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EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

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Race report, EC 1:12 Gran Canaria 2006

Telde, Spain: After 2 rounds of practise and 5 rounds of qualifying it was clear that it was to be hard finals with some of the best electric track drivers in the world on the grid. From the first round on the track it was clear that the reigning champion Sakke Ahonemi was to be chased by fast couple of drivers with Marc Rheinard, David Spashett and Hupo Honigl leading them. After the qualifying Marc had set the pace for the race and got the pole. 2 rounds of finals later it was clear that there was a new European champion to be crowned, Marc Rheinard took both first and second final with no doubt. Marc was followed by Hupo Honigl and Marcus Mober.

The racing club of Gran Canarias had made a huge effort to prepare the facility for this event. When we arrived to the track it was clear that they had made a completely new track with new carpet, new barriers and so on. All to me our expectations to what a track for a EC is to be. All prepared to stand up for the 76 drivers that had signed in for this event. It was very fun to see that this class and the little odd location had attracted this big number of participants.

It all started with some small problems. Due to the fact that the 1:12 EC is an open entry many drivers had not sent in any frequencies to the organiser so it had to start with collecting of fees, registering of frequencies and AMB numbers. Some complained about this, but in my opinion the organiser took care of it as good as they could.

Just 30min delayed the practice started and with the new carpet it was not the best traction. The heat settings were made with the last EC as a ground due to the fact that it had only been held the EC and one small GP last year. So there was no ranking list to follow for the mix of the practice heats. On the first team managers meeting it was determined that a re-seeding was to be carried out after the controlled practise and it was to be done by the race director and checked by the team managers. Some drivers took the chance and made good results so they were bounced up to better heats for the qualifying.

Qualifying was no problems and the Calandra cars got good pace with touring car expert Marc Rheinard in the lead. The new Corally 12x was to get its first big championship test and was handling well in the hands of David Spashett and the Ahonemi brothers.

The finals were very exciting and Marc took the lead in the first final and never let the rest of the field in to the race. It was more a race about the second and third place. Same story in the second round of finals, Marc took the lead and never let the others close. So after the second final it was already determined that we had a new European champion in 1:12, Marc Rheinard from Germany.

Some small incidents were reported during the race and a protest was sent in by the British team. It was a question of one driver changing chassis during the race and moving the control sticker. After gathering of an international jury it was decided that the protest was not sent in correctly and that the jury had decided to let the driver continue the race with no penalty. It was also decided that I was to check and replace all markings of the cars to avoid further discussions about replaced chassis. One car was found at the re-check of the markings

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with a moved sticker. It was one girlfriend that thought that the sticker placed by the organiser was ugly and removed it! This driver didn't get any penalties.

On the technical side some drivers used brushless motor systems. It's very interesting to see how it develops and at least 4 drivers in the final used BL systems. Place 1 to 4 used normal brushed motors from Orion, Peak and GM but the BL systems are here for sure.

One problem that showed up during this race was the fact that the rules state that the tyre can only be made from one density of rubber. The intention of this is good and it's to stop capped tyres that will increase the cost of the sport. But in the same time the wording stops the use on multiring tyres with different densities in the rings. I think this is a matter of a discussion at the next AGM.

A big thanks to the organising club, the Matheo family and AECAR for organising this event. It was one of the best indoor facilities I have ever been to and it was fun to see a club that only had one thing in mind, to make a great event that no one will forget. All in the spirit of good sportsman ship and a friendly atmosphere.

At last, a big congratulations to our new European champion in 1:12, Marc Rheinard!

Robert Lee
Vice EFRA Section chairman, electric on-road.



Marc Rheinard, Germany, European champion 2006, 1:12 track