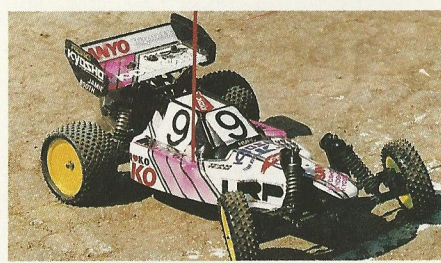


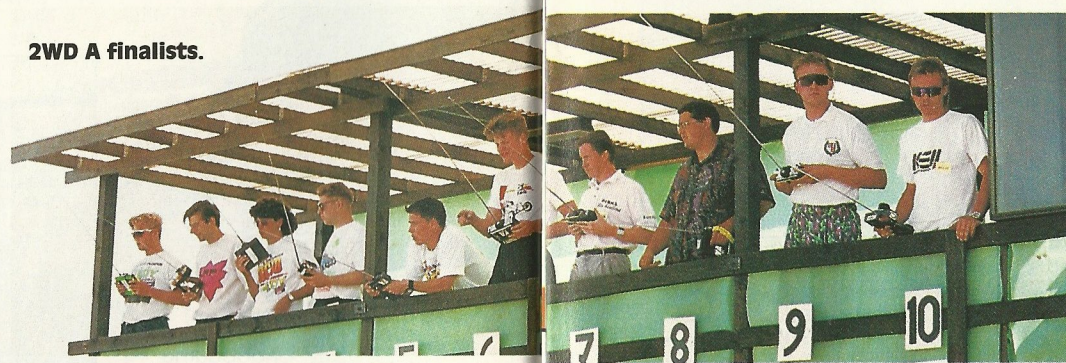
Top three 2WD'ers in Europe (Rory Cull, Craig Drescher, Jamie Booth).



Piet Goeman's reports from Naestved, Denmark.

# 1/10 Euro Champs

2WD A finalists.



## The Track and Facilities

The track itself was actually located on the site of a technical school, concentrating mainly on farming. Lots of space for camping and the necessary facilities were catered for, as well as an extensive menu in the restaurant tent. Local shops provided the tyres everybody forgot to take along, and of course Schumacher had brought their "Balloon" with them to support their drivers with all the necessary spares.

One side of the rostrum there was a tarmac circuit for either 1/8 gas or 1/10 electric cars. On the other side there was a huge 1/8 gas off road track, part of which was rebuilt specifically for these European Championships. As it hadn't rained in this area since half of May, the track was completely dried out and looked a bit like an African river at the end of the dry season.

In fact we saw some rain during the meeting, but the track soaked this up immediately. The grip provided was fairly low and it was obvious from the start that tyres were going to play a major role.

The next question of course was whether the track was going to handle the seven consecutive days of practice and racing. The answer was no, but the organisers had found a solution. They used a clay-like substance to repair the track before the start of both the two and four wheel

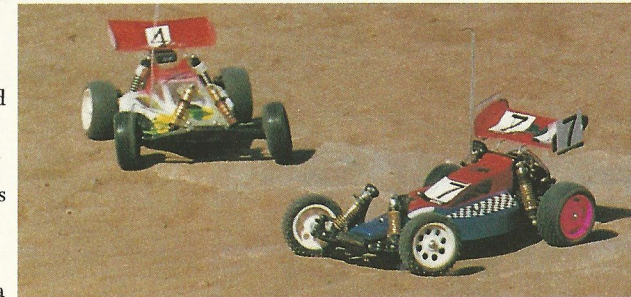
drive events. Unlike some other repair works we've seen in the past, this one seemed to hold up reasonably well.

Although the Naestved Model Racing Club did their best to keep the track in good condition during the meeting, they could have gone through a bit more trouble designing it. Basically it was a succession of 180° hairpins of various kinds and sizes with one difficult but interesting jump and a very tricky chicane. This, combined with the low grip and the undulations that appeared during the race, meant that a very cautious driving style was needed to avoid mistakes.

Conditions were too difficult to be able to compensate any time lost by a

## 2WD Equipment

All major manufacturers were well represented, with the Associated RC 10 Team Car still being the most popular choice. Reigning Champion Craig Drescher and his team mate Rory Cull mounted long shocks on the front to increase the stability and turn in, but most of the other cars

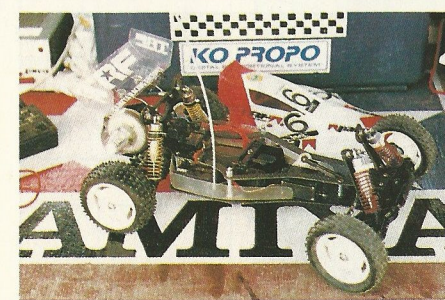


Finland preferred a home made chassis, and was the only one to use the new and brilliant Hydra Drive, which should soon become available. That Tamiya is still committed to this level of competition was made clear by the number of drivers using their TRF 211 X, which, despite some questionable solutions for the gearbox, proves to be capable to compete with the best.

The newest car on the track was the completely reworked Kyosho Triumph. It seems like only the chassis and motorplate have been retained, since it uses a geared drive train, new and shorter wishbones all round, new hub carriers and shock mounts, and the long awaited coated shock absorbers. Apparently it handles a lot better and is fortunately a lot more predictable than the old car as well. Whether this version will ever be commercially available isn't known yet, but clearly Kyosho are working on their 2WD car.



Craig Drescher's winning RC10 team car.



Alan Harman's very clean Tamiya 2WD.

power advantage. We already knew that tyres were going to be crucial, but the conclusion after the first free practice was that driving style was going to be as important. On this track a decent set-up was fairly easy to find for most cars and the low grip surface meant that mega motors or batteries shouldn't be of any real advantage.

There was a lot of controversy concerning nicads at this meeting, as it had become obvious over the last few months that special batches of supposedly handmade batteries do exist. EFRA soon banned their use, and warned competitors that the A-finalists could well have their batteries checked.

were run fairly standard, as were the limited number of Traxxas cars.

Unlike Associated, Schumacher seems to be the busiest company when it comes to redesigning and developing their products. Whereas at the Reedy International in May they advised their drivers to move the gearbox about 10 mm to the rear, this time they had a completely new gearbox for their Cougar II, which is a lot more compact and reduces the overhang at the back of the car. They also have developed new rear wishbones and hub carriers, and shock absorbers with a different coating.

The Losi car was being run in different stages of development. Some used the JRx Pro chassis, others the new Pro SE. Heikki Naulapaa from

## 2WD Qualifying

Qualifying was spread over two days with three rounds on Thursday and three on Friday morning. Schumacher's green 2.2" Minispikes or Pro Line Fuzzies were the order of the day in the early heats when the track was still fairly even. Wide tyres appeared on the front of the 2WD cars to get more turn in. Others used Yokomo front tyres to good effect, like Craig Drescher, who showed his form by taking TQ in the first round. Later on he improved it by two tenths of a second, but his first round result would still have put him six seconds ahead of Jurgen Lautenbach at the end of the day. Rory Cull and Steve West followed, with Germany's Michael Gaul being the fifth driver to get 14 laps.



The British team.

Meanwhile the track had been breaking up gradually and hopes that times might improve due to more grip in the morning were soon shattered, as it became clear that after three rounds qualifying was over. The problem now was adjusting the set up of the car to the new conditions. New tyres appeared and the frenzy started all over as everyone was trying to find one more set of those miracle tyres. The most popular (with those who had them) were the Pro Line Pro 81's, while the less fortunate drivers cut off the small end of the spikes of the Jammin' J710 Step Pin to make them similar to the Pro 81.

Anyway, the first 67 places on the provisional qualifying list didn't change after three rounds, with the top ten looking as follows:

1	Craig Drescher	GB	14 5.16.33
2	Jurgen Lautenbach	D	14 5.22.66
3	Rory Cull	GB	14 5.23.08
4	Steve West	GB	14 5.24.00
5	Michael Gaul	D	14 5.24.00
6	Ben Sturnham	GB	13 5.00.20
7	Ellis Stafford	GB	13 5.01.39
8	Udo Michel	D	13 5.01.40
9	Jamie Booth	GB	13 5.01.86
10	Sascha Falter	D	13 5.02.16

### 2WD Finals

There was only one go for the sub-finals with the A getting both one practice and three final

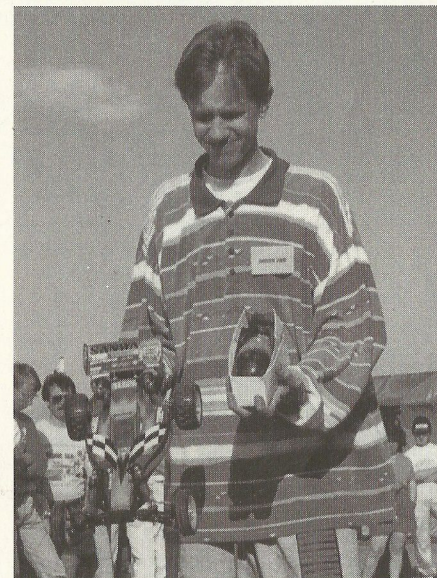
# 1/10 Euro Champs

Qual	Driver	Sponsors	Car	Nicads	Motor	Ratio	Speed Cont	Front Tyre	Rear Tyre	Radio	Servo	Final
1	Craig Drescher	Associated, Reedy, Yokomo, KO, Keil, Novak, Oakley	RC10	Keil SCRC	Reedy Mr S	19/85	Novak MIC	Losi 6-Row	Pro Line Pro 81	KO Esprit	Airtronics 94737	1
2	Jurgen Lautenbach	LRP, Schumacher, KO	Cougar	LRP SCRC	LRP 'Magic'	21/92	LRP LE 25 AMS	Yokomo TF 240	Pro Line Pro 81	KO EX-I	KO 1001	4
3	Rory Cull	Associated, Reedy, Yokomo, KO, Keil, Nosram, Pro Line	RC10	Keil SCRC	Reedy Mr S	20/84	Nosram Hi-Freq	Losi 6-Row	Pro Line Pro 81	KO Esprit	Airtronics 94737	2
4	Steve West	Parma, Kyosho, Tekin	RC10	Parma SCRC	Parma 13.2	22/84	Tekin 410 K	Losi 6-Row	Pro Line Pro 81	JR Apex	KO 1001	10
5	Michael Gaul	Keil, Kyosho, Trinity, Helbing	RC10	MIH SCRC	Trinity	19/84	Helbing WM-Turbo	Yokomo TF 240	Pro Line Pro 81	KO EX-I	KO PS-87	7
6	Ben Sturnham	Schumacher, Tanaplan	Cougar	Flashpoint SCRC	Tanaplan 11.2	20/95	LRP LE 25 AMS	Yokomo TF 240	Schum. Mini Spike	JR Apex	KO 1001	5
7	Ellis Stafford	Kyosho, Ripmax, Parma, RCMC	Triumph Proto	Parma P170	Parma 11.2	19/100	Tekin 410 K	Kyosho H-Pin Soft	Jammin' J-710 Cut	Futaba FF3	Futaba 9401	8
8	Udo Michel	GM-Racing, Helbing, Keil, Yokomo	RC10	Mega SCRC	Evolution	19/84	Helbing WM-Turbo	Yokomo TF 240	Pro Line Pro 81	Futaba Megatech PCM	KO 1001	6
9	Jamie Booth	Kyosho, Ripmax, LRP	Triumph Proto	LRP SCRC	LRP 'Magic'	11/100	LRP LE 25 AMS	Losi 6-Row	Jammin' J-710 Cut	JR Apex	Futaba 9401	3
10	Sascha Falter	Keil, Associated	RC10	Keil SCRC	Reedy Mr T	23/112	Helbing WM-Turbo	Yokomo TF 240	Pro Line Pro 81	KO EX-I	KO 1001	9

Qual	Driver	Sponsors	Car	Nicads	Motor	Ratio	Speed Cont	Front Tyre	Rear Tyre	Radio	Servo	Final	
1	Ellis Stafford	Parma, Kyosho, Futaba, RCMC, PSE	Lazer ZX-R	Parma P-170	Parma 11.2	18/109	Tekin 410 K	Kyosho Microblock	Jammin' J-710 Cut	Futaba FF3	Futaba 9401	1	
2	Craig Drescher	Yokomo, KO, Keil, Reedy, Associated, Novak, Pro Line	Yokomo	Keil SCRC	Reedy Mr O	17/87	Novak MXC	Pro Line Pro 81 Narrow	Pro Line Pro 81	KO Esprit	KO 1001	6	
3	Rory Cull	Yokomo, KO, Keil, Reedy, CML, Nosram, Pro Line	Yokomo	Yokomo SCRC	Reedy Mr O	17/86	Nosram Proto	Pro Line Pro 81 Narrow	Pro Line Pro 81	KO Esprit	KO 1001	3	
4	Lee Wright	Tamiya, Parma, RCMC, KO	Top Force	Parma SCRC	Parma 11.3	15/74	Tekin 411 G	Courmon Soft	Courmon Soft	KO Esprit	KO 1001	8	
5	Stefan Danz	Kyosho, LRP	Lazer ZX-R	MIH SCRC	LRP Orange SE	22/100	LRP LE 25 AMS	Kyosho H-Pin Soft	Pro Line Pro 81	KO EX-I	Futaba 9401	5	
6	Ben Sturnham	Schumacher, LRP, Tanaplan	Bosscat	Yuasa	Tanaplan 12.2	20/92	LRP LE 25 AMS	Schum. 6 x 20 Green	Courmon Soft	JR Apex	KO 1001	4	
7	Robert Gammon	LRP, Kyosho, Otley Modelsport, Ripmax	Lazer ZX-R	LRP SCRC	LRP	20/99	LRP LE 25 AMS	Kyosho H-Pin Soft	Jammin' J-710 Cut	Futaba 3 EGX	KO PS-87	2	
8	James Pearson	Pro Line, Yokomo, CML, Nosram, Glyn Peglar	Yokomo	Glyn's Yokomo	Tanaplan 11.3	15/87	LRP LE 25 AMS	Nosram Dominator	Pro Line Pro 81 Narrow	Pro Line Pro 81	JR Apex	KO 1001	9
9	Heikki Naulappa	LRP, Yokomo, Dad	Yokomo	LRP P-170	LRP	17/84	LRP LE 25 AMS	Kyosho H-Pin Soft	Pro Line Pro 81	Sanwa Machine	KO 1001	7	
10	Phil Davies	Schumacher, Reedy, LRP, Sanwa	Bosscat	Flashpoint SCRC	Reedy Mr O	20/95	LRP LE 25 AMS	Schum. Mini Spike 2.2" Green	Courmon Soft	JR Apex	Sanwa ERG-XS	10	



Concours winners.



rounds. The grid was of the usual Formula 1 type, and again the distance between cars was so small that collisions were inevitable. When the third placed car (on the inside line) only has to travel the same distance to the first corner as the second placed car (outside line) you are asking for trouble. Why can't EFRA change this format to something more reasonable like one metre between first and second, two metres between second and third, again one metre between third and fourth, and so on? Maybe this way we can see some real racing in the finals. As usual, pole position proved to be a major advantage.

In the first leg of the final, Craig, Jurgen and Rory get a clean start. A mistake on the jump by Jurgen allows Rory into second, and before the number two car is back on its wheels, everyone has already passed it. The Triumph prototype cars of Jamie and Ellis storm through the field until Ellis touches a track marker going into the straight and breaks off. Meanwhile Craig is giving a display of total control over his car like I've only seen done by the Americans before. Spectacular only in its

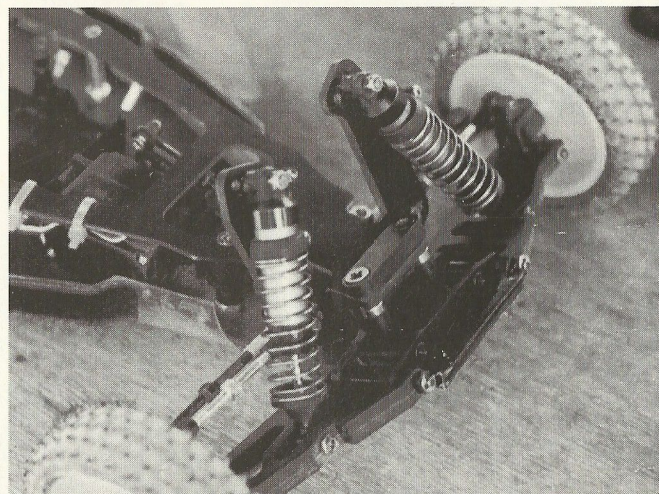


perfection, never wasting any time or energy, always on the edge but never taking any risks; really impressive. By the three minute mark he starts lapping people and he only just misses the so important extra lap.

The second leg sees the same free start for the top three, and this time it's Ben Sturnham who comes through fourth. While a balljoint gets knocked off of Steve West's car, Jamie and Michael Gaul battle it out further down. Again Jurgen struggles with a difficult car and again Craig drives to the line with a considerable lead.



Modified Triumph details.



If anyone had been wondering whether the 2WD event was going to turn out the same as last year, this had by now been confirmed, unless someone got 14 laps in the final round.

When Jurgen and Rory touch in the third leg, Ben storms through to second from sixth on the grid! Rory follows, with Jamie and Ellis on his heels. Already Craig has a comfortable lead when the confusion starts behind him. Rory almost loses control over his car and when Ben rolls his,

Jamie crashes into him. This allows Craig to take a seven second lead over Rory, with Jurgen and Ellis in third and fourth. Trying to hard Jurgen eventually rolls his car twice, and when even Craig makes a small mistake the 14 laps are made impossible.

So for the second time Craig Drescher becomes 2WD European Champion, and like Oscar Jansen earlier this year in 1/12 he's the first to succeed himself in this class.

I would say the difference was even bigger than last year, because Craig was the only one who really seemed in control over his car through the meeting, even when conditions got worse, even when the pressure was on him to defend his title.

The overall 2WD result:

1	Craig Drescher	GB	26 10.03.03
2	Rory Cull	GB	26 10.31.32
3	Jamie Booth	GB	26 10.33.38
4	Jurgen Lautenbach	D	25 10.10.88
5	Ben Sturnham	GB	25 10.23.06
6	Udo Michel	D	25 10.30.00
7	Michael Gaul	D	25 10.34.28
8	Ellis Stafford	GB	25 10.34.51
9	Sascha Falter	D	24 10.11.38
10	Steve West	GB	24 10.13.24

### 4WD Equipment

In 4WD the Schumacher Bosscat seems to be one of the more popular choices. Again there were new parts to be seen on the cars of the top drivers. Not only the same rear wishbones and hub carriers as on the Cougar II, but the sexiest chassis I've ever seen as well. With its asymmetrical design Schumacher have tried to locate the batteries as far to the back as possible without disturbing the balance of the car. Lighter than the original one, it offers the advantage of having all the equipment mounted on the bottom deck to lower the centre of gravity.

Similar, but less spectacular changes were made to most of the Kyosho Lazer ZX-R cars. The Ripmax version of the Kyosho World's chassis with the cells about 8mm further to the rear proved to be a very worthwhile investment since it make the car a lot more stable under acceleration and at last allows it to be thrown into a corner without becoming completely uncontrollable coming out of it. The new castor blocks provided more steering under acceleration and most cars were fitted with different shock absorbers.

The Tamiya drivers were still waiting for their completely new belt driven car, but the Top Force was most impressive. Very little major changes were noticed. Some drivers were trying different wishbones and increased anti-squat on the rear.

The last major contender was the Yokomo car, which with the modifications brought to it by Craig and Rory, has always proved to be a hot contender.

### 4WD Qualifying

Again the track had been repaired and this time it seemed to be able to withstand the battering of 120 cars round after round a bit better. New tyres were tried as the supply of the previously preferred ones had grown short. The biggest surprise came on Sunday morning when some driver tried the French Courmon tyre. Having been around for about four years it had never before shown any promise. At this meeting of course it did! The most worn tyres were dug up and still proved to be very useful, in fact brand new they didn't seem to work at all.

After three rounds it was again Craig Drescher



who led over Kevin Moore by about five seconds. Brilliant performances by Ellis Stafford and Robert Gammon put them third and fourth with identical times. Another surprise as provisional eight on the grid was Lee Wright who really got his Top Force going.



**Top three 4WD'ers in Europe (2 — Rob Gammon, 1 — Ellis Stafford, 3 — Rory Cull).**



Sunday morning, and round four saw Ellis move to second with Lee in third and Sascha Falter in fourth. Heikki Naulapaa moved up from 33rd to eighth. Unlike in 2WD it still possible to improve in the later rounds. Tyres were swapped, or one set was used by a complete team, and eventually everyone seemed to have found something that worked.

The next round saw the first 15 lapper of the meeting, and it wasn't Craig like everyone expected, but Ellis Stafford, in better form than ever before. Craig did improve, but only by one second, not enough. Everything was left to the last chance, and like last year the A final line-up changed as yet another heat was run. Craig did manage the 15 laps this time, only to lose it because his car was too wide. So, with qualifying over the top ten drivers were:

1	Ellis Stafford	GB	15 5.19.41
2	Craig Drescher	GB	14 5.01.43
3	Rory Cull	GB	14 5.02.09
4	Lee Wright	GB	14 5.03.16
5	Stefan Danz	D	14 5.03.74
6	Ben Sturham	GB	14 5.04.03
7	Robert Gammon	GB	14 5.04.17
8	James Pearson	GB	14 5.04.25
9	Heikki Naulapaa	SF	14 5.04.90
10	Phil Davies	GB	14 5.04.92

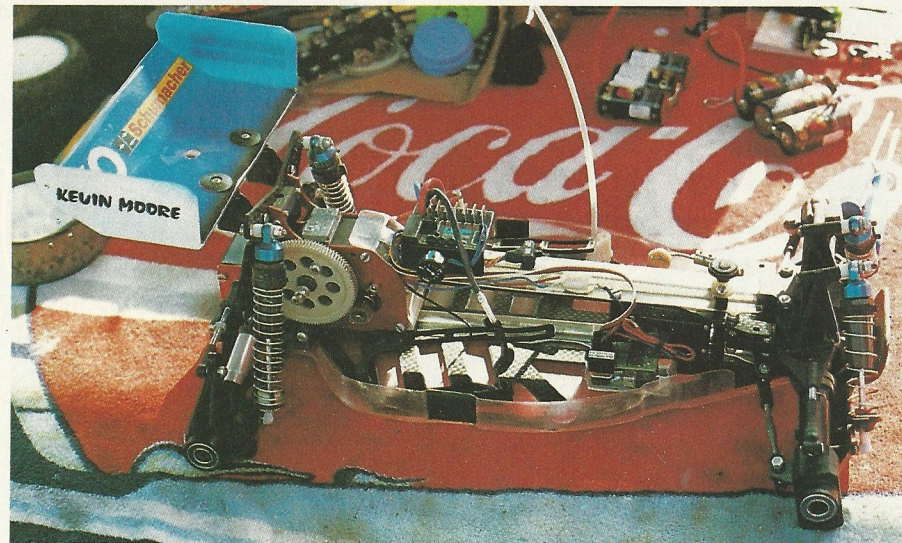
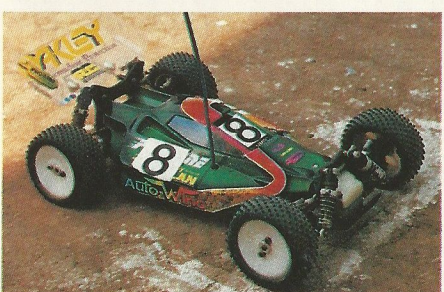


#### 4WD Finals

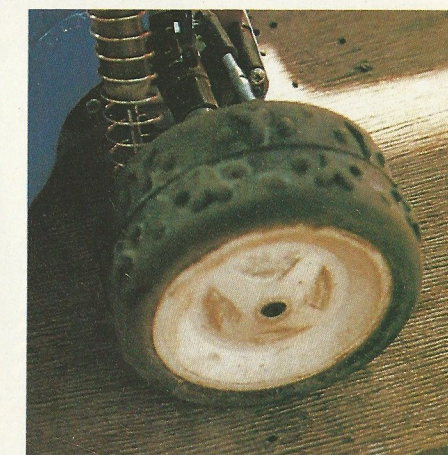
The importance of pole position and the difficulties in the first bend due to the close grid were illustrated again in the first leg of the 4WD A final, when Rory pushed Craig into the dust on the outside. Fortunately there was no real harm done as Craig soon comes back on Ellis' trail and



## 1/10 Euro Champs



**Kevin Moore's modified Boss Cat.**



**New Schumacher tyres.**

pushes him into taking risks on the jump. However, the pressure is on Craig and when he rolls his car Ellis gets the breathing space he was looking for to get a really clean run. With the battle going on for the lower places he's the only one to get the 15 laps and immediately takes a serious option on the title.

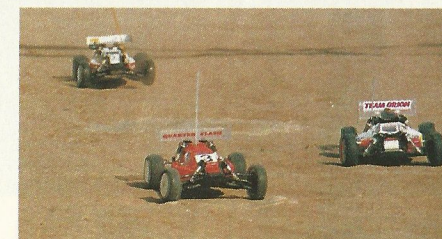
Again problems at the start of the second leg, and this time it's the top three who come out worst. Stefan Danz makes the most of it and leads James Pearson over the jump, with Rory, Heikki Naulapaa, Lee Wright and Ben Sturham battling it out in the next group. Ben and Lee collide and Rory takes over second place. Stefan keeps his cool and when Rory rolls his car at the three minute mark the positions seem to have been decided. Stefan Danz wins this one, but only manages 14 laps, in front of Rory and Jimbo, with Craig and Ellis bringing up the rear. Are we in for a surprise yet? Will Ellis manage another 15 lapper, or could someone else?

When Craig and Rory lose time in the beginning of the last round it's Ellis who leads Lee Wright and Robert Gammon. Stefan and Ben follow but Ellis has got a comfortable lead. Robert manages to pass Lee and is the only one able to follow the leader's pace. While Ellis starts to lap the backmarkers at 3' 30" Ben Sturham manages to overtake Lee Wright for third, but when the five minutes are gone he's the first to cross the line. Underneath the rostrum George Land from Parma UK looks as if he's just become a father. Ellis however is not the only one to get 15 laps this time, as Robert Gammon secures second place overall. For the second time this weekend, the British team takes the top three places with Rory Cull in third.

#### Conclusion

This meeting not only showed us the very high level of the British 1/10 off road drivers, but also the incredible depth of this level, as fairly unknown names appeared in the A-finals of these European Championships. The only other country able to compete is Germany; the others are really trailing behind.

Another conclusion you can make, and I have

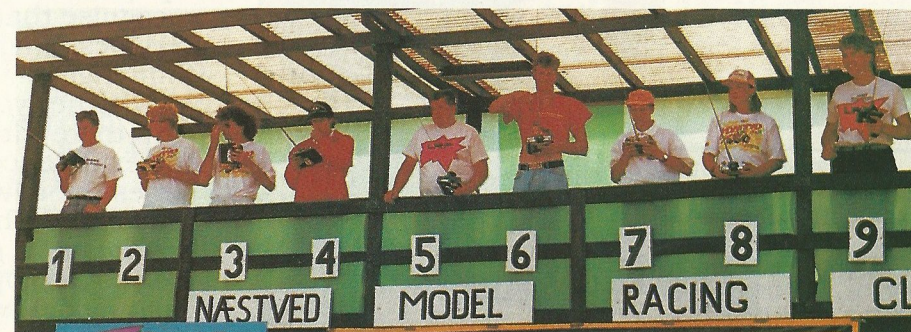


emphasised this before, is the importance of pole position. In 2WD Craig is dominant from the TQ spot, but having to start on the outside line in 4WD, he encounters problems in every leg of the final and finished sixth overall. I think that by stretching the grid a little you wouldn't as much decrease the importance of pole position as

increase the advantage of the second place driver over the third. I'd rather see a nice train of ten cars going into the first corner followed by some real racing, than a first turn pile-up, which usually results in an indescribable chaos on the track.

Anyway, a lot of gratitude and respect should go to the people who made this European Championship possible, to the organising club and the referees, and especially to race director Troels Troelsen who, despite some minor computer problems, did a terrific job to make this one of the better meetings this year.

#### 4WD A finalists.



**Booth's ZX-R.**



**4WD A finalist, Jimbo Pearson with CML race team manager Jason Varley.**