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INTERNATIONAL FEDERATION OF MODEL AUTOMOBILE RACING

IFMAR GT Homestead report.

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The first ever 1/8th IFMAR GT Worlds is in the books. It was an event with some challenges. New rules and a controlled tire that was limited in numbers meant a lot of work and some infra structure changes to the controlled pit area to make sure tires were always under control.

The organizer had a nice square bag made for all participants (also as present to be kept by everybody) with a name tag on it to store 4 sets of tires. That bag had to be given out and retrieved each of the controlled races. Since the organizer did not want to take the responsibility to unscrew the tires from the car and to put the tires back in the bag (mistakes can be made always) the mechanic after each race had to take the tires off and put them back in the bag. So TECH got back each car without tires and the corresponded bag with tires. Because of that the car was weighted without tires (a weight limit of 3145 was set, after weighting a set of new and used tires and to make an average (355 grams)). For checking car dimensions a dedicated set of tires was used by TECH. This worked quit well. However taking tires off cost time and this caused problems and que's in the hot pitlane. So after one day we put some extra tables into the controlled area where mechs could take the tires off and hand everything over to TECH to check. This saved time and brought us back into our time schedule.

Also the handing out of all tires to the drivers within their personal bag, who want to check them and balance costs time, so this needs to be done either at the registration day or at a convenient time (perhaps in the evening) when there is no racing in progress.

The used tire from Matrix at the end was perhaps not the ideal tire if you were looking for a lot of grip, but it was very reliable and long lasting. Finding a long lasting tire and one with a lot of grip is a difficult process and probably impossible. Perhaps this is a challenge for each manufacturer from now on. Track surface is also part of this process. Be aware that you will never have 100% of both. At the end the live expectation should prefer. The 3 sets that were hand out were used for seeding, all qualifying rounds, super pole and the sub finals. One driver bumped up from the 1/16th to the semi's and still had enough rubber on his tires. Only for those 10 who made the final there was an extra set to be bought and majority of the tires used in the main final looked at the end that they were still good to be used for another 30 minutes.

We lost Friday due to rain, which also saw the 6th round of Qualifying not been driven but with the number of entrees we were able to run Superpole and all finals on the Saturday.

On Friday due to the rain we had a meeting with manufacturers and a number of drivers. Several items have been discussed, technical and on the racing formula. General feeling was that power must be limited. This will save costs in maintenance and tires. The only option to achieve this without using a spec motor and/or difficult testing is to stick with 7 minutes of racing without refuelling.

This means that also Blocs will be asked to run 7 minutes without refuelling for their National events or Bloc championships. It also implies that you need a track that is suitable. In case of tracks with a long straight, including sweepers etc. it might be necessary to place one or 2 extra chicanes on those straight to limit the fuel consumption. Forcing the blocs to use these rules will avoid discussions or avoid the use of different engines that the drivers will need for various races. A limited number of sets

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of tires is also mandatory, introducing some planning about the use of the tires for each participant. Drifting can be nice to watch, but will not help to keep the tires fresh.

On the technical side: Rear body mount on the fixed part of the chassis and not anymore on the suspension arms (there are a few systems on the market already). It keeps the principle standing that the cars can be made of off-road cars. This will also avoid people being disqualified when they change something on their rear suspension and thus making the spoiler height changing.

Open diffs will not be allowed and must be closed (safety reasons, especially rear open rear diff can be dangerous if a car being pick-up by a Marshall).

A minimum weight for body/spoiler instead of a minimum thickness of 1mm. Various checks showed that the majority is 0.7-0.8mm on the rooftop, simply due to stretching.

Limited number of tires. In Homestead we used 3 sets for all seeding, 5 rounds of qualifying, super pole and all sub finals, even for the bump-ups. Only the 10 for the main final got one extra set. We will try and propose some extra and better ruling to describe what is allowed and not to make a chassis etc.

We talked about running 2 classes, pro and amateur, however difficult to describe who's/who's. The positive part was we had a lot of new drivers, running only GT in their home countries. The need for special parts in magnesium and titanium was mentioned. It will be difficult to put something in the rules to forbid this, manufacturers also should realise that buying a car for 650 USD and then buying special parts for another 550 USD is not a way to grow the class. That will make the car more expensive than a normal 1/8th car.

The final has proved that even with a standard car a win is possible.

Minimum weight will stay at 3500 gram.

Some other restrictions not discussed at that meeting is the use of steel drive shaft all around. This can easily be checked with a magnet.

We have check GBS and make a decision on perhaps a few small changes. Height of the car will be measured on the rooftop and not on top of a fancy air-inlet. There was a car using a piece mounted on the body to direct the exhaust fumes outside. This is making more noise as usual and will be forbidden in the future. Using a rubber stinger on the outlet pipe is OK, as long as the noise is not higher.

Rules will be updated with a Concourse for best looking paintjob. This class is ideally suited for such a Concourse, with many original painting schemes available. Also some ruling about painting a body will be put on paper to avoid single coloured bodies, just made on the premises to test differences.

At the Homestead event an electric class was also run. This was not an official IFMAR class or IFMAR world cup. However for the future such a supporting class can be used to have more drivers coming to the event. An electric class has some advantages, compared to IC, especially for new drivers. In the IFMAR General rules there are some rules mentioned how to have such a class implemented. It also means some extra rules on the technical part. To avoid over tuning, high temperatures and trying to go as fast as IC the following rules will/can apply;

7 Minutes racing, for Qualifying and Finals. Finals A/B/C with 3 rounds, best 2 out of 3.

Voltage to be checked before the start and maximum of 16,80 volts (4S).

Maximum temperature of the lipo pack after the race should not exceed 55 degrees Celsius

Bodies with not holes in the front windscreen/roof

Last but not least, this event was the last one organised on the Homestead track in its current layout. The Speedway has a new ownership and they are planning some changes on the premises. This was communicated to the current RC track renters after the first weekend of December and for about 10 days it was not even sure if the GT event could be held. Some investigations were made to change venue within Florida, but at the end luckily they got a message that the event still could be organised. This means the current RC track will be removed within the next weeks. They will be

offered another part of the facility, but there is a lot of money needed to build a track again with all the infra-structure so it is not sure if a new track will be build.



Final Standings

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GT Electric				
	Driver Name	Race Class	Result	Highest
1	Jorn Neuman	GT Electric	[3] [1] 15/5:08.559	A Main
2	Martin Bayer [TQ]	GT Electric	[3] [1] 15/5:09.426	A Main
3	Felix Law	GT Electric	[4] [1] 15/5:11.439	A Main
4	P J Dietz	GT Electric	[9] [4] 14/5:01.139	A Main
5	Juraj Hudy	GT Electric	[9] [4] 14/5:11.264	A Main
6	Toni Forne	GT Electric	[12] [6] 14/5:15.929	A Main
7	Paolo Morganti	GT Electric	[14] [4] 15/5:14.555	A Main
8	Amado Alvarez	GT Electric	[14] [7] 13/5:12.136	A Main
9	Diego Iglesias	GT Electric	[15] [7] 14/5:21.507	A Main
10	Eduardo Pin	GT Electric	[17] [8] 12/5:11.830	A Main
11	David Jimenez	GT Electric	[2] [1] 13/5:05.389	B Main
12	Andy Martinez	GT Electric	[5] [2] 13/5:22.971	B Main
13	Mario Hernandez	GT Electric	[5] [2] 12/5:00.492	B Main
14	Alex Bruzzo	GT Electric	[6] [2] 13/5:13.380	B Main
15	Chris Neocli	GT Electric	[9] [4] 12/5:04.504	B Main
16	Gabriel Acosta	GT Electric	[12] [6] 4/1:49.199	B Main
17	Alfonso Flores	GT Electric	[12] [6] 0/0.000	B Main
GT Nitro				
	Driver Name	Race Class	Result	Highest
1	Jorn Neuman	GT Nitro	[1] 168/1:00:10.485	Final
2	Martin Bayer	GT Nitro	[2] 167/1:00:14.472	Final
3	Charlee Phutiyotin	GT Nitro	[3] 166/1:00:02.164	Final
4	Alessio Mazzeo [TQ]	GT Nitro	[4] 165/1:00:14.672	Final
5	D J Apolaro	GT Nitro	[5] 161/1:00:03.596	Final
6	Filippo Beretta	GT Nitro	[6] 159/1:00:27.561	Final

7	Paphon Chanyasak	GT Nitro	[7] 144/1:00:07.543	Final
8	Jeff Hamon	GT Nitro	[8] 131/52:34.516	Final
9	Felix Law	GT Nitro	[9] 112/45:05.540	Final
10	Paolo Morganti	GT Nitro	[10] 66/31:06.060	Final
11	David Ongaro	GT Nitro	[4] 83/30:05.300	1/2 (Even)
12	Lazaro Alonso	GT Nitro	[6] 83/30:05.751	1/2 (Even)
13	Meen Veirak	GT Nitro	[7] 83/30:14.677	1/2 (Even)
14	Daniel Schepis, Youth number 1	GT Nitro	[5] 82/30:19.067	1/2 (Even)
15	Natanaele Senesi	GT Nitro	[6] 81/30:21.261	1/2 (Even)
16	Juraj Hudy	GT Nitro	[7] 79/30:07.788	1/2 (Even)
17	P J Dietz	GT Nitro	[8] 78/30:03.067	1/2 (Even)
18	Marcus Williams	GT Nitro	[9] 77/30:17.751	1/2 (Even)
19	Herfried Pucher	GT Nitro	[8] 76/30:04.517	1/2 (Even)
20	Eduardo Rossi	GT Nitro	[9] 75/30:05.883	1/2 (Even)
21	Zamuel Zayas	GT Nitro	[10] 74/30:03.976	1/2 (Even)
22	David Loppini	GT Nitro	[10] 0/0.000	1/2 (Even)
23	Mike Liday	GT Nitro	[4] 40/15:21.528	1/4 (Even)
24	Supawoot P	GT Nitro	[5] 39/15:02.546	1/4 (Even)
25	Jose Almonte	GT Nitro	[3] 38/15:02.896	1/4 (Even)
26	Paolo Inocencia	GT Nitro	[4] 38/15:03.304	1/4 (Even)
27	Cesar Navarro	GT Nitro	[6] 38/15:04.173	1/4 (Even)
28	Hazel Dos Santos	GT Nitro	[5] 38/15:05.953	1/4 (Even)
29	Roberto Irwin	GT Nitro	[7] 38/15:06.772	1/4 (Even)
30	Raymond Melendez	GT Nitro	[8] 37/15:04.936	1/4 (Even)
31	Jose Sanchez Jr.	GT Nitro	[9] 37/15:35.218	1/4 (Even)
32	Conrad Liebenberg	GT Nitro	[6] 33/15:27.877	1/4 (Even)
33	Gaiimo Rosario	GT Nitro	[7] 18/6:30.924	1/4 (Even)
34	HArold Van Eden	GT Nitro	[8] 3/1:31.088	1/4 (Even)
35	Clay Arce	GT Nitro	[10] 0/0.000	1/4 (Even)
36	Jarb Ratanarat	GT Nitro	[9] DQ	1/4 (Even)
37	Robert Herrera	GT Nitro	[4] 39/15:16.526	1/8 (Even)
38	Zameer Ramoutar, Youth number 2	GT Nitro	[5] 38/15:19.915	1/8 (Even)

39	Massimo Fabiani	GT Nitro	[4] 38/15:20.162	1/8 (Even)
40	Eric Spong	GT Nitro	[6] 37/15:04.428	1/8 (Even)
41	Toni Forne	GT Nitro	[5] 37/15:06.890	1/8 (Even)
42	Chris Neocli	GT Nitro	[7] 37/15:12.500	1/8 (Even)
43	Scott Barns	GT Nitro	[6] 37/15:21.585	1/8 (Even)
44	Emiliano Robles	GT Nitro	[7] 36/15:02.641	1/8 (Even)
45	Franco Desiderio	GT Nitro	[8] 35/15:04.900	1/8 (Even)
46	Gabriel Perez	GT Nitro	[8] 34/15:04.796	1/8 (Even)
47	Carlie Lopez	GT Nitro	[9] 34/15:10.432	1/8 (Even)
48	Jaime Guizar	GT Nitro	[9] 33/15:18.425	1/8 (Even)
49	Hector Montaner	GT Nitro	[10] 32/15:14.656	1/8 (Even)
50	Jorge Torres	GT Nitro	[10] 26/13:01.167	1/8 (Even)
51	Joel Abreu	GT Nitro	[4] 37/15:08.579	1/16 (Even)
52	Carlos Preciado	GT Nitro	[5] 37/15:15.003	1/16 (Even)
53	Juan Tejero	GT Nitro	[4] 34/15:06.950	1/16 (Even)
54	Gabriel Acosta	GT Nitro	[5] 32/14:54.338	1/16 (Even)
55	Chira Ratanarat	GT Nitro	[6] 32/15:20.522	1/16 (Even)
56	Ryan Juliana	GT Nitro	[6] 28/15:18.896	1/16 (Even)
57	Eduardo Pin	GT Nitro	[7] 23/9:55.701	1/16 (Even)
58	Alex Vasquez	GT Nitro	[7] 14/6:21.882	1/16 (Even)
59	Amir Fonrose, Youth number 3	GT Nitro	[8] 11/4:36.604	1/16 (Even)
60	Robert Russell	GT Nitro	[8] 8/3:52.272	1/16 (Even)

Thanks to RC Target and their crew who spend part of their Christmas Holidays to prepare the facility for this first GT event. Also thank to ROAR for their assistance in Technical Inspection.

Next GT is planned for 2021, second part of the year. It will be FEMCA's turn to propose a suitable venue. Choosing a country where there is already a historie of GT races and a number of drivers should be preferred. Only than we hopefully can expect a total number of 90-100 entrees.



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