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## EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

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### Race report, EC 1:10 Türkheim 2006

**Türkheim, Germany:** *Fighting with hard rain, thunder, lightning and other competitors, it all was to be decided in the third and last final. After a very difficulty qualification with rain mixed with perfect sunny conditions, Andy Moore was TQ. It was all to be decided in the 3<sup>rd</sup> and last final. Marc Fisher had taken the first final and Andy Moore the second, it was all open. But Marc could not stand the pressure and made some mistakes on the opening laps so the safe driving Andy Moore could take home the title. Andy Moore also became historic as the first one ever to take home the EC in toruingcars title using a brushlessmotor system.*

MCC of Türkheim and DMC had prepared very careful for this event and got control over all, except for the weather! The opening practisedays was very unstable in the weather and when the qualification on Friday started it soon became clear that it will be another EC where we have to use the wet tyres. In to round 9 of the first round it started to rain heavily and heat 14 had one car to start and 15 none due to the hard rain. The second round was a little better and after heat 9 the track was declared to be dry and luckily it stayed dry for the rest of the qualification. 2 minutes after the last heat finished the sky opened again and the thunder started to roar.

The Sunday started a little wet so the practise was more or less a frequency check than a practise. Some drivers didn't even start due to the wet condition. Andy Moore took the lead from his TQ startposition and had a small but comfortable lead through almost the whole first of the A-finals. But when it was less than 40 seconds to go something happed with his car and it ran straight out in to the grass. The first final was now won by Marc Fisher. The second A-final was dry and now was Andy hot! He took the lead and kept it all the way in to the finish. After this it was 1-1 for Moore and Fisher. All was to be decided with the third final!

The start of the 3<sup>rd</sup> final was to be nervous. When the officials called to 30seconds it started to rain lightly. All throught the final it was light showers but luckily it never turned to hard. Andy took the lead and he drove safe in the slippery conditions. Fisher was the only one that could touch Andy and he did his best to give him a match. But it was not easy for Marc to chase in the half wet and half dry so it was never close to become a fight about the win. 2 minutes after the finish the sky opened and there was no need for Champagne to get the winner soaking wet!

After the first day of qualification it's clear that we have to make a proposal of a rule addition to the next AGM. As the rules are written today the round is to be counted if all heats are started even it's dry in the first heat and 5cm of water on the track in the last one. This was not the basic intention of the round by round system so it's clear that we have to make a rule in case the round don't have the same conditions all through. Maybe it's time to try with an indoor TC championship?

Another issue that came up at this event was the fact that there are two different types of magnets for the rotors in the brushless motors on the market. It's stated clear in the rulebook that only bonded type are allowed so that was the only type that was allowed to use at this event. Several motors were taken apart and checked with great cooperation of the manufacturers' technicians on site and the competitors and none was found to be illegal.

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Most of the drivers had noticed what bodies was legal for this race. No bodies had been sent in for homologisation 2006 so the latest bodylist for 1:10TC is from May 2005! Only one body was found to be illegal at this event so the drivers seem to have really good control of what is legal or not.

Many where talking about the future of this class. It's clear that we have a huge problem with the heat generated due to new high capacity cells and even more powerful motors. Some where suggesting 4-cell limitation other longer drive time and some that we separate to an "open" modified and a "controlled" modified with brushed motors and winding limitations. The ideas are many and it's a difficulty and big problem to solve. I hope some of this can be tested so we have good references and clear ideas to decide from at the AGM.

MCC Türkheim had made a good job to organize this EC and there was even a scoreboard brought from Switzerland to the event. All went fine and both the facilities and organisation worked fine. A big thanks and congratulations to MCC Türkeheim and SLR Inglostadt for a very well performed event and an extra thanks for all your efforts to make us all feel welcome!

Price to best young driver, under 17 went to Alexander Hagberg, Sweden.

Robert Lee, EFRA vice section chairman, electric on-road.



1<sup>st</sup> Andy Moore, Great Brittan, 2<sup>nd</sup> Teemu Leino, Finland, 3<sup>rd</sup> Thomas Pumpler, Austria.