ending in 4th.

Final result:

- 1) Simon Kurzbuch CH 202 1:00:00:506 Sheperd Novarossi
- 2) Takaaki Shimo JAP 202 1:00:00:720 Mugen OS speed
- 3) Yuya Sahashi JAP 201 1:00:11:670 Serpent Picco
- 4) Flavio Elias BRA 200 1:00:15:239 Sheperd Novarossi
- 5) Tadahiko Sahashi JAP 200 1:00:15:354 Serpent Picco
- 6) Sebastian Recio ARG 193 59:51:325 Capricorn Novarossi
- 7) Shinnosuke Yokoyama JAP 167 59:49:810 Mugen OS speed
- 8) Henrique Winik BRA 143 44:50:294 Mugen OS speed
- 9) Robin D'Hondt BEL 119 36:48:966 BMT Picco
- 10) Daniele Ieliasi ITA 96 28:43:838 WRC Ieliasi Tuned

So the NEW World champion for the next 2 years is Simon Kurzbuch and let see if he can defend his title in 2 years when we will be in France for the 2017 version of the fastest RC class within IFMAR.



## Ranking 2015 for 1/8th.

Drivers Name	Lic.	EC2014	WC15	GP1	GP2	GP3	EC2015	Total	pos.	
Simon Kurzbuch	CH384	330	750				410	1490	1	A
Dario Balestri	I	430	315				300	1045	2	A
Robert Pietsch	D695	410	290				330	1030	3	A
Lamberto Collari	I017	330	182,5				320	832,5	4	A
Daniele Ielasi	I113	280	255				215	750	5	A
Robin D'hondt	B	135,5	330				250	715,5	6	A
Francesco Tironi	I176	275	190				225	690	7	A
Andrea Pirani	I	180	217,5				200	597,5	8	A
Silvio Hachler	CH	240	200				148	588	9	A
Alessio Mazzeo	I221	300					275	575	10	A
Alberto Picco	I014	325					230	555	11	A
Adrien Bertin	FR	225	130,5				185	540,5	12	A
Depta Merlin	D		162,5				347,5	510	13	A
Mark Green	GB403	357,5					144,5	502	14	A
Jilles Groskamp	NL	227,5					260	487,5	15	A
Raiola Carmine	IT	245	217,5					462,5	16	A
Toni Gruber	D969	182,5	131				119	432,5	17	A
Maximilian Vogl	D006	134,5					277,5	412	18	A
Oliver Mack	D028						405	405	19	A
Kyle Branson	GB232	275					120	395	20	A
Rick Vrielinck	NL247	235					146,5	381,5	21	A
Tobias Hepp	D1054	232,5					141	373,5	22	A
Marco Vanni	I092	124,5	125				120	369,5	23	A
Michael Salven	D002	179					182,5	361,5	24	A
Mirko Salemi	I	176,5					132	308,5	25	A
Alain Levy	D975	126	87,5				88	301,5	26	A
Patrick Schaefer	D392		144				149	293	27	A
Nicola Marrone	I196						292,5	292,5	28	A
Martin Hudy	SK034	131,5					146,5	278	29	A
Anthony Abisset	F737	146,5					128	274,5	30	A
Gerhart Kandelhart	A	157,5					111,5	269	31	
Mattia Rinaldi	I171	142					125	267	32	
Mathieu Arnaud	F1082	127,5					135,5	263	33	
Lindner Marcus	S	128					132,5	260,5	34	
Romagnoli Michele	I	132,5					116	248,5	35	
Bruno Coelho	P						245	245	36	
Lars Haugen	N176	122					122,5	244,5	37	
Mikael Fransson	SE	140					103,5	243,5	38	
Dominic Greiner	DE							242,5	39	
Philip Sting	D543	154					81	235	40	
John Ermen	NL216						230	230	41	
Hedlund Christofer	SE	117					107	224	42	
Lars Hoppe	DE							220	43	
Neal King	GB	116,5					102,5	219	44	
Stefan Andersson	S	109,5					97	206,5	45	
Massimo Fantini	I021	205						205	46	
Tobias Kerler	DE							199,5	47	

LIPTAK Tomas	SK	97	99,5	196,5	<b>48</b>
Alexey Yaramishyan	BE	103	88,5	191,5	<b>49</b>
Torsten Muller	D	107	83,5	190,5	<b>50</b>
Andrea Lorenzi	F	172,5		172,5	<b>51</b>
Emil Kostadinov	BUL	96,5	75	171,5	<b>52</b>
MIHELIC Nejc	AT	167,5		167,5	<b>53</b>
Juraj Hudy	SK008	101	66,5	167,5	<b>54</b>
Daniel Sieber	D	148,5		148,5	<b>55</b>
LIPTAK Igor	SK	88,5	59,5	148	<b>56</b>
Herfried Pucher	AT	145,5		145,5	<b>57</b>
Michael Kammer	DE		145	145	<b>58</b>
Luca Martinelli	CH			143	<b>59</b>
Teemu Leino	SF		142,5	142,5	<b>60</b>
Victor Wilck	SE	142		142	<b>61</b>
Nacho Lopez Lluch	ES			141,5	<b>62</b>
Michael Klausner	A1021	141		141	<b>63</b>
Steven Cuypers	B134		137,5	137,5	<b>64</b>
VUGA ŠTENDLER Jernej	SL	137		137	<b>65</b>
Gunther Van Staey	BE			129,5	<b>66</b>
Tim Wood	GB012		124	124	<b>67</b>
Timo Schröder	DE			120,5	<b>68</b>
Claudio Codazzi	IT			120,5	<b>69</b>
Stefano Solaroli	I010	120		120	<b>70</b>
Mis Valentin	SL	117		117	<b>71</b>
Remy Hasler	CH			115,5	<b>72</b>
HÖLLER Michael	AT	113,5		113,5	<b>73</b>
Simone Zamuner	I460	113		113	<b>74</b>
Stephane Bouche	F636		112	112	<b>75</b>
Michiel Renting	NL	111		111	<b>76</b>
Rafal Zeljas	PL	110		110	<b>77</b>
Bengt Andersson	SE	109,5		109,5	<b>78</b>
Roland Stalder	CH			109,5	<b>79</b>
Renato Ali	CH			106	<b>80</b>
KOLLER Bernd	AT	105,5		105,5	<b>81</b>
SCHARLER Erich	AT	105,5		105,5	<b>82</b>
Emaunuele Comoglio	MO		105,5	105,5	<b>83</b>
John Lenaers	B142	104		104	<b>84</b>
Lennart Skornia	DE			103	<b>85</b>
Sergio Montesinos	E175	102,5		102,5	<b>86</b>
Chris O'Donoghue	GB			100	<b>87</b>
Joey Sorber	NL722	100		100	<b>88</b>
Tomas Liptak	SK			99,5	<b>89</b>
PFLANZL Rene	AT	97,5		97,5	<b>90</b>
Frank Schewiola	DE			97,5	<b>91</b>
Thomas Eytard	FR			95	<b>92</b>
Oliver Lembeck	DE			93	<b>93</b>
Philipp Römer	DE			89,5	<b>94</b>
KNÖLLER Pascal	AT	89		89	<b>95</b>
MENON Alexandre	FR	88,5		88,5	<b>96</b>
FELICIANI Simone	SI	85		85	<b>97</b>
OMELANCZUK Norbert	PL	84,5		84,5	<b>98</b>



TIETZ Marcel	DE	84	84	99
SCHRUMPF Dominik	DE	83,5	83,5	100

**Extra A-drivers due to their win in ECB**

Luca Piroalli	ITA	ECB	winner	2015	31
Anthony Abisset	FRA	EC-B	winner	2014	32
Daniel Sieber	GER	EC-B	winner	2013	33
Arnaud Matthieu	FRA	EC-B	winner	2012	34

**Noise testing.**

We have not done any noise testing this year, because on the track where we had the Euro's the loop was in a difficult place to set up and measure. In the future we will contact the organizer in time to see what we can do with the loop or install a second loop simply for measuring. 1/8<sup>th</sup> Off/road has used the system again this year with some modifications to the program. Now and then we see a single car making more noise as the others and it is important that we can measure that to take appropriate action.

**NEW Chairman needed for 1/8<sup>th</sup>, AGM 2015**

As I already have told and written last year we need a new Section Chairman for 1/8<sup>th</sup>. I have been doing this job for almost 24 years and I have enjoyed it very much, although the pressure during some events has been high. We can only assist and help, but in case of severe problems sometimes difficult decisions have to be made. And with any decision there is always one who loses. I will not disappear from the scene and I will always be available for advice, but a new person has to take over and hopefully he can bring some new ideas forward. Do not make it too difficult for him the first years, because I know some of you will try to find out the borders. Everybody can make mistakes, but hopefully you will learn from them.

I will try to continue with IFMAR for another few years as long as my health will allow and as long as the people will allow me to do. **Enjoy EFRA and enjoy the races.**

