

Keith Chaplin reports from Antwerp, Belgium for RRC.

Antwerp buggy team, Belgium were this years hosts for the big off road event of 1990, the 1/10 2WD and 4WD European championships. Drivers had arrived from Spain, Belgium, Germany, Great Britain, Denmark, Sweden, Switzerland, Austria, Norway and Holland. Italy and France were missing due to an administration problem with EFRA.

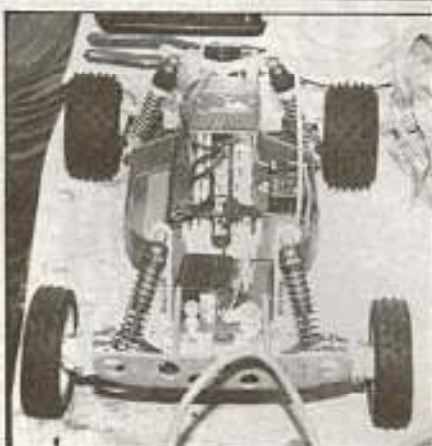
The Track

The Antwerp club is primarily a 1/8 IC club with a little area to the side for a 1/10 track. The track being used for the championship was the 1/8 circuit and it was big! There was no official distance for the length of the track so for curiosity I paced it, and it was roughly 190 yards from start to finish. We raced at this track two years ago and the surface consisted of sand and soil and after several heats it produced a level of consistency in qualifying throughout the meeting. For this meeting the organisers decided to change the surface by adding a layer of cement on top of the sand and regularly water it, thus giving a hard, dusty surface hopefully to withstand five serious days of racing.

2WD Qualifying

The timetable allowed for four hours of free practice and two rounds of controlled practice on the first day. As you can imagine the track took quite a bashing and began to break up a little.

After round one Craig Drescher was top with Marc Neale taking third place. The organisers were using an AMB system to count the laps but did not have it linked to a computer to do a qualifying sort, so it had to be done manually.



☉ Rory Cull's RC10 ready for action.

Therefore drivers were working it out for themselves what position they were in from the lap times posted. Towards the end of round two the track had started to break up really badly and nobody was getting near the top four times except for David Leclercq from Belgium who managed an eleven lapper.

The general opinion from the top drivers was that this could not be possible because the track was getting slower. But after being checked many times the time stood and we had a new driver on pole with Craig and Marc moving down one place but still staying in the top four to go through to the A final.

After round two the track deteriorated so badly that there was virtually no change in qualifying and no change in the top four who went straight through to the 2WD A final.

1	David Leclercq	B	11	330.15
2	Craig Drescher	GB	10	314.49
3	Heikki Naulapaa			
		SF	10	315.44
4	Marc Neale	GB	10	317.12

The rest of the A final would be made up through qualifying in the Christmas tree finals system. After qualifying there was a team managers meeting about the condition of the track because it was now most people's opinion that it was not fit to race on.

The top layer of cement appeared to be hard in places and soft in

others, probably due to uneven amounts of water being applied. Therefore the soft parts broke up and where it was hard the cars were cutting pot holes four or five inches deep and in some parts the cars were hitting holes and not coming out! The outcome of the meeting was that under the direction of Colin Moore and Terry Wright the crust of concrete would be removed and the lower surface worked on to obtain a level of consistency.

All the British and German drivers turned out to stamp the track down to try and make a hard surface in an attempt to save the meeting. After about two hours of hard work from everybody that helped, the track look raceable again.

This was the case and there were some very exciting finals. The six drivers that qualified through to make up the A final were:

Jurgen Lautenbach	D
Rory Cull	GB
Jamie Booth	GB
Stian Vala	N
Oystein Doler	N
Sacha Falter	D

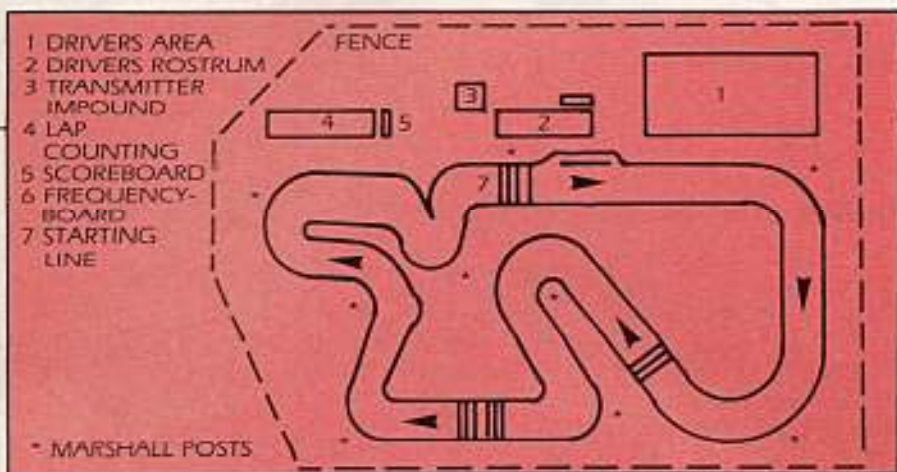
☉ Phil Davies' Cougar.



By the end of all the Christmas tree finals the track was in a bad condition again, but it was decided that because it was now the final and not qualifying it would

be the same for all the drivers and the track would be worked on afterwards, ready for the four wheel drive qualifying.

1990 1/10 OFF ROAD EUROCHAMPS



Q Is this car on the track or the moon?

Drescher and Rory Cull? Or could Jamie Booth pull it off with his Tamiya Astute or was David Leclercq going to live up to his pole position? Well, it was Marc Neale who dominated the first final taking the lead after the first lap. The English supporters were really behind him and he proved he was well worthy of being in the 'A' final until disaster struck on his last lap with five yards to the finish line. His car stopped and Jurgen Lautenbach went past to win.

The second final was virtually a re-run of the previous final with Rory on the tail of Marc out in front again until the last bend when disaster struck when Rory and Marc tangled, and Heikki Naulapaa from Finland won.

The third final was really open for anybody to win and Jurgen was hungry for his third European title and this showed with the quality and expertise of his car and driving by taking the third final to make him 1990 ZWD European champion. Full merit should also be given to Marc Neale who showed he is fast becoming a top driver.

ZWD Final Positions

		Laps	Time
1	Jurgen Lautenbach	D 22	10.44.64
2	David Leclercq	B 21	10.28.59
3	Craig Drescher	GB 21	10.33.58
4	Heikki Naulapaa	SF 21	10.34.70
5	Rory Cull	GB 21	10.41.30
6	Marc Neale	GB 21	10.52.38
7	Jamie Booth	GB 20	10.05.84
8	Stian Vala	N 20	10.25.86
9	Oystein Doler	N 20	10.31.31
10	Sacha Falter	D 19	10.15.34



The Finals

Speculation was rising fast as to who was going to win.

Would it be Jurgen Lautenbach, who already has two European crowns this year (1/10 and 1/12 circuit), and was looking for a hat trick?

Would it be the two 'in form' Reedy/Associated drivers Craig



Q Jurgens LRP powered wheelbarrow.

4WD Qualifying

It was now time for the 4WD championship and work started on the track to make it raceable again.

This was done but after the first round it was apparent that unless you were in the first three heats of round one you were not going to be able to improve your time. It was also not possible to repair the track after each heat because there would not be time, so after round one the team managers had yet another meeting with Mick Langridge, who is the current EFRA chairman and was referee for this meeting, and it was decided that the track would be repaired after each round and the order of the heats be changed because the track was only holding up for about four heats. So in round two heat four went first, in round three heat seven went first and in round four heat eleven went first allowing all



2WD A finalists.

the drivers an equal chance of qualifying due to track conditions.

At the end of qualifying the top four to go straight through to the A final were:

- | | | | | |
|---|-------------------|----|----|--------|
| 1 | Jurgen Lautenbach | D | 13 | 307.11 |
| 2 | Jamie Booth | GB | 13 | 315.89 |
| 3 | Thorbjorn Doler | N | 13 | 316.79 |
| 4 | Ben Sturham | GB | 13 | 318.13 |

It was now onto the Christmas tree finals. Again each final was very competitive with plenty of excitement for the crowd.

The unluckiest person must have been Kevin Moore who just lost his straight through fourth

Phil Davies 4WD champion.



Jurgen Lautenbach 2WD champion.

place to Ben in the last round after holding it for three rounds. Kevin was cruising to win his semi final when his motor threw a wind and the car stopped dead and all he could do was watch in great disappointment.

The six drivers to make it through were:

- Stephan Danz
- Rory Cull
- Phil Davies
- Ralph Helbing
- Sacha Falter
- Craig Drescher

- D
 - GB
 - GB
 - D
 - D
 - GB
- Tamiya car on top? Ben, Rory and Phil were also in with a big chance with their Schumacher cars, or could Craig pull it off with his Yokomo?

4WD Finals

Once again speculation was rising. Would Jurgen take his fourth title this season? Was Jamie going to quieten the critics and put his

Craig Drescher's new RC10 body.





Top left: David Leclercq 2WD top qualifier. Top right: Dallas leading the track stomping. Bottom left: A very satisfied Tim Walden as the Schumacher cars managed the double. Bottom right: Colin Spinner.

involved in a race with a model helicopter which was certainly different but very impressive.

Jamie Booth got the perfect start in the first final and came out the first bend in the lead and never looked like losing it even though

Ben and Phil were chasing hard, but on the last lap he hit a pot hole on the straight and flipped onto his roof. The marshall had to run the length of the straight to put him on his wheels, by which time Ben, Phil and Craig had got past. Then, Phil and Ben tangled and let Craig through to win the first leg.

Q A Dallas paint job.



During the interval we were treated to a display of electric aeroplanes and Steve Haynes got

Driver	Team	Car	chassis	Motor	Speed Controller	Front Tyre	Rear Tyre	Radio	Servo	Qual	Final
David Leclercq		Cougar	Trinity Pushed	Trinity 1515	Futaba MC116	Rib Spike	Associated TQ20	Sarwa	Futaba	1	2
Craig Drescher	Kel Associated Reedy/Novak KO	RC10	Kel SCE	Reedy Blue Dot	Novak	Losi staggered Rib	Yokomo TR32	KO Esprit	KO Fet	2	3
Heikki Nauha		JRX2	LRP SCE	LRP Orange	Vortex	Rib Spike	Hot Lap 360	Sarwa	Sarwa	3	4
Marc Neale	Novak Schumacher TMS Phil Booth	Cougar	Phil Booth SCE	TMS 13x2	Novak TL	Losi staggered Rib	Associated TQ20	Apex	KO Fet	4	6
Jurgen Lautenbach	Schumacher LRP MPX	Cougar	LRP SCE	LRP Orange	LRP	Losi staggered Rib	Yokomo TR32	MPX	KO Fet	5	1
Rory Cull	Associated Reedy	RC10	Nosram SCE	Reedy Gold Star	Nosram TL	Losi staggered Rib	Yokomo TR32	Apex	131SH	6	5
Jamie Booth	Tamiya Nosram LRP	Acute	LRP Nosram	LRP Orange	Nosram TL	Losi staggered Rib	Yokomo TR9	Apex	Futaba 1315	7	7
Stam Vata		Cougar	Tom's Pushed	Reedy Blue	Tekin	Losi staggered Rib	Yokomo	Sarwa	Futaba	8	8
Oyston Doler		Cougar	Tom's Pushed	LRP Blue	Tekin 700	Losi staggered Rib	Losi X Pattern	Sarwa	Futaba	9	9
Sacha Falter	MIH	Ultima Pro	Kel SCE	Reedy Blue Dot	Helbing	Losi staggered Rib	Yokomo TR32	Multiplex Ex1	Multiplex Ex2	10	10

Driver	Team	Car	chassis	Motor	Speed Controller	Front Tyre	Rear Tyre	Radio	Servo	Qual	Final
Jurgen Lautenbach	Schumacher LRP MPX	Pro Cat	LRP Oberle	LRP Orange	LRP	Cat Hard	Associated TQ20	MPX	KO Fet	1	4
Jamie Booth	Tamiya Nosram LRP	Egress	Nosram	LRP Orange	Nosram TL	Hot Shot Spikes	Yokomo TR9	Apex	Futaba 1315	2	5
Thorbjorn Doler		Pro Cat	LRP Oberle	LRP Orange	Tekin 700	Trinity Cut Spikes	Trinity Cut Spikes	Mega Tech	Sarwa	3	10
Ben Sturham	Schumacher PAP	Pro Cat	PAP SCE's	Twister 15x2	PAP Racer	Cat Blue	Losi X Pattern	Apex	KO Fet	4	7
Stephan Danz	LRP	Pro Cat	LRP Oberle	LRP Orange	LRP	Cat Cut	Associated TQ20	Mega Tech	Futaba 9401	5	3
Rory Cull	Schumacher Reedy	Pro Cat	Nosram	Reedy Green Dot	Nosram TL	Cat Blue	Yokomo TR9	Apex	KO Fet	6	6
Phil Davies	Schumacher Reedy	Pro Cat	Galeforce	Reedy Green Dot	Tekin	Cat Blue	Associated TQ20	Apex	KO Fet	7	1
Ralph Helbing	Kyosho Lazer	Kyosho Lazer	MIH Pushed	Master Blaster 13x2	Helbing	Yokomo TR32	Yokomo TR32	MPX	Futaba 5940	8	9
Sacha Falter	Kyosho Lazer	Kyosho Lazer	Kel	Peak Perf 13x2	Helbing	Yokomo TF310	Yokomo TR32	MPX	FBS	9	8
Craig Drescher	Reedy KO/Novak Kel Yokomo	Yokomo	Kel	Reedy Green Dot	Novak	Yokomo TF5	Yokomo TR32	KO Esprit	KO Fet	10	2

Phil Davies scored a win in the second leg with Stephan Danz winning the third leg.

No-one could be sure at this point who had won but when the announcement was made, Phil Davies was very surprised and overwhelmed that he had won the European title for the second time.

Final positions:

		Laps	Time
1	Phil Davies	GB 24	10.36.20
2	Craig Drescher	GB 24	10.38.75
3	Stephan Danz	D 24	10.42.17
4	Jurgen Lautenbach	D 24	11.00.67
5	Jamie Booth	GB 23	10.22.87
6	Rory Cull	GB 23	10.37.59
7	Ben Sturham	GB 22	09.47.96
8	Sacha Falter	D 22	10.08.32
9	Ralph Helbing	D 22	10.23.96
10	Thorbjorn Doler	N 21	10.28.96