



# WORLD HOVERCRAFT FEDERATION

*PROPELLING GLOBAL HOVERSPORT*

Number 13 Special World Championship 2006 Bulletin 15<sup>th</sup> April 2006

I was my pleasure to be invited by the President of Club Anjou Aéroglisseurs to their World Championships planning meeting on Saturday 18<sup>th</sup> March at Lac du Tolerme in France. I also met with the local Mayor and the Chairman of the local community who will be supporting them. I was most impressed by all their planning and pleased with the progress they have made. It seems to me that they have been most thorough and professional in their approach and have given every thought to make us welcome. I have no doubt that we will enjoy the very best of World Hovercraft Championships.

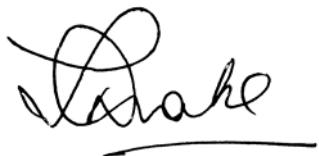
J'ai eu le plaisir d'être invité par le président du club Anjou Aéroglisseurs à la réunion de préparation du Championnat du Monde Aéroglisseurs >2006 ce samedi 18 mars 2006 au Lac de Tolerme en France. J'ai aussi rencontré le maire local et le président de la communauté de communes qui coorganise le championnat. J'ai été très impressionné par leur planning et j'ai eu plaisir à voir les progrès réalisés. Il m'a semblé qu'ils ont fait le tour de tous les problèmes d'une façon très professionnelle et qu'ils ont pensé à tout pour bien nous accueillir. Je n'ai pas de doute que nous aurons un très bon championnat du Monde Aéroglisseurs.

If you are going to the World Championships and have not yet registered please do so as soon as you can. It is difficult enough to organize a World Championship - It's even more difficult when you don't know how many drivers and supporters will be there...!! Let's not make the Organizers job even harder. If it's the cost you're concerned about the French Organizers have indicated that the only charges will be a WHF fee of 5 € per driver, plus insurance, (unless you have HCGB insurance), and 15 € for each non- driver for the special Saturday meal. That's all. The rest of the cost will be covered by sponsorship.

Si vous avez l'intention d'aller au Championnat du Monde et que vous n'êtes pas encore inscrit, s'il vous plaît faites le dès que possible. C'est difficile d'organiser un Championnat du monde. C'est encore plus difficile lorsque vous ne savez pas combien de pilotes et de supporters seront là. Ne rendez pas le travail des organisateurs plus difficile. Si c'est le prix qui vous pose problème, les organisateurs ont indiqué que les seules charges à payer seront le droit d'inscription WHF de 5 € par pilote, plus l'assurance (sauf si vous avez une assurance HCGB, et 15 € pour tous les accompagnateurs au repas spécial du samedi soir. C'est tout. Le reste sera couvert par le sponsoring.

Several points were discussed and agreed at the meeting and I list them below for your information. Please circulate this Bulletin as widely as you can to anyone intending to go to the Championships.

D'autres points ont été discutés et agréés à cette réunion et je les liste ci-dessous pour votre information. S'il vous plaît faites circuler ce bulletin aussi largement que vous le pouvez à toutes personnes ayant l'intention d'aller au Championnat du Monde.

A handwritten signature in black ink, appearing to read "Drake", with a horizontal line underneath it.

Tony Drake JP. President of the World Hovercraft Federation.

### Registrations:

- **All registrations must be made by Monday July 19<sup>th</sup> July** on the WHC web site at [www.whc2006.com](http://www.whc2006.com). All payments (in euro cash) and racing document inspection / personal registration must be made no later than Tuesday 22<sup>nd</sup> August. This includes non-driver meals. (The correct number of meals will be ordered last thing Tuesday evening and it will not be possible to add meals after this).
- **Toutes les inscriptions doivent être faites avant le lundi 19 juillet** sur le site web du Championnat du Monde à l'adresse : Tous les paiements en Euros et en espèces, ainsi que le contrôle des documents et les inscriptions personnelles devront être faits au plus tard le Mardi 22 août. Cela inclus les repas des accompagnateurs. Le nombre exact de repas sera commandé en dernier recours le mardi soir et il ne sera pas possible d'ajouter des repas après cette date.

### Formula 25 / Endurance Racing (Er): F25 Course d"endurance

- The French Organizers have confirmed that they will run F25 as an integral part of each leg of Er plus a separate final race. F25 craft will have the opportunity, if they wish, to simultaneously compete in both their own formula and Er and the laps for each will be counted and awarded as appropriate.
- Les organisateurs français ont confirmé qu'ils feraient courir les F25 comme une partie de la course d'endurance ER avec une finale spéciale. Les F25 ont l'opportunité de courir à la fois en formule F25 et en course ER et les tours réalisés pour chaque manche seront comptabilisés d'une façon appropriée.
  - The first designated number of laps will count toward F25 and normal Championship rules apply during this period. After the designated number of laps Er rules will apply.
  - Le nombre de tours comptera en premier pour le championnat normal de F25. Une fois le nombre de tours F25 réalisés on appliquera la règle ER.
  - The reasons behind this are two fold:
    - Grave pressure on the programme timing with the introduction of Er and F50.
    - Lack of F25 entries and Er so combination gives a better public spectacle.
  - Les raisons en sont les suivantes :
    - Une forte pression sur le programme et son horaire avec l'introduction simultanée des F50 et de l'endurance ER.
    - Peu d'inscriptions des F25 et en course d'endurance ER, la combinaison des deux donne un meilleur spectacle au public.

### **Multiple F50/FS Entries: Inscriptions multiples F50/FS**

It is anticipated by the Organizers that heats will be required for F2, and possibly FS. If after registration has closed (19<sup>th</sup> July) it is apparent that heats will be required for FS, with the inherent time requirements on the programme, the Organizers are asking that drivers registering with a craft for F50 should NOT be allowed to enter FS. Following full discussion with the French Organizers the WHF Technical Director and President have agreed to this.

Les organisateurs ont prévus que des éliminatoires seraient nécessaires en F2, et peut être en FS. Si après les inscriptions closes le 19 juillet, il apparaît nécessaire d'organiser des éliminatoires pour les FS avec les ajustements d'horaires du programme. Les Organisateurs demanderont aux pilotes inscrits en F50 de ne pas participer aux courses de FS. Suite à une discussion faisant le tour de la question le Directeur Technique et le Président ont agréé ce point particulier.

Furthermore it may, dependent on the number of entries, be necessary to restrict craft that have registered for both F50 and FS to F50 practice and time trials.

De la même façon il est possible en fonction du nombre d'inscrits simultanément en F50 et en FS de limiter les essais des pilotes de F50 aux seuls essais de F50(idem pour essais chronométrés)..

- The facts of the matter are that the World Championship Organizers are bending over backwards to allow the trial introduction of F50. Undoubtedly the additional F50 races and practice will put severe pressure on the programme and the possible excluding F50 drivers from FS during what is the first trial period for F50 will enable a practical event programme.

Idem point ci-dessus.

### **Time between races:**

- The Organizers have been approached by drivers who intend / have registered with a single craft suitable to enter F2, F50, and FS who are asking that extra time be allowed between races if these are next to each other in the programme, or become adjacent to each other if a red flag occurs and races are re-arranged. While the Organizers are very prepared to consider this it may not be possible due to a very heavy programme aggravated by the introduction of F50. The WHF Technical Director and President fully support this approach.

### Temps entre les courses

- Les organisateurs ont été approchés par des pilotes ayant l'intention de courir avec le même appareil en F2, F50, et FS qui demandent un temps de préparation supplémentaire entre les manches lorsque deux manches ont lieu l'une après l'autre, ou si à la suite d'un drapeau rouge l'horaire est réaménagé. Les organisateurs font savoir que cela ne sera pas possible en raison d'un programme très lourd en raison de l'introduction de la F50. Le Directeur Technique WHF et le Président soutiennent complètement ce point de vue.

### General:

- Saturday the 19<sup>th</sup> of August is the very earliest date we may arrive on site BUT there will not be any site security for craft etc until Monday. Also, most of the Event facilities will not be available until that day.
- Provision has been made for campers / tents etc on site but depending on the numbers it maybe they will be very close together. The French are very aware of the problem and are proposing that they will camp in a different inferior area, without electricity and not close to facilities, so visitors will have the best area. Camping will be in area 5 on the map as shown on the web site at [www.whc2006.com](http://www.whc2006.com). Large campers will be directed to one part with smaller campers and tents to another part of it to make best use of space. (When campers are parked up it may be difficult to leave the site until the Championships have finished).
- There will not be any fuel available at the site because of insurmountable safety and re-sale issues. However, fuel is available in a large village close by about 6km (10 mins) away. Nearer the time a map will be issued by the Organizers giving direction both in distance and time of several fuel locations. The map will also include locations of laundry facilities, shops and other essentials etc. Apparently metal cans are preferred for fuel.
- There will mains electricity, 220 volt single phase, available in the paddock and campsite area
- Arrangements will be made to have bread and basic food and supplies delivered each day on site. Also efforts are being made to have "all day" basic food available in the paddock area.
- The Organizers have confirmed that they will definitely be using the HCGB electronic lap scoring system (It is hoped that it will be able to handle the noise measurement for Er as well).
- It has been agreed that Paul Taylor, and his team from Great Britain, will be taking video and photos during the Championships, which will be on sale shortly afterwards.

**General (continued):**

- The special Saturday meal and all other ceremonies will take place on the race site
  - Club Anjou will bring as much workshop / welding facilities as they have and will be made available for competent persons to use...!!
  - Dogs are allowed on the site providing they are kept under strict control, but not in the paddock or on the race course during practices/races.
  - The nearest airport to the site is Toulouse - some disagreement on distance and time but generally thought to be 180km 2 hours.
  - Contrary to popular belief there is good mobile phone reception in the area and on the race site. The provider is "F13"...!!
- 

It is hoped that the information on the previous pages will give you some additional detail but if you need any further information please contact the following:

**For World Hovercraft Federation Regulations:**

- Bob Rennick, WHF Technical Director, at  
[bob.rennick@gmail.com](mailto:bob.rennick@gmail.com)

**For General and Event enquiries:**

- Catherine Godicheau, Club Anjou Aéroglisseurs, at  
[cathy@anjou-aeroglisseur.com](mailto:cathy@anjou-aeroglisseur.com)

*World Hovercraft Federation  
Franciscusstraat 41  
6681 VP Bemmell  
The Netherlands  
Tel: +31 481-450471  
[worldhovercraftfederation@planet.nl](mailto:worldhovercraftfederation@planet.nl)*