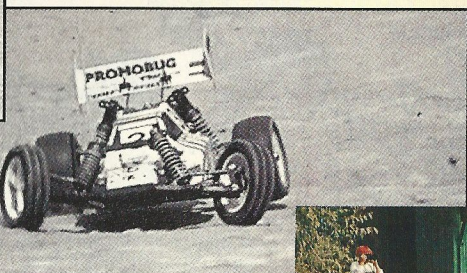
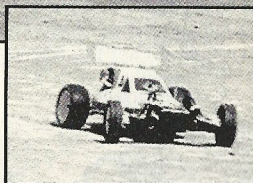
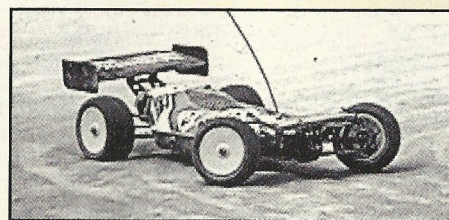
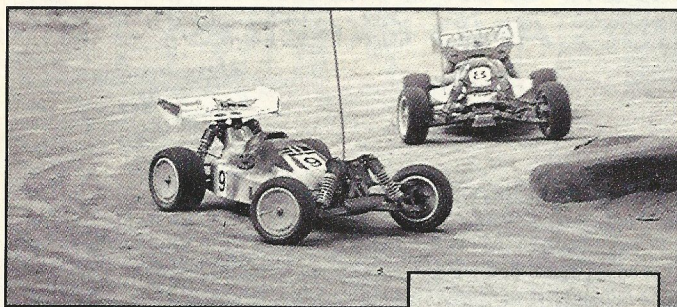
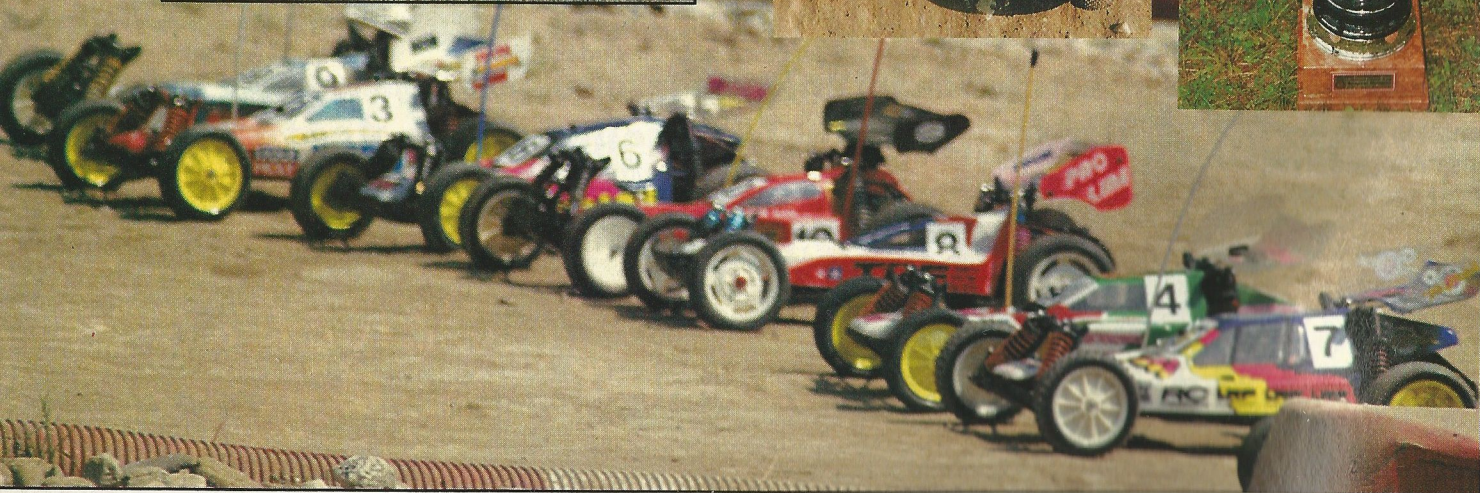
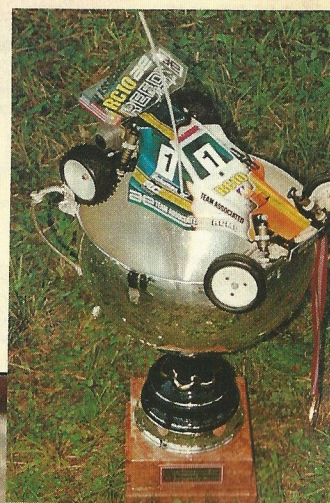


1: 10 OFF ROAD 1994 EUROPEAN CHAMPIONSHIPS

Report by Es West & Alan Harman



Racing at the 1994 1:10 off road European Championships took place on an initially smooth, slippery circuit that soon became an ultra bumpy and demanding surface. Below: The top three 4WD drivers in Europe.



EURO Domination



A smooth, large, dusty circuit was the venue for Craig Drescher to prove that he is still the best driver that Europe has to offer, taking both 2WD & 4WD titles for 1994 with style...

The torturous trip, which aptly describes the long hot journey to the Austrian town of Salzburg, birthplace of Wolfgang Amadeus Mozart, did not dent the enthusiasm of the drivers on board the coach - most of whom formed the British Team travelling to contest the 1994 European Championships. We had come to this beautiful location hoping for good weather and a championship, well run and free from experiences lately encountered on our visits to the European mainland. Poor organisation, inferior tracks and venues, and most recently atrocious weather conditions had us wondering, even at this late hour, why we bother to cross the English Channel at all...On arrival at our destination memories were instantly revived of last year's Euros in Ulm, Germany (which is 2 1/2 coach hours closer to home). An evening thunderstorm left everything awash. Fortunately, over the next few days, our climatic trepidation melted in the sweltering heat endured during our stay. The conditions became dry in the extreme as temperatures rose uncomfortably. I didn't need the wellies!

The Brits rule OK!

Both these European Championships were a triumph for Craig Drescher, he destroyed the opposition in the 2WD class taking TQ on a track which deteriorated after the first few heats of qualifying (and he was in one of the later heats!) and then, in 4WD - didn't have such an easy task - but still came through on top in a competition which was run to the new round by round points qualifying system.

Kevin Moore, once again, proved he is amongst the best in the world with a second place in 2WD and 4th in the 4WD competition.

William Mitcham drove brilliantly to make the top ten in the 2WD qualifying and then even better to finish 3rd with a car which most other team drivers struggled to make competitive.

Jon Tucker too, came good to make "A" Finals in both classes and we had 5 other Brits which made either the 2 or 4WD "A" Finals. A tremendous effort from all the UK Team who worked together well with one or two exceptions.

The race circuit

The event was organised by PSV Automodellsport at their venue just south of the town. The facilities on site were excellent and the organisers, in typically Teutonic fashion, were extremely thorough. I scored them 9.5 out of 10 for organisation. Its true the Brits got up the noses of a couple of the minor officials. They didn't seem to understand that buggy racing is about enjoying yourself right? Generally everything was first rate.....

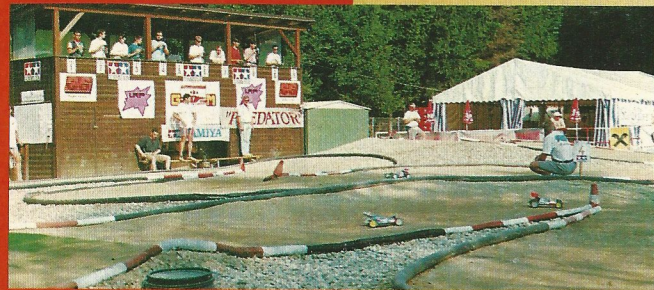
First impression of the race circuit was that it was too large for 1/10 Off Road. The track surface, being hard and sandy, looked likely to dust up and this happened as early as Wednesday, in the free practice, when we experienced a foretaste of the dusty atmosphere which prevailed whenever there was racing in progress.

I like tracks with straights on the opposite side from the driver's rostrum and the infield closest to the drivers. So do PSV - this was how this permanent circuit had been constructed. The long straight was not flat, sloping from right to left and containing a small jump part way along which hindered the approach to the sweeper at the end. A right hand bend and gradient came next which had the cars climbing to a left hand hairpin in front of the rostrum before descending to an adverse camber right hander. A chicane followed, leading to a series of hairpin bends and a number of small speed humps. These brought the cars to a small straight accommodating another jump

Craig Drescher put a disappointing UK season behind him and totally destroyed the opposition to regain both his Euro titles



Views of Austria, the excellent facilities. Jukka Steenari in the top three for Finland, beautiful Salzburg. Below: Mike Drescher and Alan Harman pleased with the Associated performance.



followed by a 90 degree left hander. Another 2 hairpin bends completed 1 lap of the track.

The track was good, the lack of grip being the major obstacle to overcome and this made tyre choice critical. Out came the Prolines XTRs, Losi IFMAR Golds and Schumacher BiBx Stubbies during practice. This year, unlike most other European Championships I can remember, tyres which worked were in reasonable supply. Most drivers settled for either Losi Gold Stud or Proline XTR 8022 in the 2WD competition and Yokomo TR39/390S Ultras for 4WD. In the 2WD Championships getting the power down caused the biggest headache - the Losi Hydra Drive was used in the 2WD class by the majority of drivers including all the eventual "A" Finalists. Track dust was the major problem in 2WD especially after the

first few heats and straying off the racing line was not advised.

The Free Practice day gave most competitors the chance of five 8 minute practice slots on the track.

2WD Tricks

Thursday morning dawned and the action began promptly at 9:00 am with a practice round in heats. At the Team Managers briefing the Race Director told us qualifying would be fastest time over 5 rounds, he did not expect the track to deteriorate. The organisers would sweep the track at the end of each day to remove the loose dust.

In the practice qualifying round lap times, in the early heats, were quick but signs of surface deterioration could be seen even at this early stage - Craig Drescher scored 13 laps in this practice run and

never came within 6 seconds of 13 laps during the qualifying proper!

The 2WD contest began with heat 1 of the 3 being run on the Thursday. The 2 remaining would conclude the qualifying Friday when the finals would follow.

Economical with the seedings?

As the 1st round progressed and the dust levels on the track increased lap times slowed. The early heats having a major advantage over the rest with 7 of the top qualifiers, after round 1, coming from heats 5, 6 & 7! Only Jon Tucker, in heat 8, William Mitcham in heat 11 and Craig in number 13 scored well enough to make the top ten. It seemed strange to many observers that, in heat 6, 5 drivers - 2 German and 2 Austrian amongst them - managed an "A" final time - Germany's Patrick Feschtschenko taking pole position with 12 laps in 308.33 seconds. A lot of opinions were voiced in the pitting marquee as to why this had happened. Generally the best drivers are seeded in the early or late heats together. On this occasion, it was felt by certain observers, that perhaps the seedings had been orchestrated because prior knowledge of the deteriorating track conditions would give the early heats an advantage? The track had deteriorated for the majority of competitors so much that the remainder of the day's qualifying was a waste of time.

Only Craig Drescher, in heat 13, seemed capable of mastering the conditions moving into 6th place with 12/312.8. He went on to put up other quick times in Round 2 and 3 but no one else came close to an "A" final time. Even the drivers in Heat 6 were much slower. At a later Team Manager's meeting the organisers put forward the argument that if Craig Drescher could still make the top ten then it was fair to the rest!! A lot of the Team Managers thought this an excuse to justify a unsuitable track. It was very disheartening for several of the British drivers who were quite capable of making the top ten had the track stayed consistent.

Others had done well - Jon Tucker was lying 3rd with his Losi XX one place behind Kevin Moore. Jimbo Pearson held 4th place and Alan Harman was placed 8th. William Mitcham, with the only Schumacher Cougar 2000, had driven brilliantly in Heat 11 to make 5th on the grid.

In the 2nd round only 3 drivers in the top 50 improved on their round 1 time. One of these was Craig Drescher, he took TQ spot with 12/508.73 and only Jon Tucker came within 5 seconds of Craig's time. Rob Gammon, William Mitcham and Frenchman, Arnaud Collet were 7 seconds off Craig's pace and the other 145 competitors were at least 9 seconds slower as the increased dust levels and track break up effected times drastically.

Matt Benfield, at a European

Championship for the 1st time, with his Losi XX had his best run in R2, a time of 23/317.97 would ultimately seed him 29th overall.

The final qualifying round of the day saw most of the top drivers struggle to make 12 laps.

Water-cooled!!

Jon Leonard decided the best way of cooling drivers in the baking sun was to shower them with water from his water gun. This was fine, all-be-it a little one-sided, so pop bottles, plastic containers, almost anything which would hold water was used to even the score!! On day 2, the odds tilted away from Jon when half of the Belgium Team turned up with water blasters and full scale battles ensued most of the afternoon, well away I might add from the pits and race track. The temperatures in the sun ranged from uncomfortable to unbearable and most who received a soaking welcomed the cooling down experience and usually got their own back. It was just good fun but unfortunately, mine hosts took a dim view of the water event - which I reckon Matt Needham won - and I was summoned to appear before them as UK Team Manager to defend the revellers (which I might add included Belgian, German, Finnish and French competitors).

2 & 4WD reversal?

The problems at Salzburg in the 2WD competition are an all too frequent occurrence in the European Championships - at Stafford in 1988, Antwerp, Belgium, in 1990 and Naestverd, Denmark in 1992, qualifying in the 2WD competition was ruined because of deteriorating track conditions. I believe we should run the 4WD events before the 2WD and/or keep dirt tracks damp!! The Round by Round Qualifying system used for the first time at Salzburg in 4WD, would also ensure fairness. Most organisers expect their tracks to hold up - experience has shown

that this is rarely the case.....

The track had been swept after 3 rounds so the 4th round of qualifying, held Friday morning, began with a clean circuit. Although the track was now cutting up, this round would prove to be decisive - the early heats again having the advantage. Karl Marsden ran out of luck in heat 2 when on for an "A" final time, a Spanish driver was warned for not moving over and then accidentally took Karl's Cougar 2000 out losing him 5 seconds in so doing. Karl had to settle for the "B". The Schumacher cars all struggled to generate enough rear end grip on this track - I think the main reason for their poor performance. On the other hand, the UK team driving RC10s - with cars set up almost identically - all looked capable of making it. Jon Leonard's RC10 looked superb. I'm sure Jon, Rob Gammon and Rory Cull would have been much closer had the track held up or had they been in

12 drivers out of 150, in Round 5, managed a 12 lap score and of these only Craig's time was quick enough to be in the top twenty!!!!

So qualifying had been concluded in a somewhat unsatisfactory manner.

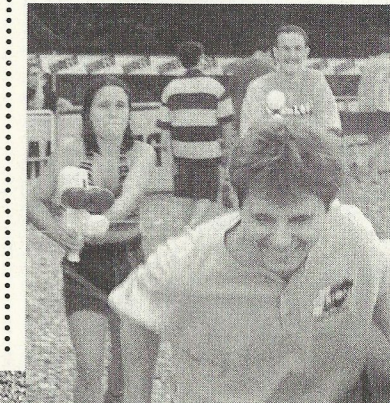
2WD "A"s finals

Temperatures on Friday, the afternoon of the 2WD finals, reached 38 degrees in the marquee and a scorching 43 degrees in the sun!!

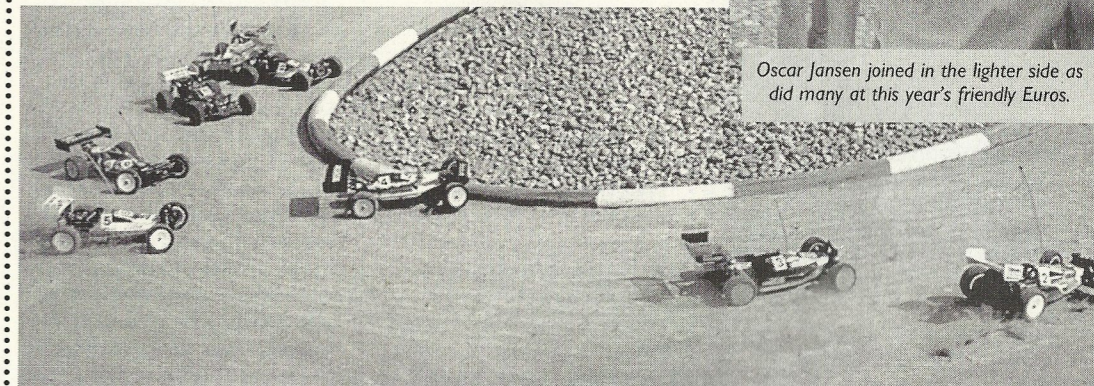
1st Leg: Started off a close fought race between Craig Drescher's RC10 and the Losi XXs of Germany's, Patrick Feschtschenko and Jon Tucker with the RC10 leading from the start. Jon Tucker moved into 2nd place on lap 2 but later mistakes knocked him back to 4th. Feschtschenko's Losi never looked like

catching the RC10 as Craig gradually extended his lead and by the finish was 2 seconds ahead. Kevin Moore, after a poor start, made up ground to take a creditable 3rd place at the close of the race.

2nd Leg: Craig Drescher led from start to finish leaving the rest of the field in his wake to win by an massive 10 second

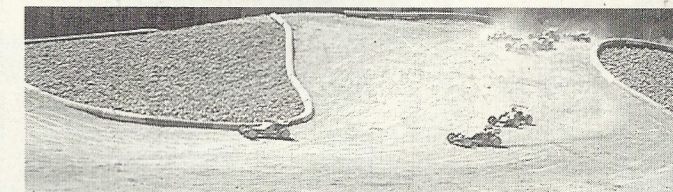


Oscar Jansen joined in the lighter side as did many at this year's friendly Euros.



earlier heats. The Losi XXs looked brilliant too and would have been unbeatable but for a certain Mr Drescher...

In heat 6, Austrian Richard Sitar's Losi XX and Germany's Jurgen Lautenbach, with his RC10, repeated their performance of Round 1 with improved "A" Final times and Jon Tucker drove his Losi XX 1/2 a second quicker than in round 1 to finish a tremendous third overall. Craig Drescher's time of 12/306.00 was the quickest of the round and of the competition taking TQ and looking in a class of his own as everyone else struggled from heat 9 onwards.....



2WD "A" Final Qualifying Positions				
	Name	Country	Laps/Time	Round
1.	Craig Drescher	UK	12/304.00	4
2.	Patrick Feschtschenk	Germany	12/308.33	1
3.	Jon Tucker	UK	12/309.56	4
4.	Kevin Moore	UK	12/310.01	1
5.	Richard Sitar	Austria	12/311.00	4
6.	James Pearson	UK	12/311.07	1
7.	Jurgen Lautenbach	Germany	12/311.12	4
8.	William Mitcham	UK	12/311.32	1
9.	Michael Selner	Austria	12/311.63	1
10.	Alan Harman	UK	12/312.56	1

margin. Kevin Moore and William Mitcham chased gingerly after the leader, and Kevin looked to be safe for a second place until the last lap when an error after the jump on the straight allowed William to pass and finish 2nd.

3rd Leg: Craig totally destroyed the opposition in this leg too. He led from the start and so convincing was his domination that shouts of "do you want a coffee?" and "can I have a go, Craig?" were called from the pits (much to the annoyance of some officials). The race, after Patrick Feschtschenko's Losi had pulled up early on, was on between second-placed Kevin Moore's Losi, Alan Haman's RC10, Tucker's Losi and later, William's Cougar 2000. Tucker looked to have the best car of this bunch but he made more errors than his rivals on this dust bowl of a track but still finished 3rd. Kevin drove very sensibly to take 2nd place some 12 seconds adrift of our new European Champion's time with William Mitcham's Cougar 2000 coming home 4th.

Craig Drescher for the 4th year in succession became the 1994 2WD European Champion totally outclassing everyone in sight! Kevin Moore finished 2nd overall and William Mitcham came 3rd with the only Cougar 2000 to make the "A"!!

1994 Euros 2WD Results

1st	Craig	Drescher	UK
2nd	Kevin	Moore	UK
3rd	William	Mitcham	UK
4th	Patrick	Feschtschenko	Germany
5th	Jon	Tucker	UK
6th	Michael	Selner	Austria
7th	Jimbo	Pearson	UK
8th	Alan	Harman	UK
9th	Jurgen	Lautenbach	Germany
10th	Richard	Sitar	Austria

"B" Final	Richmond Rogers	UK
"C" Final	Holger Rabenseifner	Germany
"D" Final	Richard Cree	Ireland
"E" Final	Paul Dagg	Ireland

The 4WD Competition.

Much discussion took place following the 2WD event. Track deterioration and the dust levels which would be generated by 4WD cars on the track prompted a change of plan. The Race Director, at the Team Managers Meeting, suggested the 4WD qualifying to be run to a Round by Round Points system. Several Team Managers including myself wanted other changes to be adopted in the 4WD event, we felt the Round by Round Points system would still help drivers in the earlier heats. To be fair

4WD "A" Final Qualifying Positions

Name	Country	Laps/Time	Best Round Points	Score
1. Craig Drescher	UK	13/313.22	1	1
2. Jukka Steenari	Finland	13/317.31	1	3
3. Sascha Falter	Germany	13/316.99	2	4
4. Kevin Moore	UK	13/317.52	2	3
5. Jon Tucker	UK	13/318.03	2	2
6. Patrick Feschtschenko	Germany	13/321.56	2	1
7. Robert Gammon	UK	13/318.19	3	3
8. Ellis Stafford	UK	13/319.49	3	5
9. Richmond Rogers	UK	13/318.59	4	3
10. Werner Bergbauer	Germany	13/322.17	4	5

to every driver the track should be swept after every round and if the start sequence of heats was alternated, this would give all drivers an equal chance. We suggested that Round 1 of qualifying would begin with Heat 1; Heat 4 would start first on a freshly swept track in Round 2, and then similarly in Round 3, Heat 7 would be first off; Heat 10 would begin Round 4 and finally, the final round of qualifying would begin at Heat

13. This suggestion would prevent the early heats having the advantage of a clean track and was unanimously accepted by all the Team Managers. Unfortunately, most of them also voted to use the Round by Round Points system when this was proposed by the Race Director. The UK drivers, I asked, preferred to use the orthodox method of qualifying but we were outvoted almost unanimously. The new system, coupled with alternating heats and the sweeping of the track after every round, was used for the first time in a major competition. As expected the temperatures in the pits rose even higher because a lot of "hot air" was expounded following this decision - in hindsight, it worked quite well with all drivers having a reasonable chance of doing good. Its a fact that only the positions in the "A" final would have changed had we used the conventional FTD qualifying!

With Round by Round qualifying only the drivers finishing in 1st or 2nd place in any one round can guarantee an "A" final place! To explain further, your finishing position after each round is awarded points, the winner of the round gets 1 point, 2nd place 2 points and so on down to 150 points for last place. After 5 qualifying rounds a driver's lowest individual round score secures his final position. Tied scores are separated by time - the driver with the quickest time takes preference so, if 2 drivers are on 79 points the quickest is placed the highest on the final qualifying list. The system, although not as straight forward as conventional FTD qualifying, ignores changing weather or deteriorating track conditions and time only becomes an issue if there are tied scores. A rule change

will be proposed next year to use the next best points score to separate drivers on a count back.

The 4WD qualifying

Down to finishing positions to any 1 round makes for exciting qualifying especially in the later stages of the event.

In Round 1 Craig Drescher's Cat 2000 scored the quickest time, in 13 laps 515.69, being some 6 seconds faster than Patrick Feschtschenko's Predator XT. Another German, Sascha Falter, driving a Yokomo YZ10, was within a second of Patrick's time in 3rd place just in front of the Schumacher Cats of Finland's Jukka Steenari, Jamie Booth, William Mitcham and Jon Tucker, who had all made 13 laps. Sascha used a long wheel base conversion developed by Christian Keil on his YZ10. Richmond Rogers, with another Yokomo car, was the leading driver on 12 laps and other Yokomos, driven by Germany's Jurgen Lautenbach and Rory Cull, made up 9th and 10th places in the Round 1 finishing order.

Round 2 began with Heat 4 starting first on a clean track but it was in Heat 13 that the fastest time was achieved. Craig Drescher's improved time of 13/513.22 helped him win the round with another Cat 2000, driven by Jon Tucker, in 2nd place and Sascha Falter 3rd. Kevin Moore's time of 13/519.81 gave him 4th on the list whilst Werner Bergbauer, another German driver with a YZ10, took 7th place. In the final round of Saturday's qualifying, it was another Cat 2000 driven by Jukka Steenari scoring 13/517.31 who was

quickest overall. Other contenders in Round 3 also moved into the frame, Kevin Moore and Rob Gammon put up the 2nd and 3rd fastest times of this round, both having a successful day with the Predator XT, and Ellis Stafford came in 5th, one place behind Richmond Rogers. Rory Cull put up the 9th best time in the third round, with 13/323.38 and but for bad fortune could have finished higher. Same can be said for Jamie Booth, who looked capable of making it in 3 rounds out of the 5. Jamie's point totals after each round were 6,9,27,126 & 6 respectively although his best time, in R5 of 13/323.95 was still 10.5 seconds adrift of Craig's best.

Stuart Wood, driving a Predator XT, was one driver who looked pleased at the end of R3. His 13th place gave him a points total which would seed him 19th overall and a "B" final at his 1st Euros can't be bad...

A pattern

There was now a consistent pattern emerging at the top of the qualifying list with most of the same names being present after every round. Of these Craig Drescher was a long way ahead of the other 149 competitors - his consistency was highlighted by being unbeatable in the final 2 rounds of qualifying. Of the cars racing I felt that the Predators looked to be the best set up in the earlier qualifying rounds and the Schumacher cars looked fairly consistent throughout. By Round 5, it was the Yokomos who were coming into their

own with Sascha Falter, Ellis Stafford and Werner Bergbauer all less than 2 seconds behind Craig's time of 13/517.94. The Schumacher Cats of William Mitcham, Jamie Booth and Jon Tucker a further 5 seconds behind the YZ10s and around 10 seconds adrift of the fastest time seen.

4WD "A" finals

The ten contenders had been decided so now the 3 legged "A" Finals would find the winner.....

1st Leg: Schumacher Cat 2000s dominated the 1st leg of the "A" Final with Craig Drescher's Cat taking the early lead followed by Jukka Steenari and Jon Tucker. Richmond Roger's Yokomo was in contention too but problems with interference dogged his chances with the 1st three pulling away. There was a real battle for 2nd place between Jukka and Jon - the cars being very evenly matched - and Jon finally moved into 2nd place by getting the inside line at the end of the straight. Craig meanwhile had established a 4 second gap and cruised his way to the win. Jon after doing all the hard work dumped on the last lap and was desperately unlucky to finish in 6th place. Jukka Steenari finished 2nd and the Yokomo YZ10 of Patrick Feschtschenko crossed the line 3rd.

2nd leg: It was Germany's Sascha Falter, driving a YZ10, who followed Craig Drescher's Cat out of the sweeper at the end of the straight with Tucker's Cat 2000 in 3rd with less than 1 second

separating these 3 after the 1st lap - all 3 cars evenly matched - Craig Drescher drove brilliantly to keep the lead - he was under pressure all through the race from the YZ10. Jon Tucker drove a faultless race in 3rd place and finished with less than 3 seconds separating the 1st 3. Craig won with Patrick just pipping Tucker for 2nd place. Kevin Moore's Predator recovered well from an error on lap 2 to come home 4th.

3rd Leg: With the Championship already won this race would decide minor placings and it was Craig's Cat who followed Sascha Falter's YZ10 out of the sweeper at the end of the start straight - the Cat 2000s of Jukka Steenari and Jon Tucker came next with Kevin Moore's Predator in 5th place. This race was the closest of the "A" Finals in the early stages with several cars in contention. Craig now looking for the opportunity to take the lead pressurised the German into an error. This came in lap 8, when the leader left a gap to give Craig his chance to pass. Once in the lead the Schumacher driver turned up the burner to record the quickest lap of the finals, 23.16 seconds and by lap 9 was 2 seconds clear. On lap 11 another mistake from Sascha allowed Jukka's Cat 2000 to overtake the Keil modified, YZ10 and Sascha had to settle for 3rd place with Jukka's Cat 2000 following Craig's home.

Craig Drescher had underlined the fact that he is the best buggy driver in Europe by retaining the 4WD European Championship. This is the 3rd 4WD title won by him in the last 4 years and was a supreme effort from

Craig. Schumacher must be pleased they secured his services to drive the Cat 2000.

1994 Euros 4WD results

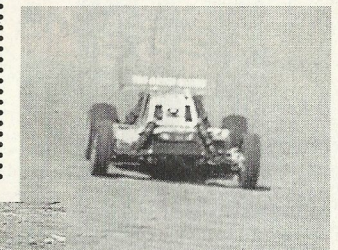
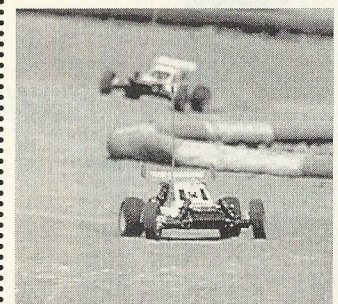
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2nd	Jukka Steenari	Finland
3rd	Sascha Falter	Germany
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7th	Werner Bergbauer	Germany
8th	Richmond Rogers	UK
9th	Ellis Stafford	UK
10th	Robert Gammon	UK

"B" Final	Jurgen Lautenbach	Germany
"C" Final	Ralf Heibing	Germany
"D" Final	Juha Lehtonen	Finland
"E" Final	Matt Needham	UK

In conclusion

The event was a great success and we would like to congratulate the Austrian Organisers for their tremendous efforts. Well done Michael Selner and co., you've restored our faith to race again in Europe!!!!

General opinion amongst the Brits was that the refereeing was poor by our standards. Hardly any driving penalties were given and most drivers experienced problems with back markers and were not given sufficient help! I suggest that refereeing is a very emotive subject anyway. We all have contradictory opinions of referees (thick skins are a prerequisite - right, Pete!!) We shouldn't expect any better than we get under the present EFRA



Temperatures of 40°C where often felt in the pits.



Middle: Excellent performance by UK team in 4WD and... Right: 4WD celebrations.

1994 4WD E.F.R.A European Championship - Salzburg, Austria

	NAME	Sponsor	Car	Motor	Cells	ESC	Radio	Servo	Front Tyres	Rear Tyres	Front Springs	Rear Springs	Gear Ratio	Tune-ups
1	Craig Drescher Wolverhampton England Aged 19 years	Reedy Associated KO Keil Novak Proline MTS	RC10	Reedy Sonic 11x4	Keil SCRC	Novak 410 HPC	KO Esprit 2	Air- tucs	Losi HT Rib	Proline XTR 8022	Black 35 wt Assed oil	Black 35 wt oil	86/21	Hydra Drive
2	Patrick Feschtschenko Munich, Germany Aged 20 years	GM-Racing Helbing Com Com Tenth Technology Udo's Quarz Shop	Losi XX	Evolution 12x3	Mega NSCRC	Digital 3000	MPX EX-1	KO 1003	Losi Gold Rib	Proline XTR 8082	Green 25 wt Losi oil	Schum Yellow 25 wt Losi oil	88/13	Hydra Drive
3	Jon Tucker Oakdale, Wales Age 20 years	Corally Parma. Team Orion JS Racing	Losi XX	Corally 12x3	Orion SCRC	Novak 410 HPC	Sanwa Esxerd	KO 1001	Losi HT Rib	Losi Gold Stud	Orange 30 Wt oil	Pink 22 wt oil	86/19	Hydra Drive
4	Kevin Moore Beckenham, Kent England Age 22 years	Team Losi LRP KO Jammin' Jay	Losi XX	LRP Blue SE G/Prix 2	1700 SCRC	LRP Mk 3	KO Esprit 2	KO 1001	Losi HT Rib	Losi Gold Stud	Orange Orange oil	Pink Orange oil	8.8:1	Graphite Parts Hydra Drive
5	Richard Sitar Vienna, Austria Aged 24 years	Losi LRP GM-Racing Wacco Helbing	Losi XX	LRP Blue SE G/Prix 2	HEL SCRC	LRP Mk 3	KO EXT	KO 1001	Losi HT Rib	Proline XTR 8082	Orange 25 wt Losi oil	Red 25 wt Losi oil	88/12	Graphite Parts Hydra Drive
6	Jimbo Pearson Hertford, England Age 17 years	Losi Parma TaniParma MTS	Losi XX	Tanaplan 12x2	Parma Final Match SCRC	Novak 410 HPC	JR Apex	KO 1001	Losi HT Rib	Losi Gold Stud	Orange Orange oil	Pink Green/ Blue	84/19	Graphite Parts Hydra Drive
7	Jurgen Lautenbach Waiblingen, Germany Age 28 years	LRP Yokomo KO MIP Associated	RC10	LRP Blue SE G/Prix 2	LRP Teampaak SCRC	LRP Mk 3	KO EX-1	KO 1001	Losi HT Rib	Proline XTR 8022	Black 30 wt oil	Black 30 wt oil	88/21	Hydra Drive
8	William Mitcham Bury St Edmunds, England Age 19 years	Schumacher Norram Glyn's Corally Orion Lunsford/MTS	Cougar 2000	Corally 12x3	Orion/Glyns SCRC	Nosram Dominator	KO Esprit 2	KO 1001	Losi Gold Rib	Proline XTR 8080	Yellow 40 wt oil 4 hls ps	White 50 wt oil 4 hls ps	90/19	S/B W/Bs SACS Hydra Drive
9	Michael Selner Salzburg, Austria Age 27 years	Wacco	Losi XX	Yokomo Impulse 12x2	Wacco Power Pack	GM Digital RH 4000	KO EX-1	KO 1001	Proline 8115	Proline XTR 8082	Orange 30 wt oil	Red 30 wt oil	88/21	Hydra Drive
10	Alan Harman London, England Age 27 years	Parma Associaed Lunsford KO Novak Proline	RC10	Parma 11x2	Parma Final Match SCRC	Novak 410HPC	KO Esprit 2	Fotab a 9401	Losi HT Rib	Proline XTR 8022	Black 25 wt Assed oil	Black 25 wt oil	88/22	Hydra Drive

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	NAME	Sponsor	Car	Motor	Cells	ESC	Radio	Servo	Front Tyres	Rear Tyres	Front Springs	Rear Springs	Gear Ratio	Tune-ups
1	Craig Drescher Wolverhampton, England Aged 19 years	Schumacher Reedy Associated KO Keil Novak Proline MTS	Cat 2000	Reedy Sonic Mr Y	Keil SCRC	Novak 410 HPC	KO Esprit 2	KO 1001	Yokomo TF 390S "Y"	Yokomo TR 39S "Y"	Grey 40 wt Assed oil	White 30 wt oil		Assed. Pistons in shocks
2	Jukka Steenari Tusula, Finland Age 17 years	Schumacher, Orion MTtroniks Corally	Cat 2000	Corally 12x3	Orion SCRC	MTtroniks SM800HF Turbo	Sanwa	KO 1001	Yokomo TF 390S "Y"	Yokomo TR 39S "Y"	Grey 25 wt oil	White 30 wt oil	10:1	
3	Sascha Falter Frankental/Pfalz Germany Age 22 years	Keil Yokomo Reedy Novak	Yokomo YZ 10	Reedy Sonic 11x4	Keil Pushed SCRC	Novak Hammer	KO	KO	Yokomo TF 390S "Y"	Yokomo TR 39S "Y"	Black 25 wt Assed oil	Black 25 wt Assed oil	16/84	Keil-Long Wheelbase Kit
4	Kevin Moore Beckenham, Kent England Age 22 years	Tenth Technology LRP KO Jammin' Jay	Predator XT	LRP Bee D G/Prix 2	LRP SCRC	LRP Mk 3	KO Esprit 2	KO 1001	Yokomo TF 390S "Y"	Yokomo TR 39S "Y"	Blue 30 wt oil	Red 25 wt oil	70/19	1 - way centre shaft
5	Jon Tucker Oakdale, Wales Age 20 years	Corally JS Racing	Cat 2000	Corally 11x2	JS Racing SCRC	Novak 410 HPC	Sanwa Gemini	KO 1001	Yokomo TF 390S "Y"	Yokomo TR 39S "Y"	Grey 40 Wt oil	White 25 wt oil	17/95	12" Front Rake Plate
6	Patrick Feschtschenko Munich, Germany Aged 20 years	GM-Racing Helbing Com Com Tenth Technology Udo's Quarz Shop	Predator XT	Evolution 12x2	Mega NSCRC	Digital 3000	MPX EX-1	KO 1003	Yokomo TF 390S "Y"	Yokomo TR 39S "Y"	Silver 20 wt oil	Gold/ Silver 20 wt oil	70/19	
7	Rob Gammon Ilkeey, England Age 20 years	Tenth Technology MTtroniks Orion MTS Corally Innervations	Predator XT	Corally 10x3	Orion SCRC	MTtroniks SM800HF Turbo	KO Esprit 2	KO 1001	Yokomo TF 390S "Y"	Yokomo TR 39S "Y"	Blue 30 wt oil	Red 20 wt oil	70/19	1 way roller
8	Ellis Stafford Benfleet, Essex England Age 20 years	Parma/PSE Losi Novak CML KIS Innervations RCMC	Yokomo YZ 10	Parma Team Spec 13x3	Parma Final Match SCRC	Novak 410 HPC	KO Esprit 2	KO 1001	Yokomo TF 390S "Y"	Yokomo TR 39S "Y"	Bronze 30 wt oil	Assed Black 30 wt oil	84/19	Fast Track parts
9	Richmond Rogers Dartford, England Age 19 years	Parma/PSE Losi Novak CML KIS Innervations RCMC	Yokomo YZ 10	Parma Team Spec 12x2	Parma Final Match SCRC	Novak 410 HPC	KO Esprit 2	KO 1001	Yokomo TF 390S "Y"	Yokomo TR 39S "Y"	Bronze 30 wt Ass oil	Assed Black 27 wt Ass oil	9.9:1	Fast Track parts
10	Werner Bergbauer Stuttgart, Germany Age 26 years	GM-Racing Keil Hel-Tuning Udos Undestray Shop	Yokomo YZ 10	Evolution 10x2	Mega NSCRC	Hel Digital 3000	KO EX - 1	KO 1001	Yokomo TF 390S "Y"	Yokomo TR 39S "Y"	Black 40 wt Assed oil	Black 25 wt oil	87/14	Keil-Long Wheelbase Kit

system. The expense will always be a deciding factor.

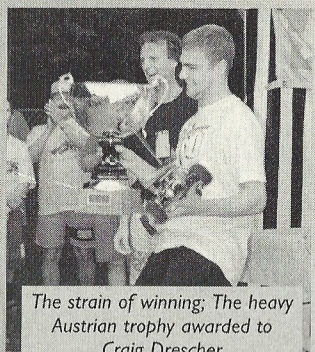
The new points system, I thought, worked well - a comparison showed that all the drivers in the "A" final would have made it under the FTD system. I have too say improvements are necessary to refine the system further. Tied results are currently sorted on a time basis with the next best result used to separate equal totals. If we are running a system where times are ignored

then the next best points total should be used to separate tied results. This will make sure that grid position will be dependent on result(s) in the rest of the qualifying rounds because second, third or even fourth points total could be used to decide the grid placings.

Roger Cull suggested that a Points system should be used at all European Championships - if the 2WD event had been run to the same rules I'm sure we would have seen more Brits in the "A" final.

The 1994 European Championships was one of the best I've attended, even the expensive cost of beer and those mosquitoes, which dined on a lot of us at some time whilst we were there, would not deter a return visit. Even the journey home didn't seem too bad.

Next year - Finland.....



The strain of winning; The heavy Austrian trophy awarded to Craig Drescher

BRCA Team Results

2WD Final Positions

- Craig Drescher RC 10
- Kevin Moore Losi XX
- William Mitcham Cougar 2000
- Jon Tucker Losi XX
- Jimbo Pearson Losi XX
- Alan Harman RC 10
- Richmond Rogers Losi XX
- Robert Gammon RC 10
- Karl Marsden Cougar 2000
- Jamie Booth Cougar 2000
- Mat Needham Cougar 2000
- Matt Benfield Losi XX
- David Duggan Cougar 2000
- Rory Cull RC 10
- Steve West Cougar 2000
- Simon Pickering Cougar 2000
- Darren Styles Cougar 2000
- Jon Leonard RC10
- Ben Sturnham Cougar 2000
- Steven Booth RC 10
- Stuart Wood Traxxas
- Ellis Stafford Losi XX

4WD Final Positions

- Craig Drescher Cat 2000
- Kevin Moore Predator XT
- Jon Tucker Cat 2000
- Richmond Rogers Yokomo YZ10
- Ellis Stafford Yokomo YZ10
- Robert Gammon Predator XT
- Jamie Booth Cat 2000
- William Mitcham Cat 2000
- Karl Marsden Cat 2000
- Stuart Wood Predator XT
- Rory Cull Yokomo YZ10
- Ben Sturnham Cat 2000
- Alan Harman Cat 2000
- Dave Duggan Cat 2000
- Jimbo Pearson Yokomo YZ10
- Steve West Cat 2000
- Mat Needham Cat 2000
- Jon Leonard Yokomo YZ10
- Darren Styles Cat 2000
- Steven Booth Yokomo YZ10
- Simon Pickering Cat 2000
- Matt Benfield Yokomo YZ10