



Carlos Gomez EFRA Observer, Report after IFMAR GT Worlds in HOMESTEAD , Florida U.S.A.

The event was concluded satisfactorily carried out by a last minute organizer team built up by Rino Lino and Paolo Morganti taking the role of George Martinez who vanished at 4 weeks to the start of the event.

The Facility was rented by track manager and no improvements were carried out as the venue will disappear at the end of this month of January 2020.

Organizing Team was slightly short on Human Power but an excellent cafeteria was in place carried by relatives of the Team.

In respect of attendees 62 entries were passed from the 4 blocks (14 EFRA, 9 FEMCA, 21 FAMAR & 18 ROAR) with 60 drivers present in the Official class with up to 17 drivers at the Electric GT Cup, some of them making double at both classes. GT Electro was run on 5 minutes runs all over, even main finals. GT Gas was run on 6 minutes due to lack of uniformity on the different blocs. This as one of the issues over the table at the

IFMAR GT Section Meeting with manufacturers and other attendants

The Meeting took place on a rainy Friday Morning with the attendance of several brand representatives as follows:

Xray	Juraj Hudy
Serpent	Joaquin De Soto
Gimar	Giovanni Crea
IGT8	Rino Lino

Being present people speaking as they were linked to other brands like, Salvatore Scheppis, HB Racing, Eduardo Ameijide, Ultimate Racing, F. Beretta RFT Radiosistemi, Cristian Boni, Matrix Tires, Jarb Ratanarath, Maxima MX, and Bloc representatives like Edgar Ochai from FAMAR and Jeff Parker from ROAR.

The first question over the table was the manufacturers' opinion about the line of evolution of the Class. Immediately Mr Juraj Hudy asked for a K.I.S.S. class with car coming from the 1/8 Buggy class with a simple Engine and Electronics with covered differentials with a clear message for 7 minutes and might be a separation among PRO & Amateur drivers.

Joaquin De Soto from Serpent and G. Crea from Gimar agreed on 7 minutes and to keep the weight limited as it is. Mr. Crea went further and most of the people agree to a fixed rear body holder not moving one, he asked for safety about closed differential boxes, obviously with Serpent opposition.

The Thickness of the body is clear it is impossible to police so the suggestion of all the meeting is to measure the Weight of the body with a minimum weight of approx. 230 grams.

Several Italian voices claimed this is the class that may allow the RC racing to go back to the squares and the parking lot of the malls.

Joaquin pointed out that the real limitations of the class are or should be at Tire and Engines. Jarb R. gives his opinion about how to focus on looking into the actual 3rd decade of the XXI century, focusing the problem in young people interest, format boring and the proper portrayal channel for kids of this era. He pointed out as well that 16 % nitro makes the car looks like a little boy trying to pull out a big tractor, and with 25 % the engine tuning for beginners will be less critical.

Some people pointed out that the most simple class might be the better with cars with no camber adjustment no second gear and clutches not so adjustable like the ones on the market.

My Impression: IFMAR is going to limit the weight of the bodies, keeping a high weight on the cars and is going to limit the special magnesium and aluminum parts by asking them to be steel parts (magnet check), ban the moving rear holder of the body shell and use 7 minutes qualifiers all over the world with covered differentials for security reasons. It is a key issue to keep the cost low.

The 3 set of tires for the complete race have proven to be enough.

Later the race keep on going, excellent attitude by all European Racers and mechanics during the event, and after the 60 minutes final the victory and the first ever IFMAR GT title went to Jörn Neumann and his SWorkz with Martin Bayer with his Xray as runner-up. 1-2 for EFRA at ROAR house.

At the Electric support class we had the same result at the end so, either short or long run, both Europeans were the winners.