



Section Chairman Large Scale

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EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

EFRA GP F1 & TC **LEIPZIG – GERMANY** **27 th to 29 th / 08 / 2010**

Wednesday August 27 th :

TC : 55 Drivers are engaged..... 5 are not present at this moment.

F1 : 17 Drivers are engaged.....1 is not presentd°.....

Very bad weather conditions : Rain is fallen all along the night from Thursday to Friday, till around noon. On the morning, except 2 or 3 brave Drivers doing a very few laps number, nothing happened.

After the break lunch, it was judged that it has no sense to organize free practice rounds by Groups, so it was decided to give from 12 to 4 PM:

- 60 minutes free practice for TC,
- 20 minutes free practice for F1, and so on, with a maximum of 15 Drivers at the same time on the Rostrum.

We have had some passages of very big and dark clouds, and hard rain falling at several times. Lucky Drivers succeeded to do a certain number of laps, between two moments of respite.

3.30 PM : the sky fell us on the head !!!

5.00 PM : Track was closed due to **thunderstorm** !!!

Wisely each decided to work on its adjustments, either to tidy up its affairs, and to return either in the hotel, or in the campsite, because there was really no other thing to be made.

Saturday August 28 th :

Unfortunately rain fell all along the night without a break! No water on the track, but it's very wet. The last free practice round was done only by a small number of Drivers, and each time for a very few laps number.

After this last free practice round began the first one of qualifications. We could not be very optimistic for today regarding the weather. A very cloudy sky, and quite permanently some rain drops.

That situation has not allowed the Drivers to run as wished, their qualification rounds.

He must be specified here, that in spite of this execrable weather, the atmosphere in pits and in the refreshment room, for comforting very warm drinks, remained excellent.

The time was turned to good account to hold some very interesting discussions, concerning the rules for 2011, each being able to give its opinion, to which both **Wolfgang PETERMANN** and the signatory, lent a very attentive ear.

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Thank you for somewhere else to the Club's Members in charge of the refreshment room, who took care of all, throughout the weekend, with **a big kindness and an efficiency**, including obviously for the Sautrday meals evening, **offered** to the Pilots, and to the very low price for the Accompagnants.

Peter LEUE's Team, **LEIPZIG MRC** Club's President, is of very willingness, and it is really regrettable that there was, in the end, a large number of absentees. But **I shall return there later...**

With these Guys, it was possible to come back to 5 TC Groups and still to 2 F1 Groups.

Both Race Directors, **Ulli KRELL & Ronny HERBST**, regarding the very bad weather conditions, are hoping to be able to organize a fifth qualification round, for tomorrow Sunday morning, with perhaps a little bit more sun... Hope well and have well, and he must not be lost.

But, for Sunday, the weather forecast is not really a good one. At this time, it's 10 AM on Saturday, it's difficult to take liable decisions, for the poursuite of the meeting. Well, for the moment, we must say only : we will see...

10 h 15 : Is by the Race Directors, called a Team Manager meeting.

Wind blows now, and Track is becoming more and more dry. It's decided, after a small discussion, with **Cor ROSKAM's** precious advice, to declare the Race dry. We go to see that the near future, is going to give him perfectly reason.

Race Directors decided, under their **own and full responsibility**, to not have Transmitters Impound. (Rule 8.6.10, page 68, 2010 **EFRA's** Handbook).

Another free practice round is organized by Groups. Due to the list of starters Drivers, but also **to the very large number definitely not arrived**, we have now only 38 TC Drivers & 16 F1 Drivers. That's says : 4 TC Groups, and 2 for F1.

I personally wish to make a private conversation here, on this subject. I think **inadmissible**, that a Driver can make a commitment, and under **deceptive** pretexts, not appear then the day of the race. The same behavior is totally **disrespectful**, and denotes of a lack to know how to live, which tends to become widespread, regrettably.

The Organizer, him, plans his Team, its pits, its supply etc. according to a certain number of Pilots, from whom he **effectively** received the commitment.

I think that when a Driver makes a commitment, **he should pay at the same time the 40 Euros expenses**. If he comes, it's good for him, but if he does not come, except **highly valid and proved excuse**, the expenses of commitment will remain **automatically** the property of the Organizer, decreasing so a little his "losses".

OK, we go to see if it can be handled through the **EFRA** rules.

We are not full of illusion and as well sums perfectly aware as 40 paid Euro, will not change much on the "*bad*" behavior of the Drivers, but if we establish this rule, there will be at least little more protection for Organizers.

A small sun is coming and is very appreciated by everybody.

No problem at all for the 4 TC Groups.

Started the first F1 Group under a sky again very dark and cloudy.

After 3 minutes practice, the rain is coming back. A **very big fall** makes the Track really wet !

Impossible for the second F1 Group to drive.

It's now noon, and we are there. No more rain for the moment, but let us not to be full of optimism. Ok we are waiting for better weather, and we will see what we have to decide.

After around 30 minutes, and some wind, the track was dry again.

Started the first qualification round.

No problem at all for the 4 TC Groups (pale sun).

For the both F1 Groups, we have had rain during 3 minutes in each (finally it was admitted that the conditions were the same for both Groups).

For the second qualification round, it was only OK for the first TC Group. At the beginning of the second, the sky came back very dark, a lot of "loaded" clouds were arriving, and another time a very strong rain falls ! The second Group stops. It was impossible to drive in so bad conditions. Third and Fourth Groups were waiting for better weather, without to be sure to obtain it.

2.50 PM : Rain stops fall. We are waiting for a dry Track. Well here we are.

3.30 PM : Track is dry.

Third qualifications round started.

Still no problem for the 4 TC Groups.

And still the same thing – F1 Drivers are unlucky Guys this week-end ! – problems with a little rain for the both Groups in this round.

5.30 PM : Some drops are there and we must go for the fourth TC qualifications round, as scheduled.

5.40 PM : No more drops ! Track dried very fast, and the 4 TC Groups went in a "normal" way.

The lap record of this evening is the property of the French Driver **Cedric PREVOT**.

Tomorrow is another day with a "mixed" meteo forecast : a lot of clouds in the morning, light rain at the beginning of the afternoon, and rain showers after 5 PM. Well, we can do nothing with that, and we have to accept with philosophy, already created during this German week-end.

Sunday August 29 th : 8 AM.

No rain at all during the night. We are arriving at the track – dry – under a shining sun ! That's fine !

It was decided during the yesterday Team Manager Meeting, that a free practice round more would be allowed to the Drivers before to start the sub-finales (in place of the fifth qualifications round, due to the weather conditions : dry, wet, dry, wet and so on, what gave reason to **Cor ROSKAM**, Norway's Team Manager, as already told).

Please, let us hope that now, weather will not put us in trouble as both previous days (and nights !)

8.30 AM : Just **before** starting this added free practice round, some rainy drops make their appearance! Incredible ! 30 minutes ago, the sun was there, shining ! **LEIPZIG** sun was a little bit "poor and miserly" this week-end for us, and the Organizers, for whom we must really have a special thinking.

9.00 AM : Free practice is running, but for sure, with a very small number of Drivers, each one having chosen to stay in the pits, waiting for better moments...

At the same time take place the Fuel Tanks Volume Control, near our Technical Controlers, **Werner LANGE & Wolfgang PETERMANN**, Large Scale Vice-President and **EFRA** PR Officer, there to supervise that everything goes well, and to instruct the Club's Technical Controller, **Werner LANGE**, already thinking to the next 2011 European Championship.

Then began the sub-finales under a fine rain, disturbing the driving, but not flooding the track.

1/8 of finale took place in these conditions, and 2/4 of finale B and A.

The rain stopped then definitively, thwarting the bad meteo forecasts, and all the rises took place on dry track, including the 2 main finales.

It for the biggest enjoyment of the Competitors naturally, but **also and especially** Organizers, seeing finally a little of their **enormous** rewarded work.

F1 Finale :

1) **Clark WOHLERT**, from Germany, nevertheless started from the pit lane, its refuelling after warm up laps not being finished in the statutory 30 seconds to the appeal of the starter.

2) **Pieter NETTEN**, from Netherlands, without which the end of race took place with a car in the agony (loss of a bolt on a fixation of rear wheel).

3) **John DE KOK**, from Netherlands, of whom the patience, and a certain shape of wisdom in the driving eventually paid.

Objectively, I believe that can be underlined here, the **Hessel ROSKAM**'s race, from Netherlands, header of the beginning until 3 or 4 minutes of the end, having lost its front wing, what forced him to return in pits for possible repair, as expected by the rules. But the end of race was so close as he did not go out again. Its advance was such, as he finishes nevertheless on an excellent place in finale.

TC Finale :

1) **Cédric PREVOT**, from France.

2) **Daniel MEIER** from Germany.

3) **Guido RUSTER** from Germany.

A magnificent final, very fast, which ran in a good sports state of mind, and or the fight was intense, in the big pleasure of the Drivers become Spectators, Spectators themselves, without forgetting the Organizers.

A very beautiful prize-giving then terminated the event, the first ten Drivers of each Category being rewarded.

That are thanked here the second **EFRA** Referee **Thomas EISENREICH**, as well as the Timekeeper **Sebastian KELLER**, who supplied a great work, and even more... He will understand, thanks to him still.

Thank you finally to all the team of the club of **LEIPZIG**, and to his President, **Peter LEUE**.

For all the detailed results, please refer to the **EFRA** web site, or to that of the Organizer.

[Http://news.efra.ws/index.php?Id=228](http://news.efra.ws/index.php?Id=228)

<http://www.rc-car-park-leipzig.de/onroad/home.htm>

To see you next year, all (included the absentees !!!) first for the Warm Up, and then for the 2011 European Championship in **LEIPZIG**.

Sportily your,

EFRA Large Scale section Chairman,

Francis Billa



PS : Below, some photos **friendly** offered by Participants, on my personal request. Thanks a lot to them for their collaboration.



Preparation of the prize-giving ceremony.



Wolfgang PETERMANN, LS
Vice-President & **EFRA** PR Officer, managing the prize-giving Ceremony, under eyes of the signatory.



2) Pieter NETTEN

1) Clark WOHLERT

3) John DE KOK



2) Daniel MEIER

1) Cédric PREVOT

3) Guido RUSTER



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