

PERFORMANCE BATTERY

RADIO CONTROL

DRASTIC  
COMET

AUTO 3

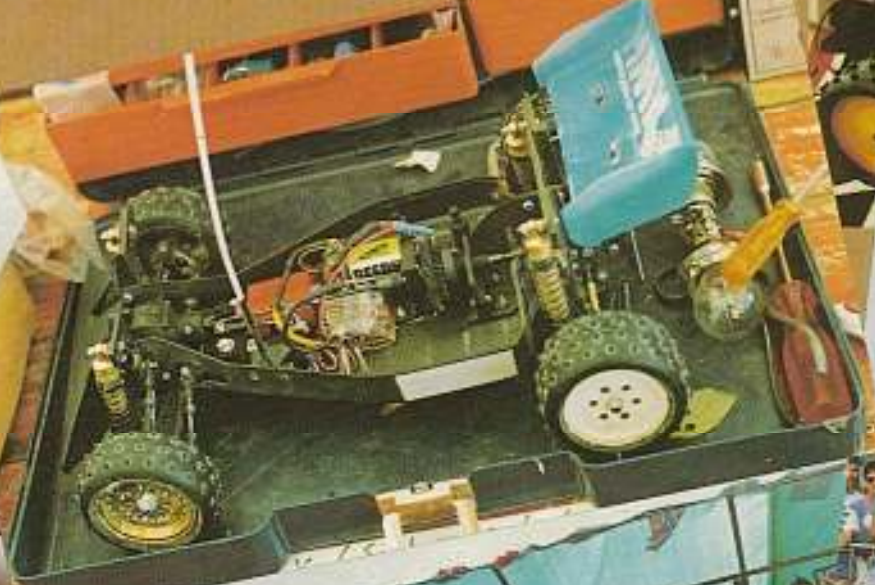
DRASTIC

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AUTO 3

# EURO CHAMPS 88



Diescher is typically relaxed mood.  
The start of the 'A' Final - exciting stuff!

'A' finalists concentrating hard. Right - Dennis Blandin victorious!





Jamie Booth - second place  
Left - Jamie's dad - Dave



Concours cars line up.



Kevin Bears was there!



Schumacher CAT's were popular



Rory Cull - 2000 of his way!



### George Land reports from the 1:10th Euros in France

Held at Villefranche in the South of France, Nr. Lyon (same track at French GP). Organised by the "GT-69" club. (nobody knows what "GT-69" means). Event sponsored by Drastic Racing, the French Kyosho importers. Lots of posters, stickers, banners and nice trophies.

#### Weather - Hot!

Temperatures between 27-30°C - until the last day then cloudy and almost rain. Track situated in an industrial estate but very difficult to find. Hence few spectators and little promotion. In future, events must have maximum publicity.

#### Organisation

Very good with no problems. AMB automatic lap counting system worked faultlessly. However, failure of transponders to count is responsibility of the drivers not the organisers - is this right?

#### Drivers

All European countries well represented. British contingent one of the largest - 25 drivers, plus three others hoping to get entries on the day. BUT EFRA REFUSE! Despite places available and an OK from the organisers and other drivers. EFRA would not allow places for Steve Brace, Mark Barford and Simon Tooley

who travelled with their racing equipment. In fact one place went to a Frenchman who had to borrow everything from Steve Brace! EFRA should sort this out.

#### Track

Very interesting circuit layout, using hard packed surface similar to Romsey (in fact Bill Jones actually gave "GT-69" club advice on the surface). Heat caused dust which gets everywhere: into motors, receivers, speed controllers, bearings, shorts etc. The main straight was badly worn with large stones appearing. The racing line strunk to only three feet wide and was so worn away it was lower than the rest of the track. Result - the cars disappear from view! The surface remained consistent - which meant the cars could be set up and left. The track demanded power and driving with emphasis on correct lines into corners (so what's new).

#### Qualifying

Heats were left unseeded - the only way to do this is to use timed practice runs to sort quick from slow drivers. Unfortunately too many fast drivers were held up in qualifying. In this respect the refereeing was ineffectual. Too much bad driving went unnoticed and wasn't stamped upon early enough. For example: Some drivers get hit - so hit back and claim "interference". Everyone else can see it happening... why not the referees? Good refereeing is important in all EFRA events particularly the European Championships. Also no commentary to tell slow drives to stay clear of faster guys (would have been in French anyway).

# EUROCHAMPS 88



Who was the fastest creek! Centre - Aljo, Aljo! its Rene Stevens

Mike Bridges drove excellently  
Top - Craig - 3rd

off  
This smart cat kept trophy.  
the concerns

## Cars

Since last year's championship only the Yokomo "Super Dogfighter", "Optima Mid" and "Avante" are new. Saddle pack chassis everywhere! plus long wheel base cars.

Number breakdown as follows:

Yankee	1
Scratchbuilt	2
Cat	47
Mid	36
Yokomo	12
Tag Pro-10	6
PB	5
Avante	6
MRX	5
Total	120

Schumacher "CATs" were numerically superior but didn't dominate totally on the track. Cars featured saddle packs and long wheel base.

The Yokomo - not sorted out properly despite one in the A final. "Avante" - looked good but off the pace here.

Kyosho "Mid" - again long wheel base and saddle packs (also ball differentials). The French importers had a BIG commitment to the race with sponsorship and equipment - which is good. Dennis Blandin is their star driver and also lives locally which was handy for pre-practice.

Interestingly there was little collaboration between UK and French Kyosho teams.

MRX - new car built by Richard Delves and Steve Brace. Looked good and detail changes should appear soon.

## Motors

Big spread of all major names. Reedy, Parma, Trinity, MG.

Reedy dominated the A final with all sorts of winds in use including very hot winds - 13 double, 14 single, very hot!

Parma wet magnet "Cyclone" was banned. Wet and standard magnet motors in use equally. Main problem for motors was heat! This meant solder melting, brushes, braids, endbells and springs all melting.

## Cells

All types of Sanyo in use. SC, SCR, plus SCEs because the three month bar had expired. Team Drastic were using some very interesting SAFT cells designated "VY". The capacity is stated at 1.15Ah - which is less than normal 1.2Ah rating! However are these SAFTs generally available and approved by EFRA? The Sanyo SCE was banned for three months, why not these SAFTs?

Dennis Blandin used SAFT with fantastic performance (maybe supplied from Japanese SAFT factory via Kyosho... *velly inteesting*)

## Tyres

Cats, Cats, Cats and more Cats.

Hard, standard pattern worked best when cut down slightly. But the tracks so hard the tyres were only good for 1-2 runs. The rich drivers used a set a run.

## Speed controllers

All electronic types in use with hundreds (well almost) of different types in use. It seems everyone is a manufacturer of speed controllers. Seven different types in the A final. Most of them were forward only/lots of FETs/lightweight/small/expensive!

## Qualifying

British drivers dominate with majority of UK drivers qualified in the top half of the draw.

Four rounds of heats with top four drivers going straight into the "A".

The rest are seeded into knockout finals system with top three drivers going through from each final to the next. So battle to go straight through as one of the four fastest was intense. Otherwise a nerve-racking semi-final would have to be gone through.

Jamie Booth established FTD (12 laps 5:09.10) in the first round and holds pole position for three rounds until Dennis Blandin pips him in round four.

Good to see some of the younger British drivers doing well... Craig Drescher, Michael Bridges, Rory Cull. Mike Bridges in particular produced a great drive to hit second place after the third round. Craig Drescher also on form in fifth place overall after qualifying driving a Phil Booth-prepared "CAT" (a few seconds quicker and he would have been straight through.

Pete Stevens down in qualifying (14th place) along with reigning Euro Champ Phil Davies in 11th.

Nino was the quickest Greek! High standards of driving were on show but still the quick cars were being held up.

FTD was set at 12 laps and drivers down to 47th place all scored 12 lappers. Other great drives include Stevie Haynes who rises from 32nd place in round 1 to 8th place. Rory Cull always in the picture but still has to chance it in the semi with nine other drivers.

The knockout finals system gives everyone a second chance but it is hard on the cars, motors, batteries and drivers! With little time between finals things get progressively more difficult.

## Finals

No drivers from the lower finals progress forward to the "A" final and the extra six drivers are those already in the semis. Tony Wells makes the most progress - all the way from the 1:32 final to the 1:4 final. Having scored 12 lappers on the way he cannot produce in the last run.

Dave Allen, another young driver from the North of England, produces a great drive to rise from the 1:8 final to one of the semis. Despite help from Team Parma with cells and motors he comes fourth and misses the A final by five seconds. Jason Varley also unlucky with the Yokomo "Superdog". He leads the 1:8 final but then slows right down as the motor brush braid and spring melts.

## Semi A

Pete Stevens dominates with the "Optima Mid" with Klaus Wilhelm happy to take second place. Stevie Haynes just pips Jurgen Metz for the crucial third place. These three drivers all go through regardless of lap times scored in the second semi-final. The top three in each semi go through.

## Semi B

Much quicker than the previous semi and if lap times were taken into account none of the three winners from Semi A would have gone through.

Craig Drescher shows he means business by winning in style followed by Rory Cull and Bergbauer of Germany. Phil Davies was unlucky - so no repeat for the 1987 European Champion.

## Finals

Three legs with best two to count sorted on accumulated lap times and not points for positions.

Cars were lined up on the straight for the start.

## Final 1

From pole position Dennis Blandin blasts off into the lead with Jamie Booth and Pete Stevens in hot pursuit. Jamie hits trouble and drops to fourth as Rory Cull edges into second place. Pete hangs onto third but Blandin is now too far ahead and wins with the first 13 lapper although the first lap was shorter due to the revised start line.

## Final 2

Booth recovers in the second run and goes for it! Another 13 lap time and quicker than the first semi but Blandin holds second and is now looking good for the title. In fact only Jamie or Dennis can win and Jamie must take the last final with 13 laps.

## Final 3

Craig Drescher comes from 5th place on the grid straight into the lead and heads off into the distance. After some handling alterations and a change of tyres the car is flying and scores 13 laps.

Jamie tries too hard and keeps getting into trouble whilst Dennis concentrates on staying ahead of him.

Pete Stevens is unlucky as Craig's time drops him to fourth overall. One second quicker and Pete would have been second in Europe.

Blandin finishes fifth but discards the last run and wins championship on first two final times.

## Roundup We didn't win!

Fantastic British team atmosphere and everyone helping each other (well almost) Evenings - very social (hic!) playing football, drinking but no soccer hooligans here. Pleasant atmosphere between drivers from "Up Norf" and "Souf of Waffod". THANKS - to Ex West who organised coach trip, hotels, shopping trips and day trips.



### Funny Observations

Mrs. Drescher breathing helium from balloons - made her talk funny.

Keith Chaplin (Malvern Models) - mean! Orders one pint of lager and 11 straws for team then tries to pay with kidney donor card.

Kevin Blears - bad luck in driving but scores major result in "poncing" a servo out of Pete Stevens.

Mark Ferguson - leaves wife in Belgium with relatives then drives through Luxembourg because it has cheaper petrol.

Jamie's and Craig's shorts . . . LOUD!

### Quotes

David Booth - "God I can't watch this one" - (every race with Jamie in it since practice).

Steve Brace - "Get lost, you're making him nervous" - (to Dave Allen's dad before semi-final).

Craig Drescher - "I hate flowers, Mum".

George Land - "How the hell do you drive this" (driving Jamie's car in officials' race).

### The Top Four Drivers

#### Dennis Blandin

France

Optima "Mid"

Dennis has been there and abouts in previous European Championships

and done well. Now with the backing of *Kyosho* through *Drastic Racing* the French importers he is going even better. His brother Christopher makes a good job of building the car and also writes for French magazine "Auto 8".

Obviously his car and more importantly his cells were first rate but you still have to drive. Local knowledge helps but to stay in front of Jamie Booth, Pete Stevens, Rory Cull *et al* takes some skill.

#### Jamie Booth

Great Britain

Schumacher "CAT"

Despite the urgent desire to win, Jamie again couldn't quite make it despite being in all four European championship A finals to date. Second place won't be good enough but was accepted with good grace and a shrug of the shoulders to show that it is still a game in the end.

Maybe we shall see the big result in Australia next year.

#### Craig Drescher

Great Britain

Schumacher "CAT"

Well done Craig! Still only 13 (just) and now third in a European championship. His third and final run was an example of controlled, very

#### 1/128 "A"

Ahnlund  
Siller 2  
Mathiesen  
Redighiere  
Schelling 3  
Anger  
Schaffner  
Glasse  
Dumas  
Espada 1

#### 1/64 "A"

Jeschek  
Masnata 2  
Nielsen  
Gerreboe  
Taillens  
Edlund  
Milanesi  
Dumas  
Siller 3  
Schelling

#### 1/32 "A"

Trodson  
Dubout 1  
Podwinsky  
Burkard  
Braas M  
Chaplin 3  
Grauer  
Milanesi  
Manata  
Siller

#### 1/16 "A"

Selner  
De Bruynes 2  
Grall  
De Carro  
Fowler 1  
Smith 3  
Neidhart  
Dubout  
Troelson  
Chaplin

#### 1/8 "A"

Harris 2  
Ansaloni  
Berrebi  
Boakes  
Brandt  
Isherwood  
Chabert  
Fowler  
De Bruynes 1  
Neidhart 3

#### Quarter "A"

Solaroll 1  
Buml 3  
Huhmann  
Rosas 2  
Garbi  
De Marchi  
Walden  
De Bruynes  
Harris  
Neidhart

#### 1/128 "B"

Weisskopf  
Ferguson  
Blears 3  
Holmquist  
Taymond E  
Triska  
Pedersen  
Bechler  
Dall 'Oglio 2  
Mathys

#### 1/64 "B"

Hemmer  
Kaske  
Becker 1  
Schaard  
Dapporto  
Schmitzer 2  
Kopp  
Weisskopf  
Dall 'Oglio 3  
Blears

#### 1/32 "B"

cia  
Wells 3  
Bras E  
Oddie 1  
Fraiole  
Brindlemayer  
Peter  
Becker  
Schmitzer  
Dall 'Oglio 2

#### 1/16 "B"

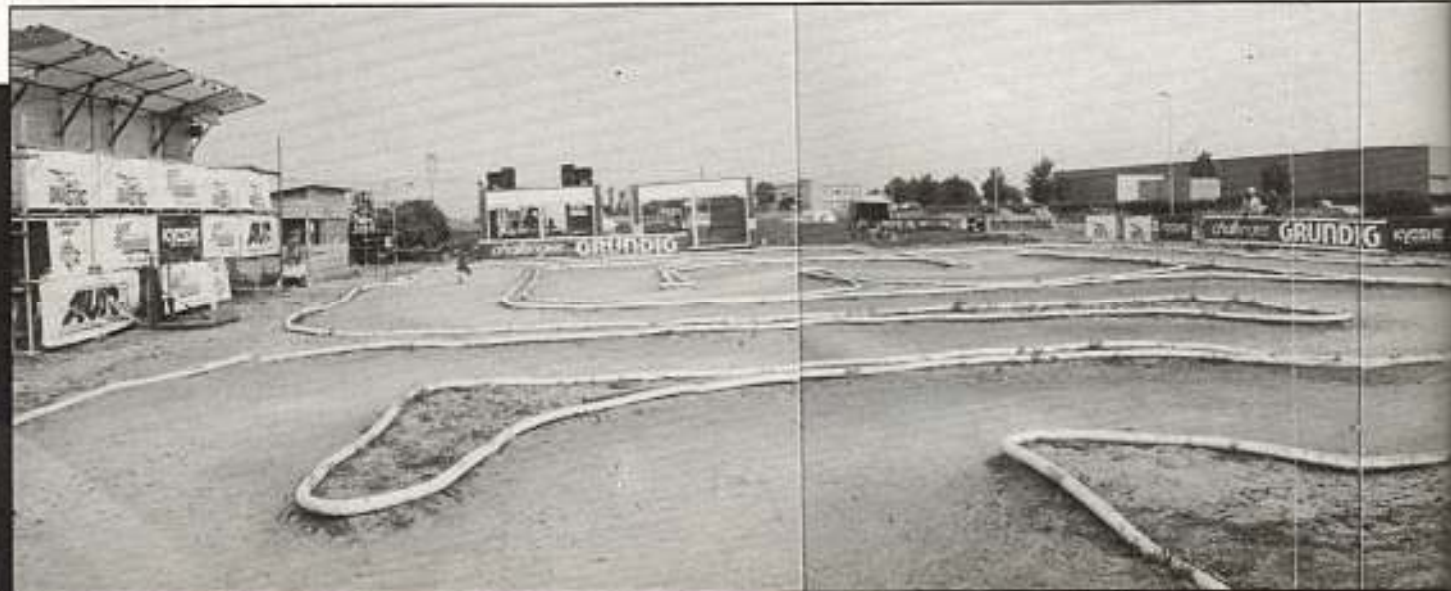
Vercaine  
Bohdanowicz  
Pedersen  
Varley 1  
Anderson  
Murdter  
Schmiedeberg  
Oddie 3  
Dall 'Oglio  
Wells 2

#### 1/8 "B"

De Weerd 2  
Gunther  
Littley  
Belis  
Allen 3  
Leander  
Hoffman  
Varley  
Wells 1  
Oddie

#### Quarter "B"

Fraisse 1  
Harris  
Athanasiou  
Cachard  
West 2  
Sterr  
Green  
Wells  
De Weerd  
Allen 3



Name	Country	Car	Motor	Radio	F. Tyre	R. Tyre	Ratio	Speeds	Ni-Cad	Qualifying position	Final position
D. Blandin	F	Kyasho Mid LW	Reedy Pink	Sanwa Esird	Kyasho	CAT	16.7%	Novak	SAFT VY	1st	1
J. Booth	BG	CAT XL	Reedy	Apec	CAT	CAT	32.118	Electronic	Sanyo SCE	2nd	3
M. Bridges	GB	CAT XL	MG 15 x 2	Futaba 2LGT	CAT	CAT	25.118	Nosram	Nosram	3rd	5
S. Oberle	D	CAT XLS	LFP Orange H	MPX	CAT	CAT	28.120	CS Rocket	CS SR SCR	4th	7
P. Stevens	GB	Optima Mid 4	Twister 17 x 2 wv	Justaro	CAT	CAT	19.74	Laser	Laser SCR	6th	4
S. Haynes	GB	CAT XL	MG 14 dbl	Futaba 2LGT	CAT	CAT	11.122	Nosram	Nosram	10th	9
C. Drescher	GB	CAT XL	Reedy Red	Sanwa	Parma	Parma	32.120	Vortex	Laser Special	5th	3
R. Cull	gb	CAT XL	Reedy Red	JR	CAT	CAT	32.120	Demon Pro-King	Schumacher 1700 SCE	7th	6
K. Wilhelm	G-F	Kyasho	Reedy Gold	MPX	Kyasho	Tag	21.24	CS	Kiel SCR	9th	8
W. Bergbauer	D	Mid LW Yokomo	Reedy Pink	MPX	CAT	Tag	17.81	Flash	Demon SCE	8th	10

**A Final Results**

1	Blandin	13 5.25.10	13 5.25.00	12 5.14.30	26 10.50.10
2	Booth	12 5.07.40	13 5.23.60	11 5-4.30	25 10.31.00
3	Drescher	12 5.13.20	12 5.13.80	13 5.26.00	25 10.39.20
4	Stevens	12 5.06.40	12 5.07.40	12 5.01.70	24 10.08.10
5	Bridges	12 5.18.50	12 5.05.00	12 5.11.00	24 10.16.00
6	Cull	12 5.02.40	12 5.17.40	12 5.14.20	24 10.16.60
7	Oberle	12 5.09.10	11 5.04.20	12 5.20.70	24 10.29.80
8	Wilhelm	12 5.16.10	12 5.15.60	05 2.12.00	24 10.30.70
9	Haynes	12 5.18.20	12 5.18.40	12 5.19.90	24 10.36.60
10	Bergbauer	11 5.07.50	11 5.01.40	00 0.00.00	22 10.09.00

quick driving and shows what he is capable of now that the car is sorted. A change of tyres in the first two runs

\* might have changed the result but that was not to be.

**Pete Stevens**

Great Britain  
Optima "Mid"  
The supreme competitor. Always a threat in the big events and could have gone all the way here. Pete's weapon is his attention to detail in getting the absolute maximum out of the car, motor and cells. In his hands the "mid" really flew. Despite being the oldest driver in the "A" Pete showed some of the so-called wonder kids a thing or two, particularly when winning the semi. Maybe next year.

Bottom: The circuit was large and required mega horsepower. Below: Steve Brace's MRX in full flight.



**Semi "A"**

- Danz 3
- Haynes 3
- Ganss Wilhelm 2
- Stevens 1
- Pernice 6
- Metz
- Solaroli
- Rosas
- Bluml

**A FINAL**

- D. Blandin
- J. Booth
- M. Bridges
- S. Oberle
- P. Stevens
- S. Haynes
- C. Drescher
- R. Cull
- K. Wilhelm
- W. Bergbauer

**Semi "B"**

- Drescher 1
- Cull 3
- Johler
- Davies
- Bergbauer 2
- Veysseyre
- Moore
- Fraisse
- Allen
- West

**Qualifying Round 1**

Position	Name	Time
1	J. Booth	12 5-0.10
2	R. Cull	12 5.13.50
3	K. Wilhelm	12 5.14.40
4	P. Davoes	12 5.14.70
5	U. Pernice	12 5.17.30
6	N. Athanasiou	12 5.21.50
7	J. Rosas	12 5.22.50
8	L. Harris	12 5.22.50
9	M. De Marchi	12 5.24.00
10	C. Boakes	12 5.24.10
11	K. Moore	12 5.24.40
12	T. Walden	12 5.24.40
13	J. M. Fraisse	12 5.26.40
14	M. Bridges	12 5.30.00
15	C. Drescher	11 5.00.10
16	P. Garbi	11 5.00.40
17	R. Gunther	11 5.02.20
18	S. Spjarpo	11 5.02.70

**Qualifying Round 2**

Position	Name	Time
1	D. Blandin	12 5.07.90
2	J. Booth	12 5.09.10
3	M. Bridges	12 5.10.20
4	S. Oberle	12 5.10.80
5	C. Drescher	12 5.11.30
6	S. Danz	12 5.11.80
7	R. Cull	12 5.12.80
8	S. Haynes	12 5.13.50
9	S. Kohler	12 5.13.80
10	K. Wilhelm	12 5.14.40
11	P. Davies	12 5.14.70
12	O. Hanns	12 5.15.40
13	W. Bergbauer	12 5.15.70
14	P. Stevens	12 5.16.70
15	F. Veysseyre	12 5.17.00
16	U. Pernice	12 5.17.30
17	K. Moore	12 5.17.30
18	J. Metz	12 5.18.10

**Qualifying Round 3**

Position	Name	Time
1	J. Booth	12 5.09.10
2	M. Bridges	12 5.10.20
3	S. Oberle	12 5.10.80
4	D. Blandin	12 5.12.60
5	R. Cull	12 5.13.50
6	S. Haynes	12 5.13.50
7	S. Kohler	12 5.13.80
8	K. Wilhelm	12 5.14.40
9	C. Drescher	12 5.14.50
10	P. Davies	12 5.14.70
11	O. Ganss	12 5.15.40
12	W. Berhbauer	12 5.15.70
13	P. Stevens	12 5.16.70
14	F. Veysseyre	12 5.17.00
15	U. Pernice	12 5.17.30
16	L. Harris	12 5.20.80
17	S. Bluml	12 5.20.80
18	N. Athanasiou	12 5.21.50

**Qualifying Round 4**

Position	Name	Time
1	J. Booth	12 5.09.10
2	D. Blandin	12 5.12.60
3	R. Cull	12 5.13.50
4	K. Wilhelm	12 5.15.40
5	C. Drescher	12 5.14.50
6	P. Davies	12 5.14.70
7	O. Ganss	12 5.15.40
8	W. Bergbauer	12 5.15.70
9	P. Stevens	12 5.16.70
10	U. Pernice	12 5.17.30
11	M. Bridges	12 5.18.60
12	S. Kohler	12 5.20.40
13	L. Harris	12 5.20.80
14	N. Athanasiou	12 5.21.50
15	S. Cachard	12 5.22.40
16	F. Veysseyre	12 5.22.50
17	J. Rosas	12 5.22.50
18	K. Moore	12 5.23.20

