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EUROPEAN FEDERATION OF RADIO-OPERATED MODEL AUTOMOBILES

B-European Championship France.

From May 25th till 28th RSMA, the local model car club from Aulnay organised the B-European Championship at their track near the Aeroport Charles De Gaulle.

It was funny to see drivers standing on the rostrum and than in front of you a Boeing 747 took off.

The weather was not with the people who came to Paris, although in a few other parts it was much worse.

Luckily it got better when the weekend arrived and only one series of heats on the Saturday morning was wet.

140 Drivers were on the list for this race, unfortunately not everybody made it, so finally we had 126 drivers coming and running.

The track of RSMA is not easy and due to the power of today's engines a lot of drivers had a serious problem in getting 5 minutes and the final lap.

A lot of local favourites were present, so as a few fast drivers from Germany, Italy, Switzerland and Holland.

In the first series on the Friday afternoon we saw a new young Italian star driving an almost perfect heat, scoring 18 laps. His name, Andrea Cristiani, 16 years old and if he continues a second "Lamberto Collari".

He managed to get another 18 laps in his second qualifier, but was disqualified because of a technical failure.

However in the last heat on Saturday he managed to get another good result.

The only people who also got close were local driver Guillot and Bouche, together with Mattia Pesenti from Switzerland.

Jordi Blok from Holland who was also fast, made an error in one of his heats in the last lap otherwise he would also have been straight into the final, now he ended 5th.

So after 4 qualifying runs, we had the following order:

1) Andrea Cristiani	Italy	18	5.12.72
2) Nicolas Guillot	France	18	5.16.50
3) Mattia Pesenti	Switzerland	18	5.16.60
4) Stephane Bouche	France	18	5.17.43
5) Jordi Blok	Holland	17	5.03.06
6) Romain Picard	France	17	5.04.98
7) Laurent Zatla	France	17	5.05.17
8) Christian Wurst	Germany	17	5.05.86
9) Ben Jamini	Holland	17	5.05.89
10) Jerome Papaconstantinos	France	17	5.06.37

It was tight with qualifying, if you realize that number 53 after qualifying also made 17 laps with 5.24.44 .

Saturday afternoon the sub-final program started and this was continued at Sunday.

After running the 2 semi's the final 10 drivers were listed. The top 4 was completed with Blok, Picard, Abisset, Muller, Baldes and Diamantogiannis. Both Abisset and Muller had to come from the Quarter finals.



The finalists: rear row from left to right, Picard, Abisset, Diamantogiannis, Baldes, Muller, Blok. Front row; Bouche, Pesenti, Guillot and Cristiani

After the starting signal from the final it was Cristiani who took the lead. Very slowly he managed to get a distance between him and Guillot. Halfway the lead was about 1 lap, when Guillot started to have some technical problems. Bouche and Pesenti were now on 2nd and 3rd, but the gap was almost 2 laps and when the end was there the lead of Cristiani was 3 laps. On second position finished Bouche, followed by Pessenti from Switzerland.

It was a very impressive final for some-one who is only driving for about 3 years. He used 1 year only for practice and in his second year he won the Italian junior championship with 18 laps ahead.

In the second year he won the senior championship and now he is driving as the "expert" with drivers as Collari, Fantini, Ielasi etc. If Collari retires than his successor is ready.

The final standings can be found here under;



All the winners; from left to right: Blok, Guillot, Bouche, Cristiani, Pesenti, Picard, Abisset, Sabine Lechner (fastest women), Muller, Baldes, Diamantiogannis and Toni Gruber (youngest competitor)

Conclusion.

A well deserved win for the young Italian driver Cristiani. Good racing from a lot of locals and some new young faces, which we will see for sure in the future.

The weather was not with the organizer this year, although it could have been much worse. The new rule for entering the B-Euro's costed some problems and a small delay. This needs to be examined better, both by EFRA, but also by the National Federations.

Showing the EFRA license was another problem for a few of the drivers, which also costed some time to check this again with the Federations. Drivers must realise that this license is a document like a passport or drivers license, you have to have it with you. Do not accept from your Federation the story that it is "on its way". If you go to an EFRA sanctioned race this license is mandatory.

Running this event in central Europe year after year has given this race a big number of competitors. The next race in 2007 will be in Tolmin / Slovenia, hopefully we will have also here a lot of drivers, although it is a little bit further down for most of you. It could be a good occasion for a lot of new drivers from the surrounding countries, like Italy, Austria, Hungary, Bulgaria and perhaps Romania.



The organizing team from RSMA.

Sander de Graaf
EFRA 1:8 IC track Section Chairman