

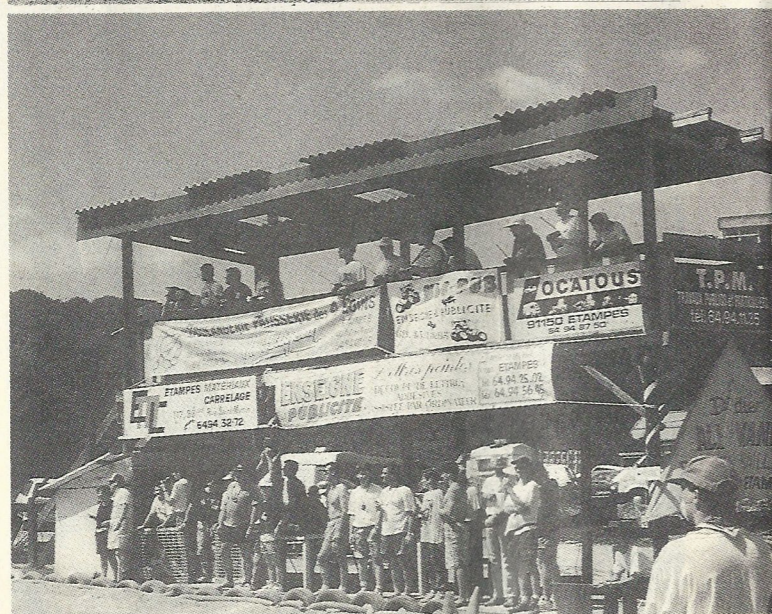
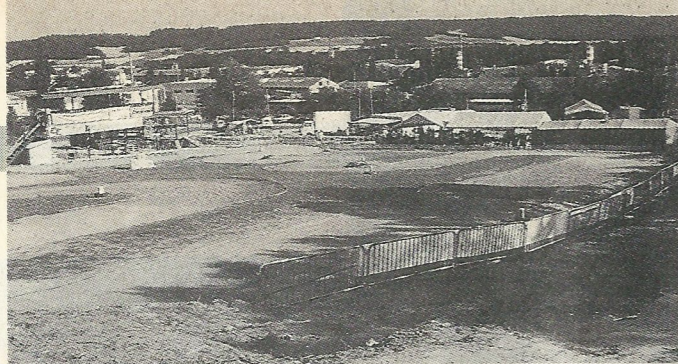
**T**he 16th of July saw Team Schumacher's second bash at the 1/8 Rallycross 2WD European Championships in France. The British line up of two drivers were Karl Marsden, RRC Champion and Team Schumacher driver with Andy Reynolds, the Schumacher Festival Nitro 10 Champion, assisted by Karl's Dad Keith. The cars they were racing were box standard Nitro 10 MkII Panthers with tuned pipes, large capacity fuel tanks and of course the vital speed secrets parts.

**Day One**

The British trio arrived bright and early at the Etampes Racing club, 60kms south of Paris, to be greeted by the sight of their splendid track set into a hillside surrounded by trees. The track itself was made from a hard packed mixture of dirt and cement which rapidly turned into a dust bowl. The drivers rostrum was at the foot of the hills with the main straight furthest away.

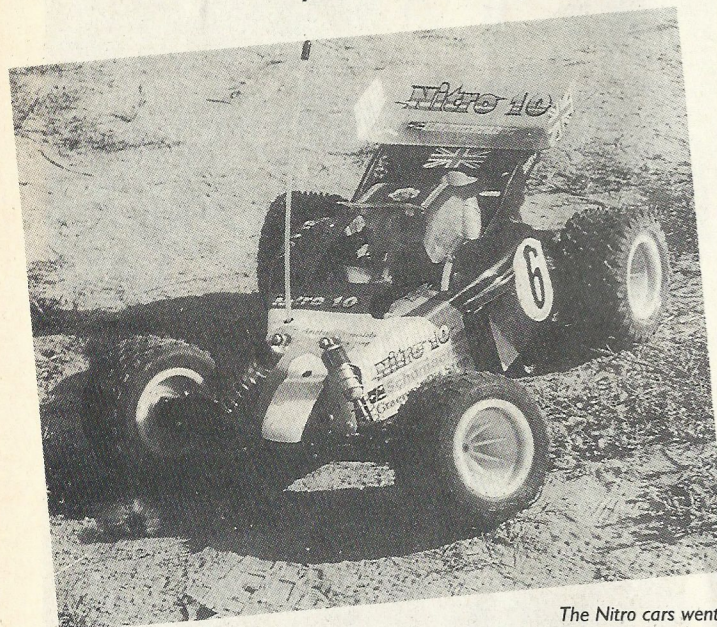
Halfway along the straight were two of the most evil sleeping policemen which if taken correctly could give up to 20ft jumps, but equally could launch the cars into a series of cartwheels. Needless to

say, most drivers took these bumps very carefully, just rolling over them. Andy was especially wary as a big moment in untimed practice left him with a lot of rebuilding to do. An organisational mistake meant that there were no green minispikes, which seemed to be the best tyres for the job, so they had to make do with a limited supply of fairly grippy tyres. Having looked at all the other cars present it was obvious that a paddle style tyre seemed to give most cars some grip both on and off the racing line. So with a few set-up changes, Team Schumacher left that evening feeling apprehensive as to what was to come later in the week.



# EUROS - 2WD STYLE

Kyosho notch up another win – this time the 2WD 1:8 Title



The Nitro cars went well but the title fell to Kyosho...



**Day Two**

The day began with the official opening ceremony attended by the local press, radio and even the town Mayor. That afternoon saw the start of timed practice in heat order. Both Schumacher drivers were pleasantly surprised at how well they could compete against the heavier more powerful 1/8th scale cars with their 3.5cc engines.

After three runs both drivers were in the late 20s so they made the trip back to the hotel a little happier than the night before. That evening Team Schumacher were invited to a flash dinner as the official British delegation given by the town Mayor. This meal was a full seven course do that went on into the early hours. We are still not sure if this was part of the continental masterplan to

knobble the opposition... Surely not?

**Day Three**

Andy was first out in a Series A (heat 1) lapping consistently without pushing too hard, to give him a safe qualifying time that left him mid-table after round one. Karl's first run was a bit of a disaster with a very sickly sounding engine. This was rapidly changed for a new one for round two and this is when Karl really started to fly.

During his third run Karl was lapping easily in the 40s bracket which would have put him comfortably inside the top twenty, but unfortunately a misunderstanding with the rather too hesitant race leader meant a collision in the infield putting Karl's car into a roll which cut his engine ruining his run.

Andy's last two runs were marred by the rapid demise of his engine which had swallowed a gutfull of sand from the track. From here the team spirit seemed to fizzle out with Karl left 29th overall and Andy well down in 41st.

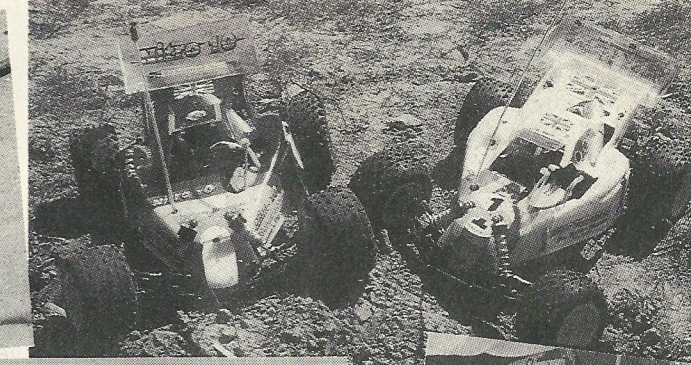
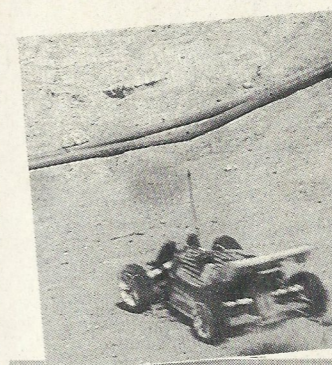
Report by Karl Marsden & Andy Reynolds

**Day Four – Finals Day**

One peculiarity of the EFRA race procedure is the Christmas tree final system. Unfortunately this left both British drivers in the 1/8 final which meant that Keith the mechanic would be hard pushed to cater for both the drivers needs. But then, hearing of our predicament one of the Italian team drivers, Dan Bandera came to our rescue by pitting for Andy's car. Many thanks Dan.

The actual race began with Karl leading away from pole position with Andy coming through the field to sixth. The first five minutes saw Karl well clear in front with Andy making steady progress into fifth. But at nine minutes disaster struck as Karl's engine cut. Despite the efforts of Keith and Dan the car wouldn't run for more than two laps before cutting again. Karl was out.

Meanwhile Andy was still circulating cleanly making his way up to third place and holding for a few laps before, at twelve minutes his tyres began to go off and he slid down the order to fifth spot so Andy



**Thank You**

We would like to express our thanks to Schumacher Racing for the opportunity to go to the Euros and to Geoff of Graeme's Pitstop and Phil Booth for their kind support during our trip. Also we would like to thank all the Etampes Racing Car club for their kind hospitality and patience in dealing with some very British, British drivers. We'll be back!

was out also. So having looked like both drivers were going up to the 1/4 final, both members of the British team failed to progress further.

**Main Final**

TQ man Sebastien Wartelle blasted away into an enormous early

lead, by the first round of fuel stops, he led by a clear lap. No one could get close to him until a servo failure resulted in an early exit from the final.

By the end of the 45 minute final a great driver by 12 year old (yes, twelve) Jerome Sartel with a Kyosho Burns gave him the European title with Stephane Pois also with a

Burns finishing second and Giovanni Bonetti in a fine third position driving an Ital models Double.

