

Anglo/French Track

The track was typically British, flat grass with some man made jumps. The travelling contingent would never have a better chance of European success. I found the track a little bit disappointing, especially for a Euro's, although the racing proved just as competitive. A very clever idea was to lay astro turf on the exit part of each bend. This was fixed securely to the ground and resulted in the track holding up exceptionally well. So well in fact that 4WD was run on the same track. The jumps that were placed at strategic points around the track, proved to be the main area where time was gained or lost. A relatively short straight was interrupted by a large jump about 2/3rds down,

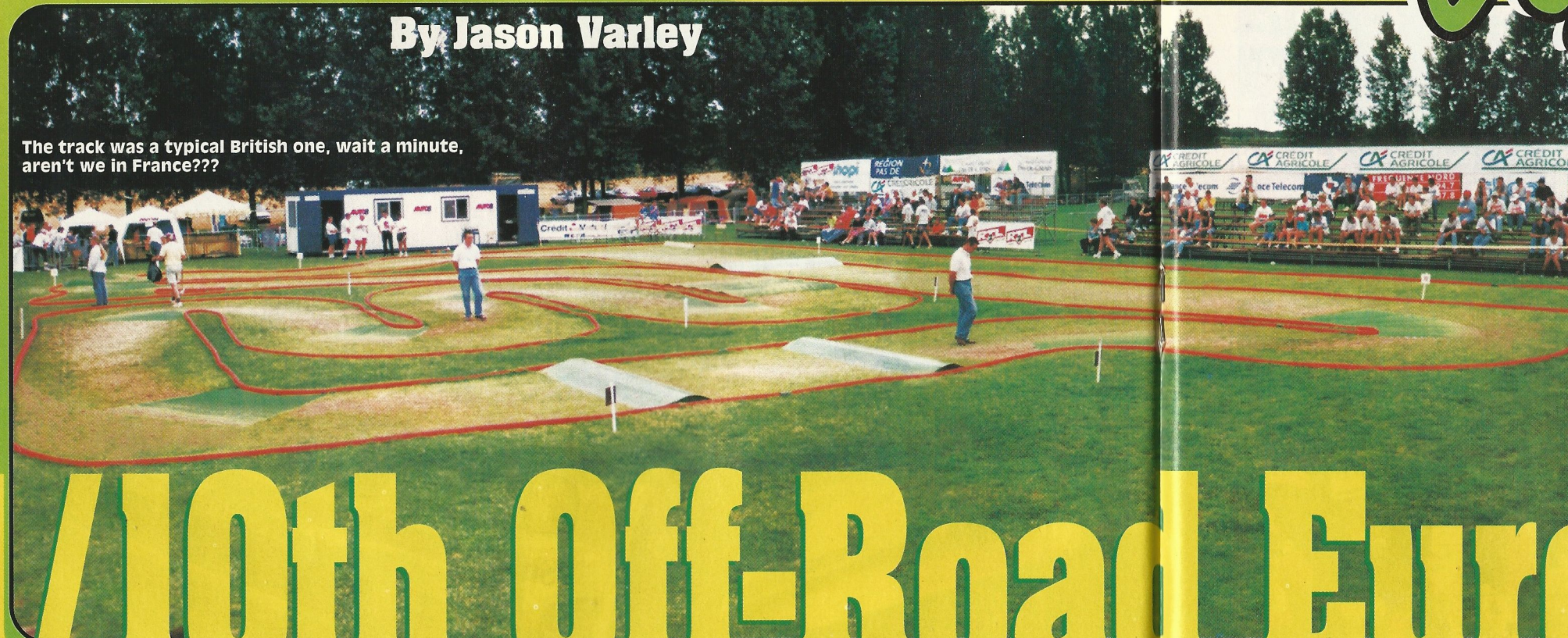
Associated's Mark Pavadis explains to Gil Losi Jnr "flick this switch here and our car releases a parachute"



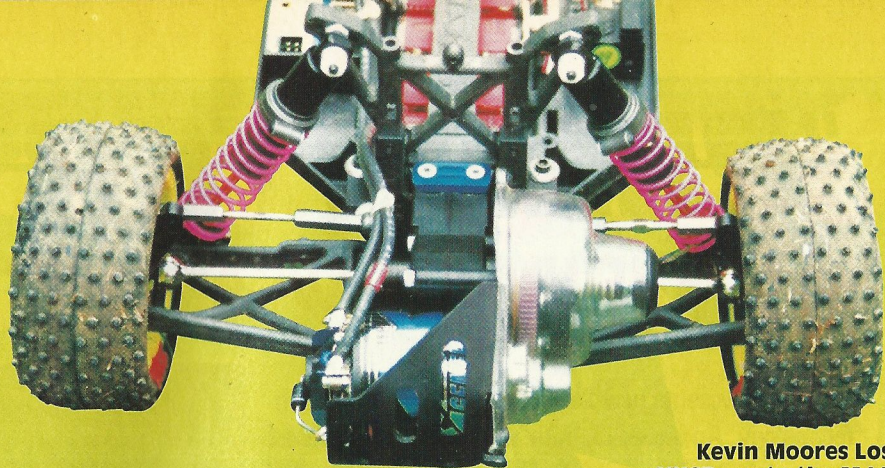
Eleven years on, and the European Championship trail took us to Croisille, a small town in north France about 70 miles south of Calais. Looking through the display board, that French magazine Auto 8 had put up showing their race reports at the previous ten championships, it was amazing to see how things had changed. How many remember the first Euro's held at Halifax? Yes, cars and venues have moved on.

By Jason Varley

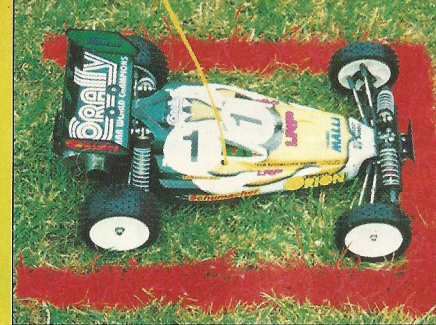
The track was a typical British one, wait a minute, aren't we in France???



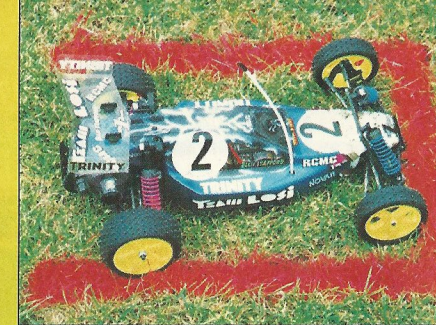
1/10th Off-Road Euro's



Kevin Moores Losi XXCR:- note the M.I.P. CVD's and Kinwald alloy parts.



The top three waiting on the "A" final start line, Steenari's Fireblade, Staffords XXCR and Drescher's RC10B2.



Grass & Garlic

this was a problem for some and a place to pass for others. After landing, a fast chicane took you past race control, then onto a small double jump that was placed across a tight hairpin. As small as this jump was it actually proved a major problem for some drivers as the cars would grip roll when they landed on the astro turf. Next along a short straight and then onto a rippled section that had to be taken slowly, or your car ended up facing in the wrong direction. A series of tight hairpins took you to a short straight in front of the rostrum, and then onto a double jump. In 2WD all cars had to take each one, and although 4WD was fairly similar, some cars were able to clear the doubles quite easily when required to. After negotiating these a tight hairpin brought you back onto the main straight.

A nice addition to this years championships was the attendance of some "Super Star" Americans. They may have been here to look at the local fields (not much etc to do) or may have been here to get results. Gil Losi Jnr and Sir were strangely always around the Losi drivers and Associated's Mark Pavadis was often seen around the Associated pits, strange one that. Certainly spiced up the battle nicely though.



The only Tamiya racing in 2wd was Spain's Daniel Vega, using a TRF.

Craig and his "pot".



Third place Kevin Moore, maybe next year???



2WD Qualifying

It was decided that 2WD qualifying would be run on a round by round basis. This was to allay fears of the track breaking up, and the weather intervening, none of which actually happened.

The practice TQ went to Jon Leonard, although the track was damp from early morning dew and times would get faster once the sun came up. Round 1 saw the Schumacher Fireblade of Finland's Jukka Steenari go straight into the TQ position, closely followed by the RC10B2 of Craig Drescher and the Losi XX of Ryan Coxall. Craig and Ryan were on identical times, which could have proved a problem as the first two in each round went straight into the A. Jon Leonard was in fourth a further second behind. The lone Tamiya of Spain's Daniel Vega was in a superb ninth.

Round 2

Was all about a stunning run from Jukka who went six seconds quicker than his previous time and six seconds faster than the second place man in the round, Kevin Moore. Jukka's fellow Finn Teemu Leino, who apparently beat him in the Finnish Championship (must be good!), was in third driving another Schumacher Fire Blade. Drescher was fourth.

Round 3

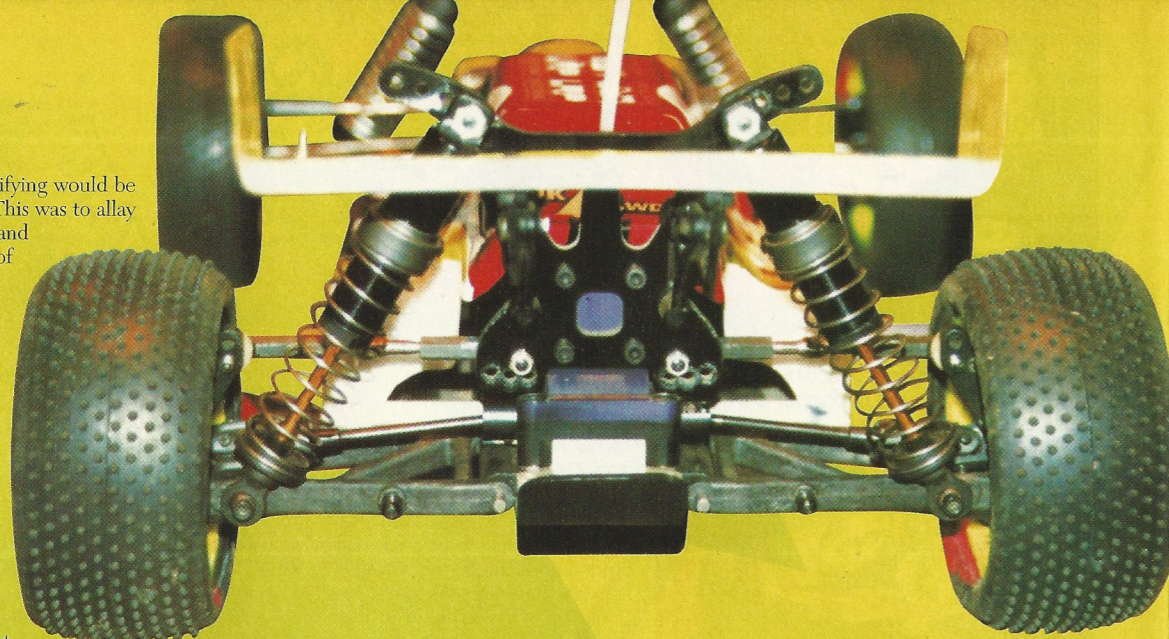
Jukka did it again with another TQ run, although this time Craig Drescher was right behind, only a second slower. Ellis Stafford finally got going and posted third fastest with his Losi XX CR. Associated driver Jon Tucker, who had already been in the top ten in the previous two rounds, was fourth with his RC10B2. Darren Foy and Ian Flynn also posted top ten times.

After three rounds the top ten, using round by round was.

	RD1	RD2	RD3
1 Jukka Steenari	1	1	1
2 Craig Drescher	2	4	2
3 Kevin Moore	10	2	6
4 Ryan Coxall	2	15	30
5 Teemu Leino	5	3	49
6 Ellis Stafford	17	35	3
7 Jon Leonard	4	5	24
8 Jon Tucker	7	6	4
9 Patrick Feschtsenko	42	8	5
10 Fredrik Mathiesen	6	7	19

Round 4

Was run early morning and dew had left the track very greasy. A practice round was decided to be run, to try and allow the track to dry out and scrub the dew off. Unfortunately it didn't quite work as the early heats were still run on a damp track. This was to work against some of the



'stars' who were in most of the early heats, and go in favour of those in later heats. Ellis Stafford took full advantage of this posting the only 15 lapper of the round. A brilliant run from the north east's Nicky Duncan, driving a Losi XX put him second with only a few heats left. The final heat, 15 provided Dan Marson with a never to be repeated chance, and he took it. Driving a faultless race Dan put his RC10B2 second in the round and into the A.

Round 5

Proved to be an anti-climax as in heat one Jukka and Kevin both went a second quicker than the previous TQ and these times were to stay for the duration of the round, thus denying any significant changes in the top ten.

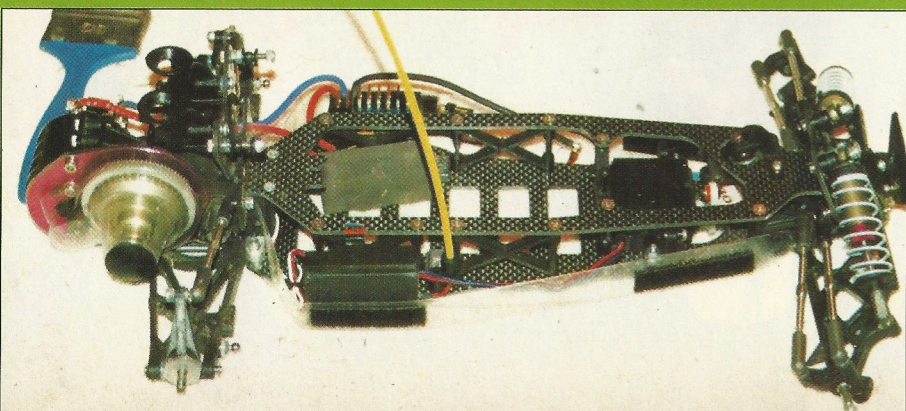
2WD A FINAL QUALIFYING

- 1 Jukka Steenari
- 2 Ellis Stafford
- 3 Craig Drescher
- 4 Kevin Moore
- 5 Ryan Coxall
- 6 Daniel Marson
- 7 Teemu Leino
- 8 Nicolas Duncan
- 9 Jon Leonard
- 10 Jon Tucker
- 13 Darren Foy
- 17 Steve Lawson
- 20 Ian Flynn

1st Leg 2WD A

A messy first corner enabled Jukka and Ellis to get away, while Craig D was back in ninth after getting caught up in the melee on the tight double jump. Dan Marson meanwhile had made superb start and was coming into fourth place. One minute down and Dan capitalised on a slight error from Kevin to take third place, but Jukka and Ellis were now pulling out a small gap of about three seconds. Coming to the mid point of the race and

Jukka Steenari's TQ Schumacher Fireblade.

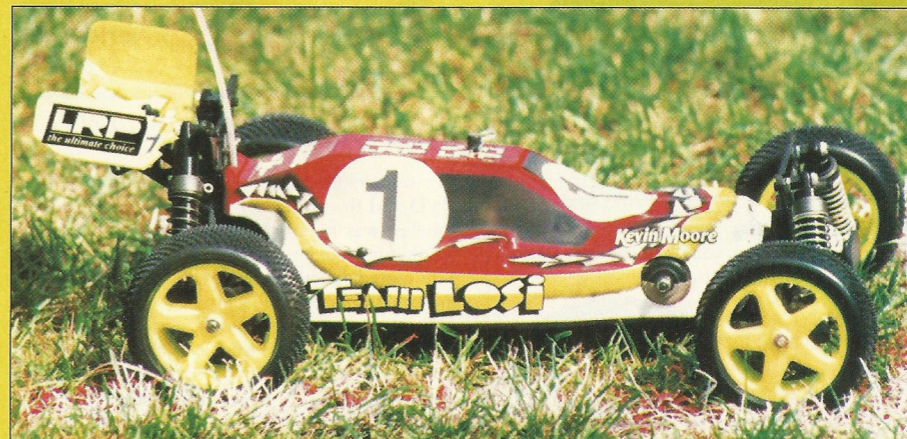
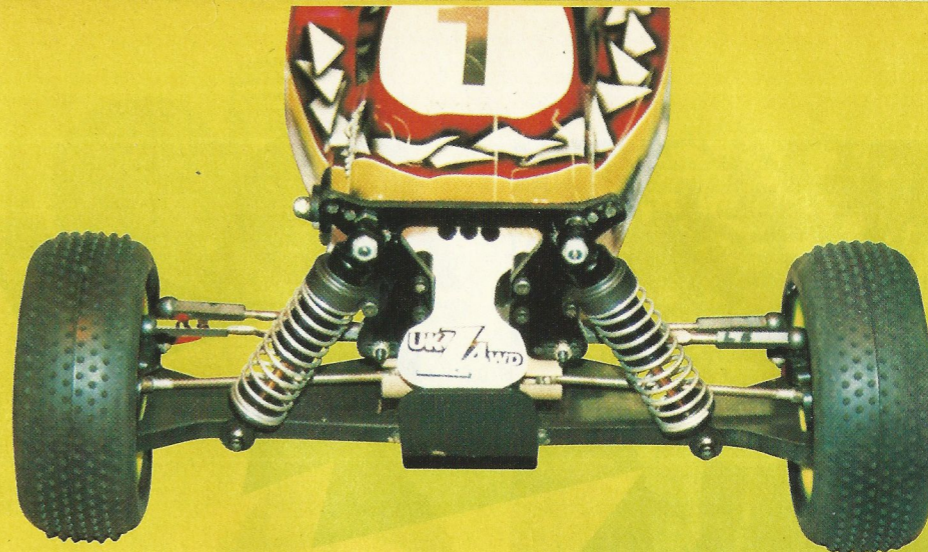


Kevin regained third from Dan, but they were too far away to challenge the leaders. Jukka appeared to be driving well within himself to maintain the gap over Ellis, without ever getting out of serious shape. The real race was for fourth with Dan, Teemu and Ryan all very close. A couple of errors through the infield allowed Dan to get away and more crucially through for the extra lap. The first four were on 15 laps, as Dan put the hammer



Steenari collects 2nd.

Losi Jnr and Pavidis place down their respective drivers cars in the "A" final.



The new Losi 4X4 was the main talking point in 4WD, note the position of the slipper clutch, and the very slim rear end. TQ was a good start for this prototype.

down knowing fourth was safe, in an effort to catch Kevin. Onto the main jump on the straight and Dan floored it, but lost control on the landing, and had to settle for fourth.

2nd Leg A 2WD

Making amends for his first final, Craig D. made an awesome start putting him second into the first bend. For two laps Craig was right on Jukka's tail,

although Jukka was doing a good job making his car look wide at this point. Into lap three and Craig was right on Jukka's rear, as they entered the straight, knowing that Jukka was not as confident over the main jump, as he was, Craig powered over the jump passing Jukka in the air to take the lead. The crowd liked that! Straight away Jukka was looking for a way back, and was pushing hard through the S bends. Jukka got alongside Craig halfway through, but had the door shut on him as they exited, and as a result Jukka got dragged onto a pipe. This dropped him to third as Ellis went

into second. Worse was to follow as Jukka dropped even further down the field. Another superb drive from Dan Marson was putting him in fourth again, although on the last lap an error cost him two places as Jon Leonard and Jon Tucker both took advantage.

3rd Leg A 2WD

Going into the third leg four drivers could still win, Ellis S., Kevin Moore, Jukka S and Craig D. Yet again Craig beat Ellis into the first bend, and worse was to follow as Ellis rolled on the small double jumps effectively putting him out of the running. The pace at the front was not hotting up as Craig clung on to Jukka's tail. Craig was living very dangerously as he tried to keep up with Jukka, clipping a number of pipes, and getting out of shape on jumps. However he rode it all, until midway through the race when Jukka's luck ran out and he got hooked up on a pipe. This was the cue for tremendous cheers from the UK contingent. From then on Craig stopped clipping pipes and drove a faultless race keeping a safe distance between himself and Jukka. In all the excitement the rest of the race was almost forgotten, such was the lead that Craig and Jukka had pulled out. Mr Consistency Kevin Moore came in third again despite rolling on nearly the last lap.

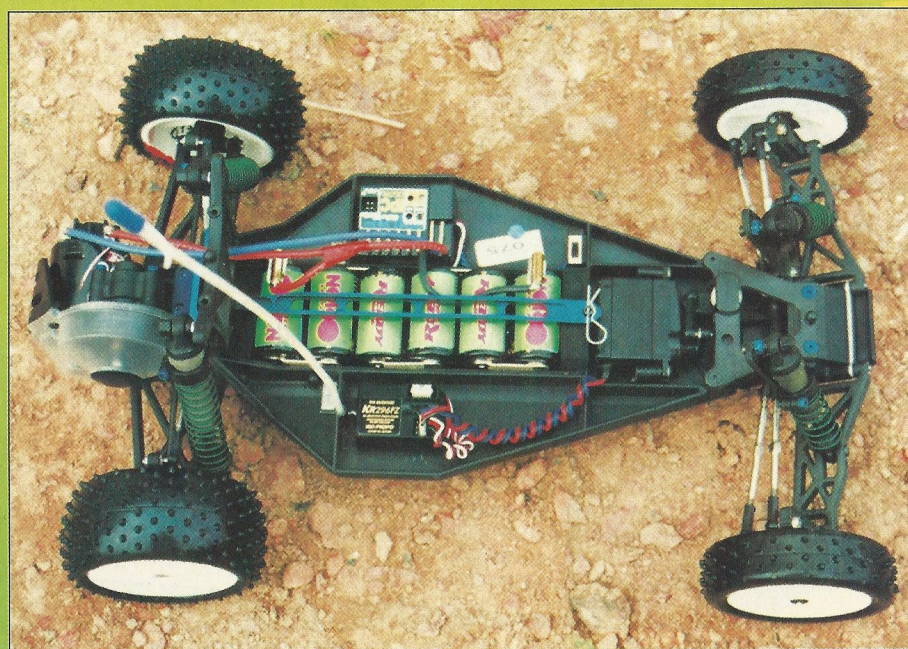
Well, after a very indifferent year at home, Craig did his usual trick of coming good at the Euro's. This was Craig's eighth title, a very impressive achievement. Schumacher must also have been pleased with the performance of the Fireblade, Jukka looking especially good in qualifying, odd that Schumacher's UK drivers failed, where their foreign ones succeeded so well.

2WD FINAL	Total	Rd 1	Rd 2	Rd 3
1 Craig Drescher	2	8	1	1
2 Jukka Steenari	3	1	7	2
3 Ellis Stafford	4	2	2	5
4 Kevin Moore	6	3	3	3
5 Jon Leonard	10	7	4	6
6 Daniel Marson	10	4	6	9
7 Jon Tucker	12	9	5	7
8 Teemu Leino	13	5	8	10
9 Ryan Coxall	14	6	9	8
10 Nicholas Duncan	14	10	10	4

Driver Country/Age	Sponsor	Car	Motor	Cells	Speedo	Radio	Servo	Front Tyres Inserts	Rear Tyres Inserts	Front Springs Oil	Rear Springs Oil	Gear Ratio
Jukka Steenari Fin/20	Schumacher, Corally Orion, LRP, Plenos Malti	Fire Blade	Corally 11 Triple	Orion/Reedy	LRP IPC	Sanwa	KO 1001	Blue Slim Schumacher No Insert	Blue Mini Schumacher Insert	Grey 35	Grey 30	17/89
Ellis Stafford GB/22	Team Losi, Trinity, RCMC Helgar, Trick Bits Novak	Losi XXCR	Trinity 11 Dbl	Trinity Racetech	Novak Tempest	KO	KO 1012	Blue Slim Schumacher No Insert	Blue Mini Schumacher Insert	Blue 35	Pink 30	18/84
Craig Drescher GB/21	Associated, Reedy, LRP Proline, Orion, Yokomo Sanwa, MIP, CML	Assoc. B2	Reedy Sonic 2	Orion/Reedy V-Max	LRP IPC	Sanwa	Airtron.	Blue Slim Schumacher No Insert	Blue Mini Schumacher Insert	Green	Green	19/84
Kevin Moore GB/24	Team Losi, LRP, KO MIP, Evdoka Paint	Losi XXCR	LRP XTC 11 x 6	LRP Team	LRP IPC	KO	KO Esprit 1002	Blue Slim Schumacher No Insert	Blue Mini Schumacher Insert	Blue 35	Pink 30	19/84
Ryan Coxall GB/22	Wheelspin Models Helgar, Trinity, Losi Trick Bits, RCMC, LRP	Losi XXCR	Trinity 12 Dbl	Trinity Ex Tech	LRP IPC	Futaba FF3	KO 1002	Blue Slim Schumacher No Insert	Blue Mini Schumacher Insert	Blue 35	Pink 30	19/84
Dan Marson GB/17	Associated, CML, RW Reedy, Novak, Lunsford Parma, PSE, MTS	Assoc. B2	Reedy Trisonic 11 Triple	Ballistic	Novak Tempest	KO	KO 1002	Blue Slim Schumacher No Insert	Blue Mini Schumacher Insert	Green 35	Green 30	19/81
Teemu Leino Fin/19	Schumacher, LRP East Coast, Orion	Fire Blade	East Coast 11 Dbl	Orion/Reedy V-Max	LRP IPC	Futaba	Airtron.	Blue Slim Schumacher No Insert	Blue Mini Schumacher Insert	Losi Black 27 1/2	Assoc Green 30	18/89
Nicky Duncan GB/18	Team Losi, Trinity Nickys Models	Losi XX	Trinity 12 Dbl	Trinity Racetech	Tekin G-12	KO Esprit	KO 1002	Blue Slim Schumacher No Insert	Blue Mini Schumacher Insert	Green 30	Red 30	19/87
Jon Leonard GB/16	Team Losi, Trinity, LRP RCMC, RW, MIP Lunsford	Losi XX	Trinity 11 Dbl	Trinity Ex Tech	LRP IPC	JR Apex	Airtron. 151	Blue Slim Schumacher No Insert	Blue Mini Schumacher Insert	Blue 35	Pink 30	19/84
Jon Tucker GB/22	Associated, Corally Orion, JS Racing, CML Proline, LRP	Assoc. B2	Corally 10 Triple	Orion/Reedy V-Max	LRP IPC	Sanwa	Futaba S9401	Blue Slim Schumacher No Insert	Blue Mini Schumacher Insert	Green 40	Green 30	17/83



The top three in 4WD (L-R) Kevin, Jukka, Jon L.



Craig Drescher's Reedy powered RC 10 B2, 1996 Euro-champ.



Schumacher 2000 EC, wins again.



Worlds spec YZ10.

4WD Qualifying

It was decided to use the same track for 4WD as 2WD and to revert back to FTD qualifying. The forecast was for dry weather. Unfortunately the weathermen got it wrong (surely not, I hear you say) with sporadic showers throughout the weekend that drastically effected qualifying.

The first couple of rounds were to prove the fastest for most as the track was at its best. Kevin Moore put the prototype Losi 4WD into TQ position after one of Kevin's immaculate qualifying runs. Craig D. followed less than a second behind with his Yokomo YZ10. All drivers were taking the double slowly at this point, with everyone wondering who would do it first.

Round two

Saw some significant movement. Kevin took another two seconds off his time to consolidate his position at the front. German Sascha Fatter moved his Yokomo YZ10 into third. Sascha's YZ10 had looked really good in practice and he looked like he could jump for miles if he wanted to, as his car landed perfect every time off all the jumps. William Mitchum moved his Predator into the A with a solid run. William sporting a nice tan, looked a little nervous on the jumps but certainly making up for it in the infield. Jukka also put his Cat 2000 into the A.

Round three

Rain spoiled the beginning as the heavens opened just before the start. This saw most of the front runners decide not to run. The start of the round had been held up while the team managers and referees decided a rule on Giro's which apparently 50 drivers were using.

Damp again

The next day and round four was again on a damp track and so no major changes took place here.

Round five

Provided us with a number of last minute changes as the track dried out and found some speed. Early on Jukka Steenari nearly took another TQ, narrowly missing Kevin's time by half a second. Jukka was certainly on the pace for the finals. Jon Leonard drove into the A, with a very controlled drive, putting himself fifth. Jamie Booth also improved his position after briefly dropping out. Finally later on in the round Graham Alsop put his Cat 2000 into the A with a great drive considering the heat he was in.

A FINAL QUALIFYING

- 1 Kevin Moore
- 2 Jukka Steenari
- 3 Craig Drescher
- 4 Sascha Fatter
- 5 Jon Leonard
- 6 William Mitchum
- 7 Ellis Stafford
- 8 Jamie Booth
- 9 Graham Alsop
- 10 Alan Harman
- 13 Matt Needham
- 16 Ryan Coxall
- 17 Karl Marsden
- 20 Rob Gammon

1st Leg 4WD

Craig made a very quick start, getting up to Kevin before he clipped the inside pipe of the start straight, spinning him round. The ensuing pack all piled into him breaking his steering. Craig's race was over and he hadn't reached the first corner. Kevin used his position to take the lead followed by Jukka and Sascha. For five laps these three joined by Jon Leonard stayed very close together, no one gaining on anyone. Sascha then decided to step up the pace, jumping over Jukka on the main jump. Sascha's YZ10 had looked good on this jump throughout qualifying

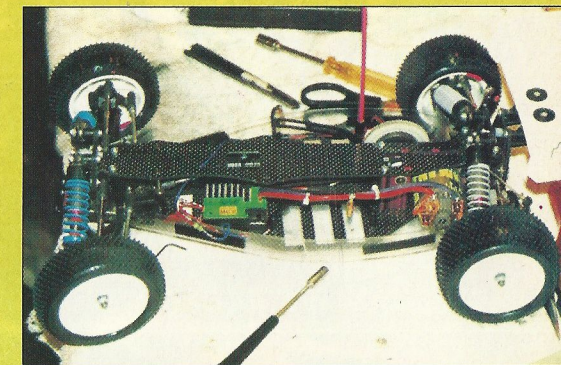
and now he was using it to his advantage. Kevin hadn't built up the expected lead and Sascha started to reel him in until they were virtually together over the main jump. Somehow Kevin rolled off the jump yet landed back on his wheels and retained the lead now followed by Ellis and Jon L. Ellis made an awesome jump over Jukka on the main jump, but then overran the next corner allowing Jukka back through. After this the heavens opened providing even more interest for the watching spectators. The rain actually signalled an increase in Jukka's pace as he began to pull steadily away from the pack. Jon L. had driven his way through to second at the finish with Ellis third and Sascha fourth.

2nd Leg

A slight glitch by Kevin on the line and his subsequent dwell when the horn went allowed Jukka and Craig to pass him going into the first bend. For two laps Craig closely followed Jukka looking for a slight mistake. The mistake came on the main jump as Jukka hit it far too quick and rolled on his landing. Craig whisked by, but Jukka landed back on his wheels and kept within catching distance of Craig. For the next ten or so laps the gap between Craig and Jukka remained at about two seconds, until Craig had a major wobble as he landed off the main jump and allowed Jukka to close right up. The next two laps would be a dash to the finish, as Craig drove defensively closing the door on any move that Jukka made. Jukka I'm sure was happy to come in second having won the first leg and didn't push too hard to get past. Such was their leads, the third car, Kevin, came in some ten seconds behind.

3rd Leg

Jon Leonard, Jukka and Craig were the only drivers who could win going into the third leg. Yet again Craig was first to react as the horn went. Kevin's car was strangely slow to move, and Craig had nowhere to go but into the back of Kevin's car, launching his YZ10 into the air and onto its roof. Craig's challenge was effectively over for this year. Craig running into



Jukka Steenari EC winning Cat.

Kevin actually seemed to help him get going and he moved into second behind Jukka. Jukka however was now looking majestic. With Craig down the field he knew all he had to do was finish where he was and he was Euro champ. Kevin couldn't win but he could finish second if he stayed second. With this in mind both drivers drove carefully with neither looking to make a real race of it. Meanwhile further back, Jon Leonard was driving himself onto the podium in third and Jamie Booth was also giving himself a chance of a high finish. The third leg finished rather professional with Jukka doing what he had to do.

Jukka Steenari proved that he can race on dirt and grass after this performance. Finland may not have the strength in depth but they have a real quality driver in Jukka. Schumacher must also be pleased to regain a title after winning them both last year in Finland. Well next years Euro's are in Spain, Barcelona to be exact. Let's see if there's grass at that one.

4WD FINAL	Total	Rd 1	Rd 2	Rd 3
1 Jukka Steenari	2	1	2	1
2 Kevin Moore	5	3	3	2
3 Jon Leonard	5	2	6	3
4 Jamie Booth	9	5	5	4
5 Ellis Stafford	9	4	8	5
6 Craig Drescher	9	10	1	8
7 Sascha Falter	10	6	4	10
8 William Mitchum	13	7	7	6
9 Alan Harman	15	8	9	7
10 Graham Alsop	18	9	10	9

Driver Country/Age	Sponsor	Car	Motor	Cells	Speedo	Radio	Servo	Front Tyres Inserts	Rear Tyres Inserts	Front Springs Oil	Rear Springs Oil	Gear Ratio
Kevin Moore GB/24	Losi, LRP, KO, Helgar Evdoka Paints	Losi XX4	LRP XTC 11 x 6	LRP Team Pack	LRP IPC Digital	Esprit II	KO 1002	Losi Silver Pins	Losi Silver Pins	Silver 30wt	Pink 40wt	17/84
Jukka Steenari Fin/20	Schumacher, Orion Corally	Schum. Cat 2000EC	Corally 11 x 2	Orion/Reedy V-Max	LRP IPC Digital	Sanwa Exzes	KO 1002	Losi Silver Pins	Losi Silver Pins	Grey 30wt	Red 30wt	17/92
Craig Drescher GB/21	Yokomo, Associated Reedy, CML, Sanwa LRP, MIP, Proline	Yokomo YZ10W	Reedy Tri-sonic 11 Dbl	Orion/Reedy V-Max	LRP IPC Digital	Sanwa Exzes	Airtron. 151	Proline Flat 80 M2	Proline Flat 80 M2	Copper 40wt No 1	Copper 35wt No 1	18/84
Sascha Falter G/24	Keil	YZ10W	Reedy Santic 'G' 11 x 4	Keil Pushed SCRC	Novak Tempest	Multiplex 81	KO 1002	Losi Silver Mini Pins	Losi Silver Mini Pins	Copper 35wt No 2	Copper 30wt No 1	16/84
Jon Leonard GB/16	Schumacher, Trinity LRP, Lunsford, MIP Colour Incorporated, RW	Schum. Cat 2000EC	Trinity Euro Kinwald 12 Dbl	Trinity Ex Tech	LRP IPC	JR Apex	Airtron. 151	Losi Silver Studs	Losi Silver Studs	Grey 35wt	Grey 30wt	17/92
William Mitchum GB/21	Tenth Technology Maxtec, LRP GM Racing	Predator 'Int'	Maxtec 11 x 6	GM Racing SCRC	GM Active Control LRP ICS	Esprit II	KO 1001	Losi Silver Pins	Losi Silver Pins	Green 35wt	Purple + P 40wt	19/70
Ellis Stafford GB/22	Schumacher, Trinity Losi, Novak, RCMC Trick Bits, Evdoka Paint	Schum. Cat 2000EC	Trinity 12 Dbl	Trinity Ex Tech	Novak Tempest	KO Esprit	KO 1002	Losi Silver Pins	Losi Silver Pins	Grey 35wt	Red 40wt	17/92
Jamie Booth GB/27	Schumacher, Corally Orion, M.troniks	Schum. Cat 2000EC	Corally 12 Triple	Orion Reedy V-Max	M.troniks Pro-Digi	JR Apex	KO 1002	Losi Silver Pins	Losi Silver Pins	Blue 40wt Assoc. No 2	Grey 45wt Assoc. No 3	18/95
Graham Alsop GB/??	Schumacher, MG M.troniks, Inpole Electronics	Schum. Cat 2000EC	MG 11 Dbl	Orion/Reedy V-Max	M.troniks Pro-Digi	JR Apex	KO 1002	Losi Silver Mini Pins	Losi Silver Pins	Blue 45wt	Grey 40wt	17/95
Alan Harman GB/29	Schumacher, Trinity Losi, Novak, KO, RCMC	Schum. Cat 2000EC	Trinity 12 Dbl	Trinity Ex Tech	Novak Tempest	KO Esprit	KO 1001	Losi Silver Mini Pins	Losi Silver Pins	Grey 40	Yellow 40	17/92