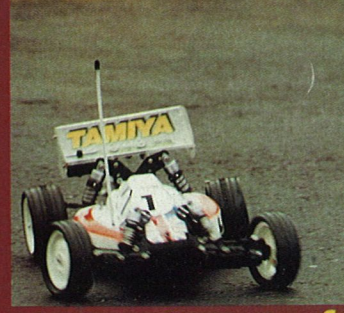
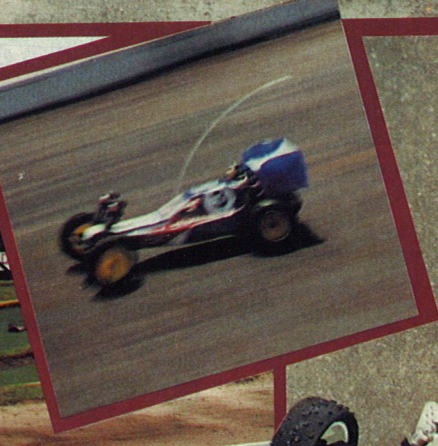


# OFF ROAD EURO CHAMPS

Es West reports on a most successful Euros at Southend



A week of exciting action on tarmac, low-grip dirt and Astroturf from Europe's top drivers led to an almost clean sweep for British drivers.





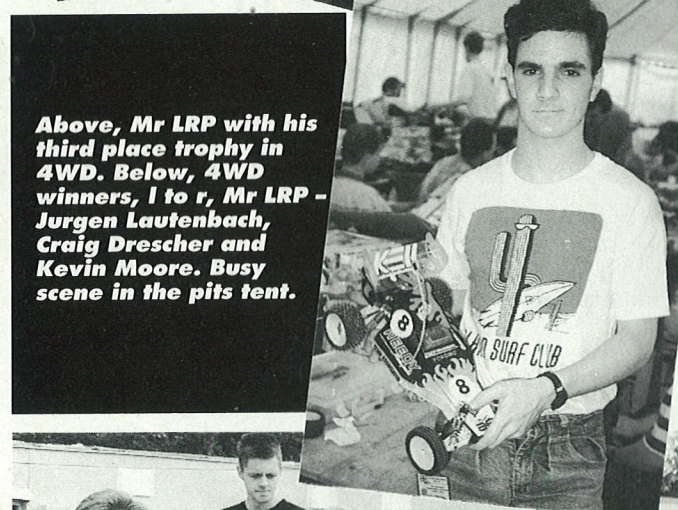
The 1991 1/10th Off Road European Championships took place, in Southend, at the Southend Radio Control Car Club mid-July on a track that the club have spent a great deal of time and money on improving along with the general facilities to bring the whole venue up to the required standards. First impressions were that they had made an excellent job of it. I was amongst most who were thoroughly impressed. Indeed the organisation and running of the championships matched their endeavours regarding the design of the track and as a result the meeting ran smoothly and proved to be very enjoyable.... a far cry from last year's disaster in Antwerp! Terry Wright and his able assistants have put a lot of work in producing a track that was consistent throughout qualifying. It was not entirely to everybody's taste and to some not "Off Road", as certain Swedish entrants were quick to point out, but nearly all that I spoke to agreed that you had as much chance of qualifying in the last round as round 1, and this surely is the main criteria.

The track was predominantly Astroturf and tarmac. The 2WD circuit saw the cars start on tarmac and move on to a low grip dirt section which finished with a 180 degree hairpin. Following this the surface changed to tarmac and a section containing a sleeping policeman had to be negotiated before a further hairpin bend led the buggies to an upwards sweeping section of undulating Astroturf rising towards the rostrum. Over the brow of the hill the cars, still on Astroturf, then descended into a hollow where s-bends brought them to a sharp right hander and onto more tarmac. A bumpy section which needed care came next and yet another hairpin followed by a rise onto a grassy area gave the cars a change of grip before a sweeping tarmac bend led them back to the start straight to complete a tough lap. This track was perfect for 2WD racing.

In the 2WD Championships 80 drivers from 13 countries



Above, Mr LRP with his third place trophy in 4WD. Below, 4WD winners, l to r, Mr LRP - Jurgen Lautenbach, Craig Drescher and Kevin Moore. Busy scene in the pits tent.



competed for the coveted title of Champion of Europe. They comprised of the following:

UK	15
Germany	11
Switzerland	5
Italy	2
Belgium	5
France	7
Sweden	6
Norway	8
Spain	3
Austria	7
Netherlands	6
Finland	3
Ireland	2

Associated had a strong team present with the likes of Craig Drescher and Rory Cull swelling their ranks and indeed the majority of drivers at this meeting seemed to be racing RC10s. A close second, in terms of numbers of cars competing, came the Schumacher Cougar with a capable contingent of competitors from the UK as well as the German driver Jurgen Lautenbach, the current 2WD European Champion, of LRP fame.

Tamiya were well represented by several drivers of whom Jamie Booth was the obvious favourite to succeed, and the only other car in any numbers seen was the Losi JRX2 Pro. The above made up 99% of the cars entered. I could not see anyone racing the new Kyosho Triumph which was a surprise to me because from what I hear the car sounds to have a great future in competitive racing.

### Practise Practise

Wednesday was allocated solely to both 2 and 4WD free practise. The 2WD event proper was to take place on the Thursday and Friday, and on Saturday and Sunday the 4WD championships would be held. A rule change for 1991 restructured the finals to be A to Z format and, not as at previous meetings, a Xmas Tree formation. Consequently, with the meeting stretching over two days for each class there was to be six rounds of qualifying as well as two rounds of controlled practise. All this plus free practise on the first day of qualifying gave each driver ample opportunity to sort out the handling.

Day 1 of the 2WD competition began with the foulest of weather imaginable shrouding the venue in gloom

and waterlogging some areas of the circuit. Torrential rain completely wiped out any hopes of free practise, delayed controlled practise for three hours and conjured up visions of worms-in-the-gearbox problems as encountered by Jimbo Pearson at the BRCA Harlow mud-bath! We were fortunate to have only 8 heats of qualifying making the situation not too serious and when, after what seemed an interminable period of delays, the proceedings started, two rounds of qualifying resulted in Craig Drescher's RC10 holding pole position with Jamie Booth's Tamiya Astute in second place and Schumacher driver Steve West completing the top three with his Cougar. The full top ten listing after 2 rounds being:

1. Craig Drescher	England	12	318.85
2. Jamie Booth	England	12	322.77
3. Steve West	England	12	325.47
4. Sasha Falter	Germany	12	325.67
5. Stephane Vilorio	Italy	12	326.30
6. Marc Neale	England	12	328.19
7. Leigh Edwards	England	11	328.52
8. Kevin Moore	England	11	300.41
9. Luke Burley	England	11	300.90
10. Mark Tatman	England	11	301.00

Day 2, with four rounds of qualifying preceding the finals, had everyone in the pitting marquee moving with a purposeful stride. The weather, in stark contrast to Thursday morning, was glorious and fortunately remained similar right through until Sunday evening. The first three qualifiers from the previous day continued to dominate Friday's qualifying with Craig Drescher holding on to FTD to the close and Steve West and Jamie Booth swopping the other top two places almost every round. Mark Tatman moved into fourth place in round 5 with a quick 12/319.59 with Rory Cull lying fifth in 12/320.38 but these times were six seconds adrift of FTD. The Brits were featuring well against the rest of Europe and at this stage there were only two drivers in the top ten who weren't from the UK. Nearest foreign driver to Craig's best time was Sasha Falter, from Germany, but he was still a massive 7 seconds off the pace. Luke Burley, racing for Team Tanaplan, was another UK driver to do

well in round 5. His 12/323.70 kept him dangling by his fingertips onto last place in the "A" final, and I'm sure the experience will hugely benefit him in the future. In the final round the situation worsened for the rest of Europe as first William Mitcham and then Marc Neale came good with times of 12/323.24 and 12/323.69 respectively, and Craig Drescher, just to underline his superiority and to scare the pants of everyone else who was competing, knocked 4 seconds off his best time to finalise the following top ten:

1. Craig Drescher	England	12/311.29
2. Jamie Booth	England	12/315.64
3. Steve West	England	12/316.13
4. Kevin Moore	England	12/318.26
5. Mark Tatman	England	12/319.59
6. Rory Cull	England	12/320.38
7. Sasha Falter	Germany	12/321.88
8. William Mitcham	England	12/323.24
9. Marc Neale	England	12/323.69
10. Luke Burley	England	12/323.70

The finals showed how invincible Craig Drescher and his RC10 were in comparison

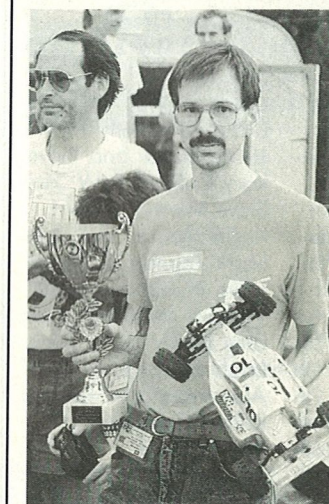
inconsiderate driving. Unfortunately some equally guilty drivers went unpunished



Left, Nick Cochrane. Middle, repair time. Above, columnist Es West advises? Alan Harman (left) and Steve West.

to the rest of the field when he completely dominated all three legs of the "A" Finals. Leading from the start, Craig won the first leg comfortably after the rest of the field appeared hell bent on self-destruction with a lot of scrappy racing. Several drivers including Marc Neale, Steve West and Mark Tatman worked their way into promising positions only to either crash out of contention or be taken out in the furor. Sasha Falter eventually finished second with Steve West third. This meeting, run to EFRA rules, is decided not by final positions but by adding each drivers best two "A" laptimes together. As Sasha Falter was the only other driver, apart from the winner, to make a 12 lapper in leg 1, another good run in leg 2 could put him into the top three. Leg 2 was also a scrappy affair with several bad-driving warnings and a one lap deduction being given to one driver for

while the victims of their misdemeanours received warnings for retaliation. Not a very good advertisement for 1/10 Off Road racing I'm afraid. Meanwhile Jamie Booth and Rory Cull were racing for second place with Jamie eventually succeeding and Rory settling for third spot by the close, both with the luxury of a 12 lapper. Going into the third leg, Craig had already won the



Ralf Helbing was 9th in 4WD.

championship with Sasha, Jamie or Rory favourites for the minor placings, so it was relatively unimportant when he along with William Mitcham jump started, each evoking a 10 second penalty. The race was eventually underway, with Craig leading and Steve West chasing hard, but Craig's supremacy was summed up easily by the fact



that he failed to win the race by only 3 seconds even with the penalty. Steve West raced an almost faultless 3rd leg to finish behind Craig in position, but the winner because of the penalty. Jamie Booth and Rory Cull came home third and fourth, and all four drivers with 12 lappers.

### True Champion

Craig Drescher was rightly crowned as the 1991 European 2WD Champion with Jamie Booth finishing a creditable second and Rory Cull in third place. All three had driven extremely well as had the rest of the UK team in particular Steve West (totally unbiased this!) who was unlucky not to make the top three. Craig Drescher's Reedy Powered Associated RC10 certainly did the business, and I have to say looked unbeatable in this form. Bodes well for the World Championships in Detroit where Craig, on this performance, must start as one of the favourites. Of course, it depends on the track but I would imagine the Americans will have made sure it will suit a Yank car. All the best to all the UK Drivers.

### UK Drivers final positions 1991 2WD European Championship

- 1st Craig Drescher
- 2nd Jamie Booth
- 3rd Rory Cull
- 4th Steve West
- 6th Kevin Moore
- 7th Mark Tatman
- 8th Marc Neale
- 9th William Mitcham
- 10th Luke Burley
- 11th Leigh Edwards
- 19th Alan Harman
- 34th Robert Gammon
- 36th Ellis Stafford
- 37th Steve Brace
- 51st Nick Cochrane

The Brits had something to celebrate and a civic reception and buffet, in Southend's Civic Buildings was laid on by the local council. Here, Southend's Lord Mayor, who had officially opened the European Championships on the Thursday, gave each driver his momento of the event, an inscribed glass tankard, and the winner and other "A" finalists were officially

introduced and then presented with their trophies...I thought this a very kind gesture much appreciated and one which rounded off a great two days competition.

The following day, Day 3, a cloudless sky greeted us on arrival at the track. This was early Saturday morning and by 7:45am the 2WD event had been pushed firmly into the past as free practise commenced for the 4WD Championship. The configuration of the track was left the same but this time the buggies raced the opposite way round. Instead of 80

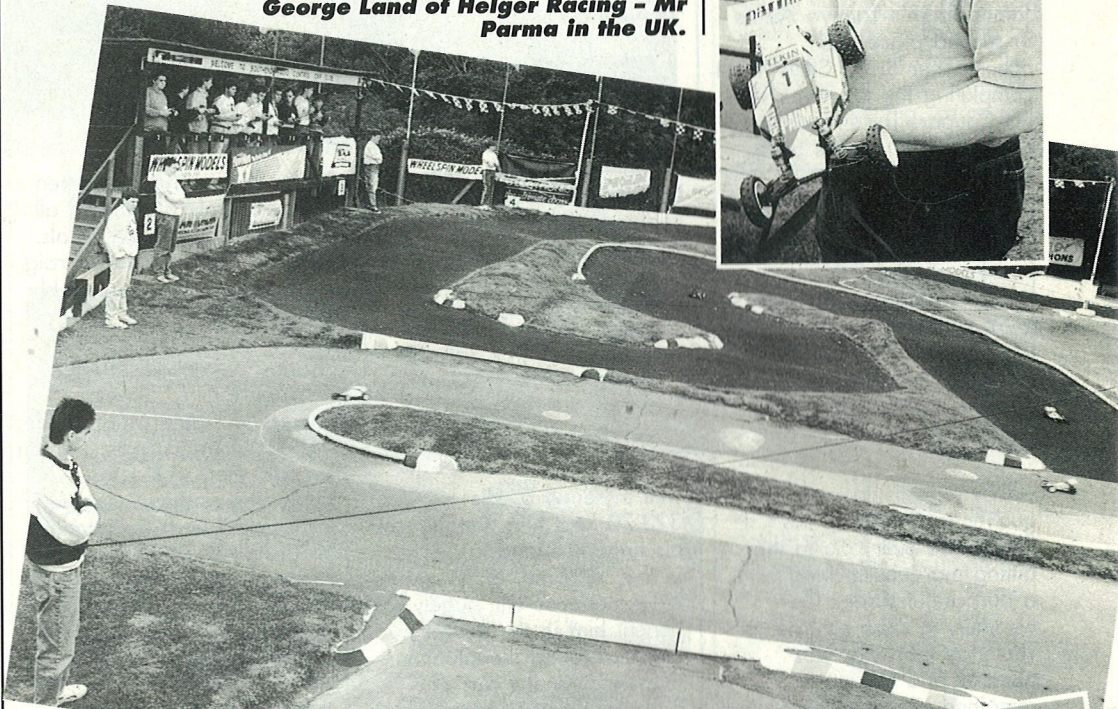
- Italy 4
- Ireland 2

A nose around the pits disclosed a larger variety of buggies being raced than in the 2WD meeting. Many Kyosho Lasers, were seen mainly from Belgium and the Netherlands with most German competitors racing either the Yokomo or Procat. The Brits loyalties were predominantly in the Schumacher camp with 16 drivers, including the current 4WD European Champ Phil Davies, racing Procats. It could be said that the

being an undulating Astroturf sweeping gradient which started after the s-bends and hill, and stretched over a third of the track length down to the tarmac approaches to the 180 hairpins. As qualifying progressed it was



George Land of Helger Racing - Mr Parma in the UK.



competitors, the numbers had swelled to 120 giving 12 heats of ten and a quick check down the entry list showed that the number of participating countries had increased by one to 14. ( For a reason unbeknown to those I asked, there had been no Danish entrants in the 2WD )

### The driver breakdown was as follows:

- England 27
- Belgium 7
- Finland 5
- Germany 13
- France 8
- Switzerland 10
- Denmark 7
- Netherlands 7
- Norway 9
- Sweden 9
- Spain 4
- Austria 8

favourites to win the championship from the UK were racing either Yokos or Tamiya Manta Rays. Anyway the mixture of different buggies present gave us a chance to compare their merits on what turned out to be a very demanding race track.

Now that the track was the opposite way round to the 2WD event a long sweeping bend formed the fast part of the circuit. This was the major obstacle for most competitors

noted that here was where a good time was gained or lost! Too much throttle down this gradient for many would result in a roll and lost time. It became evident that certain cars, mainly the Yokomos,

were capable of taking this section virtually flat out and by so doing gaining precious time every lap. I had the stop-watch out on this section which took around 6 seconds to cover and would guess that by round 6 the Yokos were gaining around 0.5 seconds per lap here. Jamie Booth could not get his Manta Ray to power on this section. The Kyosho Lasers seemed to cope reasonably well but only the Schumacher Procats of Kevin Moore, Jurgen Lautenbach and Phil Davies - which had the special lowered chassis on trial for the World Championships could match the Yokomos and take close to a flat out approach on this dreaded part of the track. For me it was here that the championship was either won or lost!

Three rounds of qualifying followed the free and timed practise to conclude the first day of the 4WD championship and by the close it was again looking very healthy for the home crowd. Craig Drescher's Yokomo Works 91 car looked superb on the track, along with his teammate Rory Cull's Yoke, and he was holding FTD at this point in time with 6 other UK drivers in the top ten qualifying list as follows:

1.	Craig Drescher	England	12/300.54
2.	Kevin Moore	England	12/301.01
3.	Jurgen Lautenbach	Germany	12/301.75
4.	Rory Cull	England	12/301.98
5.	Jamie Booth	England	12/305.74
6.	Phil Davies	England	12/307.75
7.	Mark Tatman	England	12/308.22
8.	Ralf Helbing	Germany	12/308.81
9.	Steve West	Switzerland	12/309.99
10.	Jean Marc Betticher	Switzerland	12/310.67

The final day of the meeting, with three more qualifying rounds to come, gave everyone plenty of chances to make it crack. Unfortunately for several British drivers there was a worsening rather than improvement of results and it seemed that only Craig Drescher was putting in consistently good times every round. Top Brits such as Jamie Booth, Marc Neale and Steve West struggled to get the handling right on the Astroturf and even home based drivers such as Mark Tatman and Ellis Stafford were not making any impression on the leading

group. Mind you none were driving Yokos! Then, in the final round two Brits, William Mitcham and Alan Harman, both with Procats, got it together and drove almost perfect runs, and with times of 12/301.47 and 12/304.18 respectively moved into 3rd and 6th place giving the UK six out of ten top qualifiers going into the finals:

1.	Craig Drescher	England	12/300.54
2.	Kevin Moore	England	12/301.01
3.	William Mitcham	England	12/301.47
4.	Jurgen Lautenbach	Germany	12/301.75
5.	Rory Cull	England	12/301.98
6.	Alan Harman	England	12/304.18
7.	Christian Keil	England	12/304.66
8.	Guy De Weerd	Belgium	12/305.31
9.	Jamie Booth	England	12/305.74
10.	Ralf Helbing	Germany	12/307.64



between the first two as Kevin, driving on the limit, tried desperately to catch the leader and almost succeeded! Mr LRP came second in the third leg to finish in third place and Jamie, driving out of his skin, was unlucky to finish just out of the top three.

In leg 1 I thought my mate Alan Harman drove really well (grovel! grovel!) to finish

in third place and on this showing was in with a chance of making the top three. Poor starts in the other legs put paid to this dream, but he was knocking on the door and can feel well satisfied with his performance both in the finals and the super qualifying run which placed him sixth on the grid. George Land was left marginally less ecstatic and painfully out of pocket after a small wager that Alan wouldn't make the "A", George bit the Astroturf as round six qualifying list was posted!!!

The Brits, and in particular Craig Drescher, will look back on these Championships to reflect on their overall supremacy over the rest of Europe. We were home-based, its true but even so on this showing hold all the aces in terms of skill and ability.

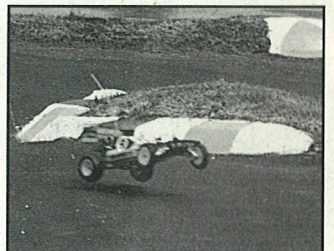
Here are the final positions of the UK drivers in the 4WD Euros:

1st	Craig Drescher	28th	Robert Gammon
2nd	Kevin Moore	30th	Ellis Stafford
4th	Jamie Booth	31st	Steve Haynes
5th	Alan Harman	32nd	Lawrence Harris
9th	Rory Cull	37th	Mark Chaplin
10th	William Mitcham	40th	Wayne Darwell
12th	Phil Davies	42nd	Steve Brace
15th	Lee Wright	43rd	Pete Stevens
16th	Leigh Edwards	58th	James Pearson
18th	Mark Tatman	60th	Matthew Needham
19th	Steve West	62nd	Luke Burley
21st	Marc Neale	76th	Tim Walden
22nd	Andy Carter	84th	Tony Bretton
23rd	Nick Cochrane		

The Southend Radio Control Car Club can be proud of their efforts at these championships, which ran very smoothly. Their organisation, track and facilities were first class resulting in a very enjoyable meeting. Special thanks to the Officials who toiled ceaselessly throughout the



Colourful body, Tee shirt and almost matching umbrella.



event and did a marvellous job. Well done all.

I know that the Southend club are interested in staging the 1993 World Championships and I wish them luck with their application. Along with Eden Park, they must rank amongst the best in Europe.



## 2WD Euros

Driver	Team	Car	Nicads	Motor	Speed contr.	Front tyre	Rear tyre	Radio	Servo	Pinion	Gear	Charger
Craig Drescher	Asco Reedy	Asso RC10L	Keil	Reedy MRT	Novak M/C	Stud	x pattern	Ko	Ko Fet	17	86	Novak
Jamie Booth	Tamiya CRP Nosram Ko Intronics	Tamiya Astrute	LRP SCE	CRP Blue SE	Nosram	x pattern	x pattern	Ko	Ko	19	87	Intronics
Steve West	Schumacher Parma	Cougar	Parma SCES	Parma TQ 12x2	Tekin 420	Losi x pattern	Losi x pattern	JR Apex	Ko	26	120	Schumacher NMS
Kevin Moore	Schumacher LRP MPH	Cougar	Sch.	LRP Black	LRP	x pattern	x pattern	Ko	Ko	22	89	Sch PC5
Rory Cull	Asso. Reedy Nosram	RC10	Keil SCE	Reedy Mr T	Nosram High Freq.	Stud	x pattern	Ko	Ko	16	84	Yokomo
Mark Totman	LRP Schumacher Nosram	Cougar	Nosram SCR	LRP Blue	Nosram High Freq.	x pattern	x pattern	JR Apex	131SH	22	92	Sch PC5
Sasha Fatter		Team COR RC10	Keil SCE	PP 2x14	RH	Losi RIC	Yokomo TR 3x5	MPX	MPXBBS	18	86	Ultra charger
W. Mitchum	LRP/Schumacher	Cougar	Galeforce	LRP Blue SE	Tekin 700	x pattern	x pattern	JR Apex	Ko	22	92	Sch PC5
Marc Neale	Associated Reedy Nosram Phil Booth	RC10	Phil Booth SCE	Reedy MRT	Nosram High Freq.	2 row stud	x pattern	JR Apex	Ko Fet	17	85	Tekomo
Luke Burley	Tanaplan Nosram	RC10	Tanaplan	Tanaplan 12x2	Nosram TL	2 row stud	Schumacher 15x12	Futaba BEGX	Ko Fet	18	86	Challenger

# OFF-ROAD EURO CHAMPS



## 4WD Euros

Driver	Team	Car	Nicads	Motor	Speed contr.	Front tyre	Rear tyre	Radio	Servo	Pinion	Gear	Charger
C Drescher	Yoko Reedy Novak Ko Keil	Yoko works 91	Keil SCE	Mr H	Novak 410 MIC	3x20	x pattern	Ko	Fet PS 1001	16	86	Novak Peak
K. Moore	Schumacher LRP MPH	Procat	Schumacher Flashpoint	LRP Blue SE	LRP	x pattern	x pattern	Ko	Ko	22	89	PC5 Schumacher
J. Lautembach	Schumacher LRP	Procat	LRP Oberle	LRP Blue SE	LRP	No pattern (Losi)	x pattern	Ko	Ko Fet	22	89	PC5 Schumacher
R. Cull	Yokomo Nosram KO Keil	Yokomo Works '91	Keil SCE	Reedy Mr H	Nosram	SCH. .CAT 3x20	Losi x pattern	Ko	Fet PS 1001	16	86	Yokomo
C Keil	Yokomo Keil	Yokomo Works '91	Keil SCE	Reedy Mr T	Helbing RH-Turbo	3x20	Losi x pattern	Ko	Fet PS 1001	15	84	Keil
J. Booth	Tamiya LRP	Manta Ray	LRP SCE	LRP Blue SE	LRP	x pattern	x pattern	Ko	Ko Fet	17	74	Intronics
W. Mitchum	Schumacher Nosram LRP Galeforce	Procat	Galeforce	LRP Blue SE	Nosram Hi-Frequency	x pattern	x pattern	JR Apex	Ko Fet	22	92	PC5 Schumacher
A. Harman	Parma Schumacher Model Cars Magazine	Procat	Parma	Parma	Tekin	x pattern	x pattern	Futaba FF3	Futaba 1315	19	92	Tekin 216
R. Helbing	Kyosho/Hel-Tuning /MPX	Kyosho Lazer	RH/MIH Pushed	Evolution 12T	RH-WM Turbo	CAT	x pattern	MPX EX-9	Fet	23	132	RH
C. De Weerd	Schumacher LRP/PPB Team Orion Corally	Procat	LRP SCE Team Orion 1700 SCR Panasonic	LRP BSI H	Corally NMS II	x pattern	x pattern	Field Force 3 Futaba	SANWA ER6x5	25	115	NHS Schumacher