



## EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

### Report EC Large Scale Touring Cars Luxembourg



The week of July 16th to 20th were the days of the European Championship, this time in Luxembourg, at the Mini Circuit "Ville de Luxembourg". The track is inside a highway cross in the south of the city, close to the local custom office there. To find it is not so easy because all the so common navigation units cannot find the address and if you use the coordinates they cannot locate the roads to the track, but if you have the knowledge, you have to follow the signs "Centre Douanier" and if you are at the real huge parking place, at the other side is a small road

with a sign "driving forbidden", ignore it and than pass underneath a highway bridge, there is the real beautiful track. Noise is no problem here, the highway noise is nothing against the starting jets who pass like iron ducks with full power climbing up and this noise is as best at 11pm if you want to sleep and have the impression they cross your sleeping room.

The restaurant at the place offered midday and evening meals every day, so the restaurant was nice with view to the trackside and real top. Behind the restaurant at the beginning of the track area all the tents and trailers, outside the fence a parking lot for the spectators and inside between drivers pit area and restaurant the Motor homes, but everything filled up to the last square meter it seems. Also some containers for the team manger meetings, for companies, and a wooden hut for the tech inspection.



The track is redesigned, added is a new up and downhill bend at the end of the old "Laguna Seca" corkscrew. At this point we saw the high level of our top drivers, a mistake at the beginning of this combination let the car fly high and higher. Especially in the first days near everyone had a take of at this point, showing acrobatic jumps.



The main Referee was Dallas Mathiesen, together with a local National Referee. The tech inspection was done by Mr. Petermann with his wife as help and Secretary. The race director Mr. Marco Claus and the time keeper, Jeff Mersch are both from the national organizers club, doing a absolutely top job. The time keeping had assistance by Jacqueline Aebi who knows the program sleeping and awake. She also managed it to get the big score board prepared and built up. In all the days the organizer don't receive a protest, racing was the main thing.



In the heats fastest was Markus Feldmann from Germany (FG), second was Michael Weiser from Austria (Harm), third was Bernard-Alain Arnaldi from France (FG). Later on, in the half final B, Michael Weiser had bad luck and had to finish early with an engine failure.

The weather situation in all the days was not so bad like some people thought. All the black clouds passed beside and sometimes it looks bad but luckily nothing happened and all the heats stay dry. Only on Sunday at the final day, in the last minutes of the half final "A" there was a rain shower, so following the rules about different weather conditions the starting grid was done for the final. The final was delayed to get the track dry for the great final, nothing from above disturbed here, Markus Feldmann win, Arnaldi coming from the last place up to second, Michel Mielke (Harm) got the third place.





Results:

1.) Feldmann Markus	D	86 laps	30:06:895
2.) Arnaldi Bernard Alain	F	85 laps	30:04:270
3.) Michael Mielke	D	85 laps	30:09:860
4.) Lissau Martin	DK	85 laps	30:20:175
5.) Bowen David	GB	84 laps	30:02:418
6.) Prevot Cedric	F	84 laps	30:08:948
7.) Bayer Martin	CZ	84 laps	30:09:486
8.) Gonner Jaques	LU	84 laps	30:16:698
9.) Schummer Jörg	D	82 laps	30:03:141
10) Kiwitt Matthias	D	80 laps	29: 00:569