is years European Championships were held in Saltzburg, Austria, on their fast and open dirt track. Saltzburg isn't that far away from Ulm, the scene of last year's non event, when rain washed away any fun which we may have had. With this in mind, everyone had their fingers crossed for good weather, and that's exactly what we got — the hottest summer Saltzburg has seen for 10 years. 34° is pretty unbearable for most Brits in a well equipped holiday hotel, but under a tent and around a track with little shade, it was little short of inconceivable. We didn't see a single spot of rain throughout and the temperature was up to around 30° by 9.30 am, and it wasn't possible to find any shade trackside, other than in the humid pit tent, until around 3.00pm. There were almost as many water fights between the Heats as there

were killer flies, who for the first two days gorged



themselves on the competitors, especially the

The flowing dirt track exhibited zero grip due to the dust, but with the varied levels and camber changes to test their skills, most drivers seemed to like it, because out and out horsepower wasn't called for. The surface was unusual in that it continued to exude a 'flour like' dust for the whole event, and didn't polish off like most dirt tracks do. This, combined with the lack of wind, or any air movement for that matter, resulted in a very narrow racing line, surrounded by bearing eating dust traps. The track proved faster in the mornings when it was still moist, and eventually started to cut up a little for 4wd, but by no means of the Cats looked marginally the better in the

badly. This fact was obviously known to the organisers having run an earlier warm up (RRĈ meeting October), and was the reason for several Team Managers meetings during the event (see separate panel).



### Practice Promise...

During open practice the Brits showed they were there to really 'kick butt', with Drescher, Moore, Mitcham, Tucker and Stafford all putting in good times. Sascha Falter and Patrick Feschtschenko were also impressive from the German camp. The only other drivers to mix it with the best were the two drivers from Finland: Heikki Naulapaa and Iukka Steenari. Jukka was driving for new motor, nicad and speed controller sponsors and was smiling a little after practice, then a lot after the 4wd drive event, so

read on... The Losi the new 2wd bench mark, were looking good from the beginning. The XX seems to ride bumps without protest which made them quick on this undulating track. As for RC10s, well Jurgen's, Rob Gammon's, Alan Harman's and Craig's cars all looked good, but this wasn't necessarily the case with some others. The Cougar 2000s driven by Jamie, William, and a few others were all lapping quickly as well, but maximum driver commitment was required to keep on the pace.

On the smooth track found in practice, Kevin's Predator looked simply superb, only matched by Craig's Cat 2000 on the clock, although Kevin reckoned there was more to come. On balance all

when the track was in good condition, but dropped off the pace slightly later in the day when the dust came up. Jon Tucker did phenomenally well to take third place on the grid with his Corally powered Losi XX. Jimbo Pearson made TP's week by posting two almost identical times to secure an A Final place, whilst Richard Sitar from Vienna proved his skill by improving his time on the second day to keep his A Final place. William Mitcham piloted the first Cougar into eighth place, which proved to be the only one in the top ten. Jamie couldn't better his Round I time and was very disappointed to be in the B Final. On the other hand, Karl Marsden was pleased with being the third Cougar driver,

also in the B. Local driver Michael Selnov kept his Losi XX in the top ten with his first Round time, as did RCMC's Editor Alan Harman with his Parma powered RC10

Round by Round qualifying would, I think, have resulted in a different picture, but it wasn't to be.

### The 2wd Finals

Craig Drescher's Reedy powered RC10 proved to be absolutely untouchable in all three legs to take his fourth back to back European 2wd title! It really was a display of total dominance. Kevin 'Mr Consistent' Moore had a second and two

third places to improve on his fourth qualifying place for second overall with his LRP powered Losi XX, but probably the most impressive drive in the circumstances was that by William Mitcham, who after a first race blow out, finishing ninth, picked up a second and fourth in the other two legs to take an incredible third overall from eighth on the grid with his Corally powered Cougar.

Richmond Rogers won the B Final to keep the Brits at the forefront, ahead of Losi team mate Heikki Naulapaa. Karl Marsden managed third and second highest Cougar finish at the event. Might this earn Karl an A Team place for next season?







The ever busy (and hot) pits.



hands of mere mortals, whilst all of the Predators, although there were only a handful and all factory assisted, looked at this stage to be definite A

**2wd Qualifying** 

Craig Drescher was quite simply in a league of his own with his Reedy powered RC10! After an average Round1 qualifying run, Craig continued to improve even when the track slowed down.

Patrick Feschtschenko was very







### 4wd Qualifying

ally/Orion powered 000. Sascha Falter, the German Yokomo Reedy/Keil driver, was very consistent with two



### William Mitcham drove his heart out to place his Cougar 2000 in 8th on the A Final grid for an eventual 3rd overall!

seconds and two thirds over the five Rounds. Kevin Moore, after a breakage in Round 1, 'did the business' in the third Round with a second place. Both Jon Tucker and Patrick Feschtschenko put themselves in their second A Final, only Craig and Kevin doing the same. Patrick ran a Predator, as did another A Finalist;

Robert Gammon, placing three Predators in the A Final at their European Championships! Unfortunately for Richard at Tenth Technology, my money wasn't on them to take the title though, as they seemed to lose their potential winning edge as the track became more cut up. Maybe next year?

Ellis Stafford's Parma Yokomo managed to secure a well deserved A Final place in the last Round after several promising runs were spoilt by dumping just short of the time. Ellis's

Team mate; Richmond Rogers, now back with the Yokomo YZ10 again, was safely in the A with two fourth place finishes. At the back of the A Final grid came Werner Bergbauer, another German YZ10 driver, this time powered by GM Evolution motors. Werner's last Round time pushed Jamie Booth into the B Final to join amusement over the week as he blamed everything and anyone possible for his diabolical bad luck, in his normal quiet manner (NOT)! Ben salvaged the event for himself in the last Round after much work by Manny Panasar, his mechanic and motor man for the week, and pep talks from half of the British Team. Ben did however win an arm wrestling contest with a huge Frenchman, who apparently up to that point was unbeaten — Yet another British win!





# Craig was simply in a league of his own...

### The 4wd Finals

Craig again won the first two legs by leading from start to finish in his normal style, and so took yet another European title, making the score three wins in the last four years! We saw some really close racing in the 4wd event thanks to Jukka Steenari, who raced nose to tail with Jon Tucker in the first leg for three minutes. Jon squeezed ahead into second place, only to dump four corners from the line due to an over optimistic gear ratio. Jukka took a well deserved second place in the leg whilst Jon dropped to sixth, absolutely gutted, with Patrick picking up a nice third place.

### Jukka was cheered on by the Brits!

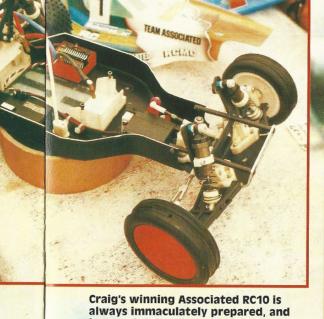
In the last leg Craig didn't get as good a start as usual, allowing Sasha into the lead which he held for almost two minutes under strong pressure from both Craig and Jukka. Sasha then made a small mistake, Craig slotted through and dropped into cruise mode and was then never caught Sasha was then under pressure from Jukka, so another great race followed until Sasha buckled and made another very small mistake. Jukka took his opportunity and made it through into second place. This race decided who was to take second place overall. Kevin Moore scored three fourth places to take, yes fourth overall, and while we couldn't see a British 1-2-3, Jukka was helpful and friendly to the Brits, so was cheered on by much of our Team once it was clear Craig was safely on for his third win

Overall the meeting was a great success, the track stood up well, the organisation and running of the meeting was superb and the Brits won everything — well Craig did!! The local scenery was breathtaking, most people finding the time to take a trip up the mountain roads to see Hitler's

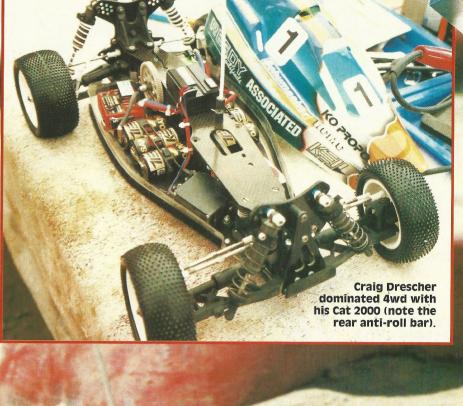
Many thanks to everyone at the Saltzburg Club for a great time!

## Round by Round Qualification - The Explanation!

This system tries to eliminate track conditions and the overall 'speed' of the track from the equation when deciding which ten drivers are most worthy of an A Final place. Basically a finishing position in a given Round, when the track was in a given condition - wet, dry, muddy or bumpy, is used to decide which Final you find



always immaculately prepared, and immaculately driven too!



yourself in. If a driver wins a Round of qualifying with the quickest time for that Round he automatically gets a place in the A Final. He may have won the first Round, when on a dirt track it may have been at its quickest,or on a multi surface track when it may be slowest, or the last round after rain or on a cut up grass track, whatever, the conditions don't matter. Because he has proven himself to be the better of anyone at the meeting in the prevailing conditions he deserved to be in the A Final. Each drivers best finishing position for a Round is used to grade that driver. On this occasion Craig Drescher won four of the five Rounds, the only other Round winner being Jukka Steenari and so they respectively took first and second on the grid for the A Final. There were then four different second place finishers in the five Rounds, so

these drivers covered third through to sixth on the grid, separated by their best times. Ellis Stafford and Robert Gammon both managed third place finishes and so were next on the grid, followed by Richmond Rogers and Werner Bergbauer with their fourth places in Rounds 3 and 5 respectively.

I found the system very exciting all the way through to Round 5, unlike the 2wd event when the qualifying was really over by Round 4, and where effectively only two of the five Rounds counted for much.

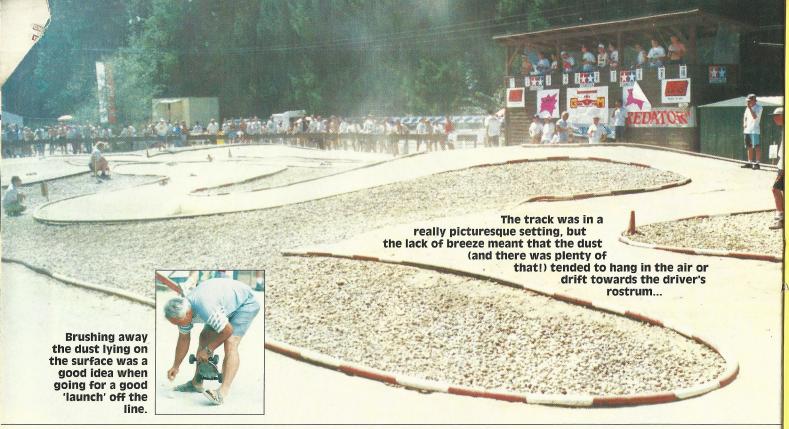
Round by Round qualification means that everyone has a chance, no matter what the track conditions. Put simply, 'one round wonders' won't like this system but consistent, versatile and skilful drivers will still make the grade. I will show my colours and say I hope we see more of

### The Great Qualifying Debate!

2wd qualifying was done in the normal FTD manner, and by the end of the first day it was abundantly clear that Round 1, run straight after timed practice, was much quicker that the other two Rounds held that day. In fact, I could only find four drivers in the top fifty who improved their times in the second and third Rounds and discounting Craig who was in a class of his own. then no-one in the top 23 improved after Roundl! A close examination of the results indicated that the track had indeed become slower even during the first Round, making those in later Heats at a disadvantage. The argument put forward by the Team Managers was that the experienced race officials should have made allowances for this fact, by either using Round by Round qualification or seeding the top drivers more closely to even up each driver's chances. Making the Team Managers aware of the potential problem before the meeting, therefore giving them the chance to take a democratic vote might well have been a good idea.

A good example of the problem was that five of the drivers who made the A Final were in Heat 6, all of the German and Austrian A Finalists qualified from this Heat, and all eight drivers from Heat 6 qualified for either the A or B Finals, whilst only four drivers, Craig Drescher, Jamie Booth, William Mitcham and Jukka







Steenari qualified in the top twenty from Heats 10-15.....

After 2wd everyone wanted to know what was going to be done for 4wd qualifying, but this time common sense prevailed and a Team Manager's meeting was held, proposals were made, the drivers were consulted and a vote was taken. The resulting decision was a Round by Round qualifying format, not a universally popular decision but a democratic one at least, leaving everyone to just get on with enjoying the racing.

# No, Oscar Jansen and Serge Maillard aren't playing chess, they're reviewing the results of a motor dyno test!



Tyre Talk

Once again tyres played a big part in the overall results on what was a very slippy track.

2wd — Rib front tyres were used exclusively by the entire field, almost all of these being the four row type in HT compound to give a safe balance. On the rear, the field was split between Proline XTRs and Losi Golds. In the Losi range the stud was the only one to have, whilst Proline 8022 and 8080s both seemed to be able to 'do the business'. The wear rate was, as always with these latest generation tyres, pretty poor. They would last two races with good performance, but the lesser drivers were forced to use others cast offs or the one set for many runs.

4wd — There was only one tyre to have: Yokomo Micro Pins both front and rear, the 39S and 390S, in Y compound. Again the wear rate was phenomenal, with the top drivers running a new set for every run!!

### The Solution?

During the course of the event there was much talk from all quarters about the best means of doing away with such expensive and short lived tyres, these being identified by most of the European racing federations as the reason for the fall in attendance at competition (and club) events. The cost of these types of tyres in the quantities required be competitive has made the cost of motors, nicads and even the car itself seem like small change purchases when compared £ for £ over a season. Everyone agrees that something must be done if this class of racing is to prosper, but unfortunately that's where the agreement ends.

I will detail some of the proposals and comments heard during the event.

A) Why have we banned foam tyres? — On a damp dirt track they outperform moulded tyres, and even the most expensive types are cheaper and they don't wear out! For the cost of a water sprinkler we could have a solution. Against — dirt track owners wouldn't want to keep their track damp (water's cheap though!) and when the cars are fitted with foam tyres they don't look like 'Off Road' cars. What about additives? — oil based additives don't mix with water, and so don't work on a damp track.

B) Ban soft compounds — Against — couldn't be policed effectively.

C) Price limit the tyres. Price limits could rule out the use of high grade natural rubber compounds, and would reduce the cost. Against — manufacturers could supply their Team drivers with whatever compound they wished, also tyres can be imported privately. It would be difficult to set a price limit which would be fair for both home grown and imported tyres.

D) Restrict the number of sets of tyres to be used during the meeting. Against — policing the usage of tyres by each driver would be difficult but not impossible. Changing weather conditions could make it a farce though.

E) The most controversial proposal, which actually gained quite a lobby of support, would be for EFRA and/or the BRCA to have a front and rear 2wd and 4wd tyre made to their specification in maybe two compounds; hard and medium. The tyre would have a medium length spike which could be trimmed to suit the conditions, possibly similar to a TR-32. The tyres would have the side wall stamped with EFRA and/or BRCA with a strictly controlled compound and production. These tyres would be sold in the usual manner through the model shops at low prices, ie minimum profit, which would then be pumped back into the BRCA to help them promote our sport. Grip levels would be lower (but the same for everybody), and this 'control tyre' would ensure fair play and a low wear rate to keep costs to a minimum. Against — current manufacturers would lose short term profit, but the real question is: Would more people taking part in the sport generate more business? I dare say that many of the same names will still win, but the overall cost of racing would be greatly reduced - Think about it....

Whatever the solution, we need one quickly, so make your proposals to the BRCA and attend the AGM to make your vote. A vote which I feel should exclude those who have a commercial interest in tyres, let's hear the thoughts of the unsupported racers who dig deep virtually every week to buy the things!



	Name	Sponsor	Car	Motor	Cells	ESC	Radio	Servo	Front Tyres	Rear Tyres	Front Springs	Rear Springs	Gear Ratio	Tune-up
1	Craig Drescher Wolverhampton Aged 19	Reedy, Associated KO, Keil, Novak Proline, MTS, Schumacher	Cat 2000	Reedy Sonic Mr Y	Keil SCRC	Novak 410 HPC	KO Esprit 2	KO 1001	Yokomo TF390S "Y"	Yokomo TR39S "Y"	Grey 40wt Assed oil	White 30wt oil		Assoc. Pistons in shocks
2	Jukka Steenari Tousida, Finland Aged 17	Schumacher, Orion M.troniks, Corally	Cat 2000	Corally 12 x 3	Orion SCRC	M.tron. SM800HF Turbo	Sanwa	KO 1001	Yokomo TF390S "Y"	Yokomo TR39S "Y"	Grey 25wt oil	White 30wt oil	10:1	
3	Sascha Falter Frankental, Germany Aged 22	Keil, Yokomo Reedy, Novak	Yokomo YZ 10	Reedy Sonic 11 x 4	Keil Pushed SCRC	Novak Hammer	ко	КО	Yokomo TF390S "Y"	Yokomo TR39S "Y"	Black 30 wt Assed oil	Black 25wt Assed oil	16/84	Keil-long wh'lbase kit
4	Kevin Moore Beckenham, Eng. Aged 22	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 TF390S "Y"	Yokomo TR39S "Y"	Blue 30wt oil	Red 25wt oil	70/19	1-way centre shaft
5	Jon Tucker Oakdale, Wales Aged 20	Corally, JS Racing	Cat 2000	Corally 11 x 2	SCRC JS Racing	Novak 410 HPC	Sanwa Gemini	1001	Yokomo TF390S "Y"	Yokomo TR39S "Y"	Grey 40wt oil	White 25wt oil	17/95	12° front rake plate
6	Patrick Feschtschenko Munich, Germany Aged 20	GM Racing, H <mark>elbing</mark> Com Com, Tenth T <mark>ech.</mark> Udo's Quarz Shop	Predator XT	Evolution 12 x 2	Mega NSCRC	Digital 3000	MPX EX-1	1003	Yokomo TF390S "Y"	Yokomo TR39S "Y"	Silver 20wt oil	Gold/ Silver 20wt oil	70/19	
7	Rob Gammon Ilkley, England Aged 20	Tenth Technology M.troniks, Orion, MTS Corally, Innervations	Predator XT	Corally 10 x 3	Orion SCRC	M.tron. SM800HF Turbo	KO Esprit 2	KO 1001	Yokomo TF390S "Y"	Yokomo TR39S "Y"	Blue 30wt oil	Red 20wt oil	70/19	1 way roller
8	Ellis Stafford Benfleet, England Aged 20	Parma, PSE, Losi, KIS Novak, CML, RCMC Innervations	Yokomo YZ 10	Parma Team Spec 13 x 3	Parma Final Match SCRC	Novak 410 HPC	KO Esprit 2	KO 1001	Yokomo TF390S "Y"	Yokomo TR39S "Y"	Bronze 30wt oil	Assed Black 39wt oil	84/19	Fast- trax
9	Richmond Rogers Dartford, England Aged 19	Parma, PSE, Losi, KIS Novak, CML, RCMC Innervations	Yokomo YZ 10	Parma Team Spec 13 x 3	Parma Final Match SCRC	Novak 410 HPC	KO Esprit 2	KO 1001	Yokomo TF390S "Y"	Yokomo TR39S "Y"	Bronze 30wt oil	Assed Black 27wt oil	9.9:1	Fast- trax
10	Werner Bergbauer Stuttgart, Germany Aged 26	GM Racing, Keil Hel-Turning Udos Quarz Shop	Yokomo YZ 10	Evolution 10 x 2	Mega NSCRC	Hel Digital 3000	KO EX-1	KO 1001	Yokomo TF390S "Y"	Yokomo TR39S "Y"	Black 40wt Assed oil	Black 25wt oil		Keil-Long wh'lbase kit

	NAME	NATIONALITY	QUAL.	1. FINAL	2 FINAL	3 FINAL	TOTAL
			ERFA NO	LAPS TIME (P)	LAPS TIME (	P) LAPS TIME (P)	
1	Drescher, Craig	Great Britain	GB-30 1	13 5.09,63 (1)	13 5.08,38 (1	) 13 5.11,30 (1)	2 points
2	Steenari, Jukka	Finland	SF-26 2	13 5.15,77 (2)	12 5.13,25 (9	) 13 5.14,12 (2)	4 points
3	Falter, Sascha	Germany	D-85 3	12 5.00,22 (8)	13 5.10,93 (2)	13 5.16,95 (3)	5 points
4	Moore, Kevin	Great Britain	GB-41 4	13 5.23,04 (4)	13 5.16,69 (4)	13 5.18,85 (4)	8 points
5	Tucker, Jon	Great Britain	GB-406 5	13 5.25,13 (6)	13 5.11,89 (3	13 5.22,62 (5)	8 points
6	Feschtschenko, Patrick	Germany	D-294 6	13 5.20,20 (3)	13 5.22,62 (5)	The second secon	8 points
7	Bergbauer, Werner	Germany	D-87 10	12 5.02,45 (9)	13 5,23,99 (6)	) 12 5.00,06 (6)	12 points
8	Rogers, Richmond	Great Britain	GB-32 9	13 5.28,62 (7)	12 5.00,26 (7)		14 points
9	Stafford, Ellis	Great Britain	GB318 8	13 5.23,77 (5)	12 5.20,35 (10		14 points
10	Gammon Robert	Great Britain	GB-372 7	12 5.07,30 (10)	12 5.00,88 (8)	) 12 5.10,44 (7)	15 points
(Text)							
100 May 2014 (1970)							
	NAME	NATIONALITY	QUAL.	BEST HEAT	1. FINAL	2 FINAL 3 FIN	
			ERFA	LAPS TIME PLACE	LAPS TIME (P)	APS TIME (P) LAPS TI	ME (P)
1	Drescher, Craig	Great Britain	ERFA GB-30	<b>LAPS TIME PLACE</b> 12 5.06,00 1	LAPS TIME (P) L 12 5.13,63 (1)	APS TIME (P) LAPS TI 12 5.06,92 (1) 12 5.13,	ME (P) 56 (1) 2 points
1 2	Drescher, Craig Moore, Kevin	Great Britain Great Britain	ERFA GB-30 GB-41	LAPS TIME PLACE       12 5.06,00     1       12 5.10.01     4	<b>LAPS TIME (P)</b> 12 5.13,63 (1) 12 5.23,66 (3)	APS TIME (P) LAPS TI 12 5.06,92 (1) 12 5.13, 12 5.19,35 (3) 12 5.19,	ME (P) 56 (1) 2 points 37 (2) 5 points
1 2 3	Drescher, Craig Moore, Kevin Mitcham, William	Great Britain	ERFA GB-30 GB-41 GB-46	LAPS TIME PLACE 12 5.06,00 1 12 5.10.01 4 12 5.11.32 8	LAPS TIME (P) L 12 5.13,63 (1) 12 5.23,66 (3) 11 5.09,07 (9)	APS TIME (P) LAPS TI 12 5.06,92 (1) 12 5.13, 12 5.19,35 (3) 12 5.19, 12 5.18,82 (2) 12 5.26,	ME (P) 56 (1) 2 points 37 (2) 5 points 80 (4) 6 points
	Drescher, Craig Moore, Kevin	Great Britain Great Britain	ERFA GB-30 GB-41 GB-46 D-294	LAPS TIME PLACE 12 5.06,00 1 12 5.10.01 4 12 5.11,32 8 12 5.08,33 2	<b>LAPS TIME (P)</b> 12 5.13,63 (1) 12 5.23,66 (3)	APS TIME (P) LAPS TI 12 5.06,92 (1) 12 5.13, 12 5.19,35 (3) 12 5.19, 12 5.18,82 (2) 12 5.26, 12 5.25,81 (5) 5 2.12,3	ME (P) 56 (1) 2 points 37 (2) 5 points 80 (4) 6 points 53 (10) 7 points
3	Drescher, Craig Moore, Kevin Mitcham, William Feschtschenko, Patrick Tucker, Jon	Great Britain Great Britain Great Britain	ERFA GB-30 GB-41 GB-46	LAPS TIME PLACE 12 5.06,00 1 12 5.10.01 4 12 5.11.32 8	LAPS TIME (P) L 12 5.13,63 (1) 12 5.23,66 (3) 11 5.09,07 (9) 12 5,18,70 (2)	APS TIME (P) LAPS TI 12 5.06,92 (1) 12 5.13, 12 5.19,35 (3) 12 5.19, 12 5.18,82 (2) 12 5.26,	ME (P) 56 (1) 2 points 37 (2) 5 points 80 (4) 6 points 53 (10) 7 points
$\begin{array}{c} \bar{3} \\ 4 \end{array}$	Drescher, Craig Moore, Kevin Mitcham, William Feschtschenko, Patrick	Great Britain Great Britain Great Britain Germany	ERFA GB-30 GB-41 GB-46 D-294 GB-406 A-4	LAPS TIME PLACE 12 5.06,00 1 12 5.10.01 4 12 5.11,32 8 12 5.08,33 2	LAPS TIME (P) L 12 5.13,63 (1) 12 5.23,66 (3) 11 5.09,07 (9) 12 5,18,70 (2)	APS TIME (P) LAPS TI 12 5.06,92 (1) 12 5.13, 12 5.19,35 (3) 12 5.19, 12 5.18,82 (2) 12 5.26, 12 5.25,81 (5) 5 2.12,3	ME (P) 56 (1) 2 points 37 (2) 5 points 80 (4) 6 points 53 (10) 7 points 50 (3) 7 points
3 4 5	Drescher, Craig Moore, Kevin Mitcham, William Feschtschenko, Patrick Tucker, Jon	Great Britain Great Britain Great Britain Germany Great Britain	ERFA GB-30 GB-41 GB-46 D-294 GB-406 A-4 GB-66	LAPS TIME PLACE 12 5.06,00 1 12 5.10.01 4 12 5.11.32 8 12 5.08,33 2 12 5.09,56 3 12 5.11.63 9 12 5.11.07 6	LAPS TIME (P) 12 5.13,63 (1) 12 5.23,66 (3) 11 5.09,07 (9) 12 5.18,70 (2) 12 5.24,08 (4) 11 5.01,48 (5) 11 \\$5.01,10 (5)	APS TIME (P) LAPS TI 12 5.06.92 (1) 12 5.13, 12 5.19.35 (3) 12 5.19, 12 5.18.52 (2) 12 5.26, 12 5.25.81 (5) 12 5.21, 11 5.10.67 (10) 12 5.25,	ME (P) 56 (1) 2 points 37 (2) 5 points 80 (4) 6 points 53 (10) 7 points 50 (3) 7 points 50 (3) 7 points 39 (9) 10 points
3 4 5 6 7 8	Drescher, Craig Moore, Kevin Mitcham, William Feschtschenko, Patrick Tucker, Jon Selner, Michael Pearson, Jimbo Harman, Alan	Great Britain Great Britain Great Britain Germany Great Britain Austria Great Britain Great Britain	ERFA GB-30 GB-41 GB-46 D-294 GB-406 A-4 GB-66 GB-321	LAPS TIME PLACE  12 5.06,00	LAPS TIME (P) 12 5.13,63 (1) 12 5.23,66 (3) 11 5.09,07 (9) 12 5.18,70 (4) 11 5.01,48 (5) 11 5.01,10 (5) 11 5.08,38 (8)	APS TIME (P) LAPS TI 12 5.06,92 (1) 12 5.13, 12 5.19,35 (3) 12 5.19, 12 5.18,82 (2) 12 5.25,81 (5) 12 5.25,81 (5) 13 5.10,67 (10) 12 5.25,16 (4)	ME (P) 56 (1) 2 points 37 (2) 5 points 80 (4) 6 points 50 (3) 7 points 50 (3) 7 points 39 (9) 10 points 12 (6) 11 points 54 (5) 12 points
3 4 5 6 7	Drescher, Craig Moore, Kevin Mitcham, William Feschtschenko, Patriek Tucker, Jon Selner, Michael Pearson, Jimbo Harman, Alan Lautenbach, Jurgen	Great Britain Great Britain Great Britain Germany Great Britain Austria Great Britain	ERFA GB-30 GB-41 GB-46 D-294 GB-406 A-4 GB-66	LAPS TIME PLACE 12 5.06.00 1 12 5.10.01 4 12 5.11.32 8 12 5.08.33 2 12 5.09.56 3 12 5.11.63 9 12 5.11.07 6 12 5.12.66 10 12 5.11.12 7	LAPS TIME (P) 12 5.13,63 (1) 12 5.23,66 (3) 11 5.09,07 (9) 12 5.18,70 (2) 12 5.24,08 (4) 11 5.01,48 (5) 11 5.01,10 (5) 11 5.08,38 (8)	APS TIME (P) 12 5.06.92 (1) 12 5.13, 12 5.19, 35 (3) 12 5.19, 35 (6) 12 5.25, 81 (5) 11 5.10, 67 (10) 12 5.25, 11 5.04, 82 (8) 11 5.04, 82 (8) 11 5.01, 27 (7) 11 5.07, 60 (9) 12 5.07, 11 5.07, 60 (9)	ME (P) 56 (1) 2 points 37 (2) 5 points 80 (4) 6 points 53 (10) 7 points 50 (3) 7 points 39 (9) 10 points 11 points 54 (5) 12 points 54 (5) 12 points 60 (7) 14 points
3 4 5 6 7 8	Drescher, Craig Moore, Kevin Mitcham, William Feschtschenko, Patrick Tucker, Jon Selner, Michael Pearson, Jimbo Harman, Alan	Great Britain Great Britain Great Britain Germany Great Britain Austria Great Britain Great Britain	ERFA GB-30 GB-41 GB-46 D-294 GB-406 A-4 GB-66 GB-321	LAPS TIME PLACE  12 5.06,00	LAPS TIME (P) 12 5.13,63 (1) 12 5.23,66 (3) 11 5.09,07 (9) 12 5.18,70 (2) 12 5.24,08 (4) 11 5.01,48 (5) 11 5.01,10 (5) 11 5.04,19 (7)	APS TIME (P) LAPS TI 12 5.06,92 (1) 12 5.13, 12 5.19,35 (3) 12 5.19, 12 5.18,82 (2) 12 5.26, 12 5.25,81 (5) 12 5.26, 12 5.25,16 (4) 12 5.25, 11 5.04,82 (8) 11 5.01, 11 5.01,27 (7) 12 5.30,	ME (P) 56 (1) 2 points 37 (2) 5 points 80 (4) 6 points 53 (10) 7 points 50 (3) 7 points 39 (9) 10 points 12 (6) 11 points 54 (5) 12 points 60 (7) 14 points

Car Motor Cells ESC Radio Servo Front Rear Front Rear Gear Tune-up

	Nume	Sponsor	Cui	IVIOIOI	Cells	ESC	Radio	Selvo	Tyres	Tyres	Springs	Springs	Ratio	lulie-up
1	Craig Drescher Wolverhampton, Eng. Aged 19	Reedy, Associated KO, Keil, Novak Proline, MTS	RC10	Reedy Sonic 11 x 1	Keil SCRC	Novak 410 HPC	KO Esprit 2	Airtron	Losi HT Rib	Proline XTR 8022	Black 35wt Assed oil	Black 35wt oil	86/21	Hydra Drive
2	Patrick Feschtschenko Munich, Germany Aged 20	GM Racin <mark>g Helbing</mark> Com Com, Tenth Tech. Udo's Quarz Shop	Losi XX	Evolution 12 x 3	Mega NSCRC	Digital 3000	MPX EX-1	KO 1003	Losi Gold Rib	Proline XTR 8082	Green 25wt Losi oil	Schum. Yellow 25wt Losi oil	88/13	Hydra Drive
3	Jon Tucker Oakdale, Wales Aged 20	Corally, Parma Team Orion JS Racing	Losi XX	Corally 12 x 3	Orion SCRC	Novak 410	Sanwa Exerd	KO 1001	Losi HT Rib	Losi Gold Stud	Orange 30wt oil	Pink 22wt oil	86.19	Hydra Drive
4	Kevin Moore Beckenham, Eng. Aged 22	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	Losi, LRP, GM Racing Waeco, 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 25wt Losi oil	Red 25wt Losi oil	88/12	Graphite Parts Hydra Drive
6	Jimbo Pearson Hertford, England Aged 17	Losi, Parma Tanaplan, MTS	Losi XX	Tanaplan 12 x 2	Parma Final Match SCRC	Novak 410 HPC	JR Apex	KO 1001	Losi HT Rib	Losi Gold Star	Orange Orange oil	Pink Green Blue	84/10	Graphite Parts Hydra Drive
7	Jurgen Lautenbach Waiblingen, Germany Aged 28	LRP, Yokomo, KO MIP, Associated	RC10	LRP Blue SE G/Prix 2	LRP Teampack SCRC	LRP Mk 3	KO EX-1	KO 1001	Losi HT Rib	Proline XTR 8022	Black 30 wt oll	Black 30 wt oil	88/21	Hydra Drive
8	William Mitcham Bury St Edmunds, Eng. Aged 19	Schumacher, Or <mark>ion</mark> Nosram, Glyn's, Corally Lunsford, MTS	Cougar 2000	Corally 12 x 3	Orion/ Glyns	Nosram Dom.	KO Esprit 2	KO 1001	Losi Gold Rib	Proline XTR 8080	Yellow 40 wt oil 4 hle ps	White 50 wt oil 4 hle ps	90/19	S/B W/Bs SACS Hydra Drive
9	Michael Selner Saltzburg, Austria Aged 27	Wacco	Losi XX	Yokomo Impulse 12 x 2	Waeco Power Pack	GM Digital RH4000	EX-1	KO 1001	Proline 8115	Proline XTR 8082	Orange 30 wt oil	Red 50 wt oil	88/21	Hydra Drive
10	Alan Harman London, England Aged 27	Parma, Associated Lunsford, KO Novak, Proline	RC10	Parma 11 x 2	Parma Final Match SCRC	Novak 410 HPC	KO Esprit 2	Futaba 9401	Losi HT Rib	Proline XTR 8022	Black 25wt Assed oil	Black 28wt oil	88/22	Hydra Drive