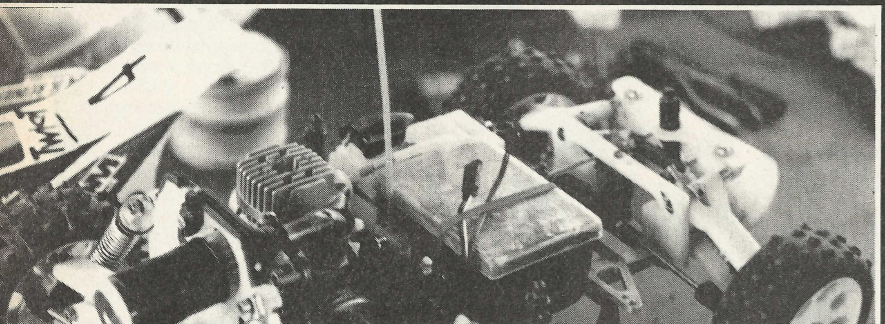
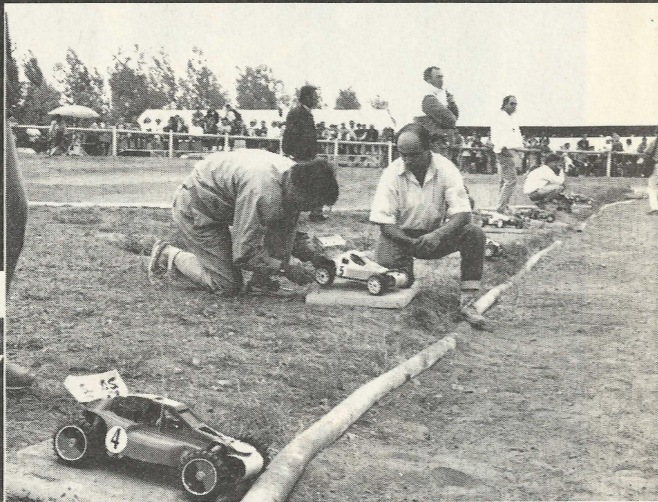
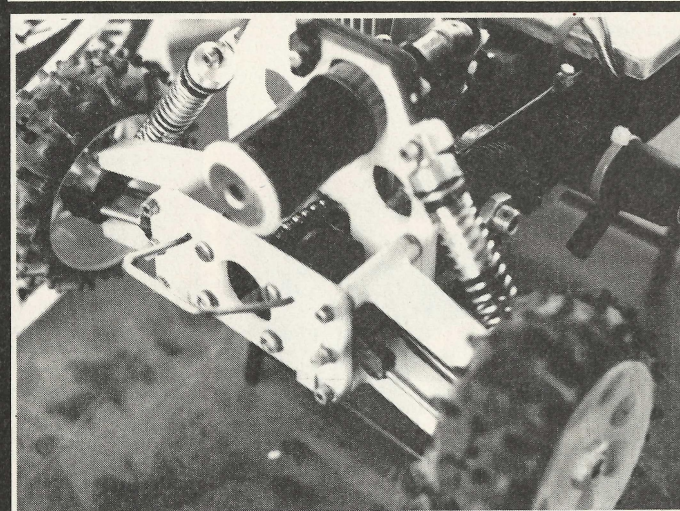


Top: start of the semi-final A, with Alain Lion on pole. Below: radio check before the final. Bottom: G. Olivier - the winner with a Burns bodied scratchbuilt car.



Top: the semi finalists await the start. Centre: prototype handbuilt machine seen at the Champs used Kyosho wheels. Right: cars and drivers line up. Below: rear view of the chain drive rear end.



miles to the south of Paris, attracted aspirants to the Euro Champ title from Belgium, Germany, Switzerland and Italy plus of course more than a fair few from the host nation. For whatever reason the Italian drivers failed to reach Paris, a disappointment, as Italy is also a country with some strength in 2WD Buggy racing. As the BRCA does not currently support the class on a National basis, I was looking forward from my position as EFRA Referee to seeing just how the latest 2WD cars could go and I must say, was expecting to be presented with a race filled with overpowered, uncontrollably spinning, second rate disasters. How wrong I was, racing throughout was close, fast and often spectacular but never anything less than controlled. Indeed, for the first time that I can remember, the opening lap of one of the semi finals did not include a single collision! Both a tribute to the handling precision of the cars and the skill of the drivers.

Those who have watched without comment the death of 2WD racing should think again, cars do cost considerably less in both money and time to maintain and with developments in suspension design over the past few years, handling has improved to the extent that on moderate grip circuits they could give the 4WD cars some competition.

The Evry Club put on a really good race with sound organisation plus those little extras in the way of festivities that make the event memorable. A drivers' 'Lunch' at 8.00pm which proved to the occasion of a really good meal, much wine - oh, that '83 Bordeaux! Followed by 'Sing us a song' from each and every nation present not forgetting the organisers (and Referee; how do you sing 'Roll me over' in French?) Then finally a 'Team Drastic' firework display to round things off.

The discussions that preceded the event over the likely performance difference between front and rear wheel drive were largely ruled out by the surface of the Evry track, the tricky surface benefitting the front drive cars by making them a lot easier to drive but the tight bends not allowing them to keep

up the high average speed needed to put in a fast time. Acceleration out of a succession of tight bends showed up the major failing of the front drive cars causing high tyre wear and high engine wear as a result of the excessive wheel spin generated as the power is put down. The extra problem of high fuel consumption thus produced reducing the overall performance to an uncompetitive level.

On high grip tracks without too many sharp bends the front drive cars fare much better, although overall even the French tend to look upon the front drive cars as an expensive option, the majority of the entrants were using conventional rear drive Yankees, Siccoms plus a considerable number of rear drive Kyoshos and a smattering of the Claudel limited production rear drive cars with twin rail chassis and

chain final drive. These latter cars looking very competitive, obviously light weight and ultra simple, I did not see one mechanical failure on a Claudel car. The most surprising element of all was however the number of scratchbuilt cars, including that of the winner. Many used parts from kit products and were not what could be thought of as down-graded 4WD machines, but totally 2WD in concept, as the Claudel machines but inevitably less sophisticated in some areas.

The final

The final although an all-French event included one front drive and nine rear drive cars with the added interest that because of the French league system considerable rivalry existed between the drivers from North and South. The first section of the race saw a close

battle between Alain Lion (front drive Siccom) and Benaud Arnaudet (Yankee, rear drive and last year's Euro-Cup winner) with Olivier Giraud, Mougou, Wartelle and Monlong all pushing hard. Mechanical failure preceded by an engine cut put Lion out of the running although I doubt that he could ever have beaten Arnaudet as his fuel consumption meant double the pit stops. Then race leader Arnaudet (from Northern France) had problems causing retirement giving the southern contingent from Bordeaux the smell of a victory and revenge for what they saw as excessive gamesmanship from the 'Cinematique' (roughly translated as poser) Arnaudet who had tried to conceal what he saw as his 'secret weapon' tyres by wrapping them with cloths during technical inspection.

As Giraud driving his home built car took the lead to eventually win by a comfortable margin of just under three laps what can best be described as 'Beery Cheers' rocked the spectator and pit areas. The popular winner was presented with a magnificent trophy plus champagne in a ceremony which finished the event on a joyful note.

I would hazard a guess that the French may well ask to run this event in 1990 and it is one that I will not wish to miss, the racing was good and the hospitality great. Thanks to Odile mougou and her team from Evry.

P.S.

The secret weapon? Promise to tell all your friends - an extra layer of rubber glued to the tyre walls of the rear tyres. I give you that race winning tip with my compliments as I trip down to my stockbroker to take out some shares in Evostik!

Selection of the entrants including Yankees, Siccoms and Kyoshos.



Bill Burkinshaw reports on the first 2WD Euros held just south of Paris

	Tours	Min.	Sec.
1. G. Olivier	76	45	29.3
2. W. Sebastian	73	45	17.6
3. M. Cyril	71	45	28.3
4. M. Pascal	70	45	26.2
5. C. Loice	66	45	5.6
6. C. Jose	62	45	0.6
7. A. Ben	60	35	38.3
8. C. Francois	60	45	7.5
9. L. Alain	56	45	20.0
10. S. Denis	53	45	35.5

2 WHEEL DRIVE

EUROS

For the first time over the weekend of July 29/30th the 2WD Class of 1/8 Buggy racing was given the prestigious symbol of a genuine European Championship. The credit for bringing this class

of racing to the status of an EC is very much due to the efforts of the French Federation who have seen just how successful the class is in their own country as a lower cost form of racing. Although the French National

Series for 2WD divides the classification into two sections - Traction (Front Wheel Drive) and Propulsion (Rear Wheel Drive), EFRA allows no such distinction, you chose before you race and live or die by your

decision! Last year saw an interim event, The European Cup that attracted minimal support from outside France but this year the updated event held at a purpose built racing complex at Evry, 15