

INTERNATIONAL

ALAN WOOLIDGE reports from the 1/10 International and the 1/10 Euro Champs in Austria



Pete Stevens and George Land (seated) caught in deep thought, was George worried about the teams motors or their evening meal.

The collective photo, every driver gets his portrait taken.

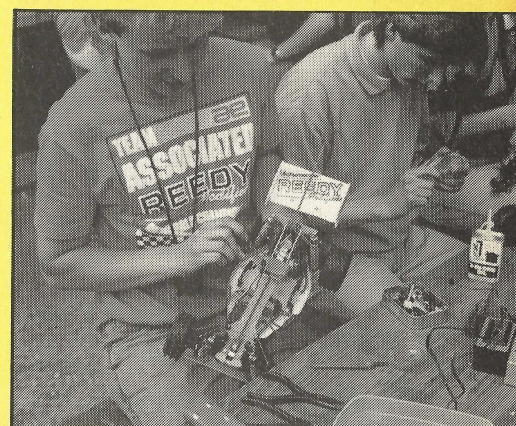


May saw Austria, Portschach in particular play host to both the 1/10 International Grand Prix and the 1/10 European Championships. Radio Race Cars man on the spot was Alan Woolidge.

Take it from me, racing model cars is much easier than writing reports, but this is the type of knowledge that you only acquire the hard way, so I found out.

The group that attended the Portschach events consisted of George Land, who acted as team manager, motor magician and chief cook, Pete Stevens, Glyn Peglar, Mick Langridge, Bill and Carol Jones, Richard Isherwood and yours truly Allan Woolidge. We took two days to travel the route to Portschach, nearly 1000 miles, the only snag en route happened when Glyn removed the gear lever from the car when stopped for petrol.

As soon as we arrived we went to look at the circuit, it was grass with plastic trunking used for edging. The circuit was on a



Jamie Booth works on his car between heats, seen here changing his motor.

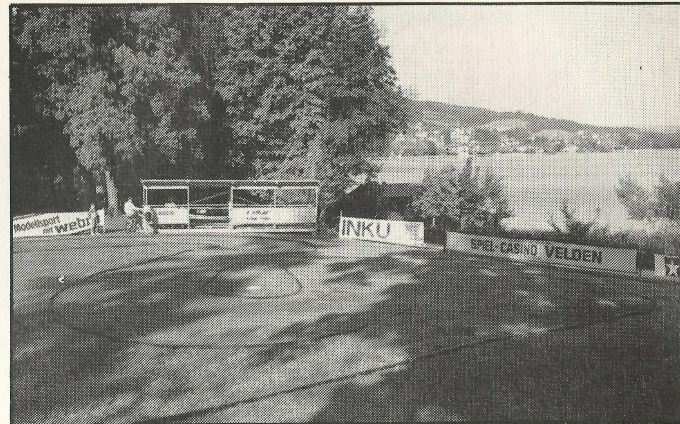
Left to right the top three: Brits, Jamie Booth third, Phil Davis first and Glyn Peglar second.



MOTORSPORT



The Portschach track was deceiving in its ability to sap power, it was also extremely beautiful.



slope over looking the lake, it was a most enjoyable setting for both racers and spectators alike. Pits were adjacent to the track, power was supplied and the whole area was shaded with trees. So, there we are the intrepid gang of eight had arrived and were

delighted with what they saw. Oh happy days!

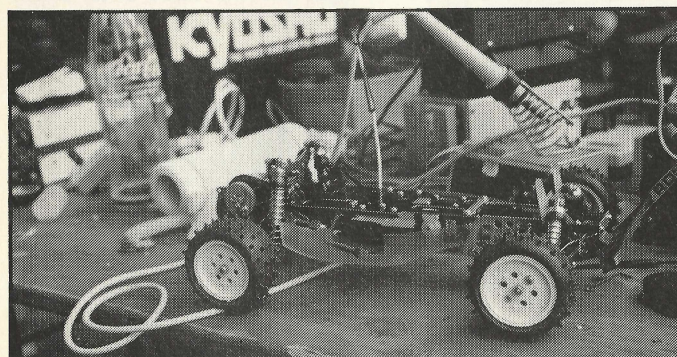
Friday Morning

Friday started with open practice followed by timed practice then came the first heat.

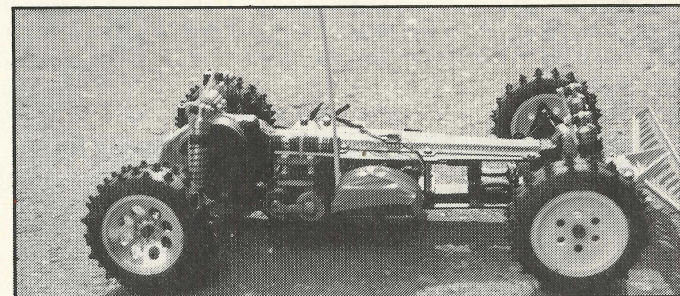
	Car	Motor	Cells	Laps
1 G. Peglar G.B.	L.W.B. Cat	Twister	Laser SCR	33/10.20.3
2 S Kohler D	Optima	M.I.H.	M.I.H.	32/10.25.9
3 S Kaske D	L.W.B. Cat	M.I.H.	M.I.H.	32/10.25.9
4 C Sterr D	L.W.B. Cat	L.R.P.	C.S.	32/10.26.4
5 P Stevens GB	STD Cat	Parma	Laser/Parma	32/10.27.1
6 R Isherwood GB	L.W.B. Cat	Parma	Laser/Parma	31/10.17.5
7 O Ganss D	Optima	M.I.H.	M.I.H.	30/10.11.0
8 A Woolidge GB	L.W.B. Cat	Parma	Laser SCR	30/10.15.5
9 C Buckingham GB	L.W.B. Cat	—	—	30/10.33.1
10 A Falbl A	Bigwig	—	—	30/10.34.8

Overall positions of the British drivers:-

1 Glyn Peglar	9 Carl Buckingham	26 Dave Jemmy
5 Peter Stevens	12 Bill Jones	31 Ryan Georgakis
6 Richard Isherwood	20 Mick Langridge	40 Carole Jones
8 Alan Woolidge	23 Paul Hobbs	41 Carole Langridge

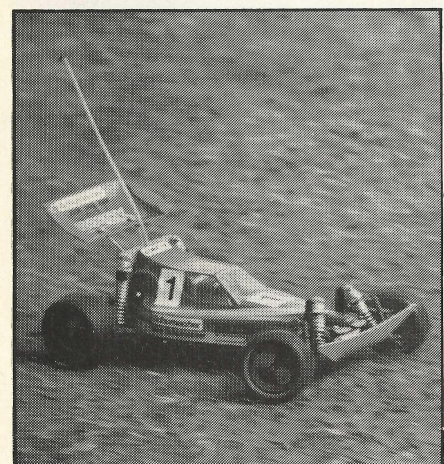


Below: Phil Davis's L.W.B. Cat romping home to Victory.



Jose Rosas' Optima, again latest version including belt drive and what appears to be a graphite chassis.

Below: The T.A.G. Coyote an interesting, well designed car that we can hopefully bring you a review on soon.

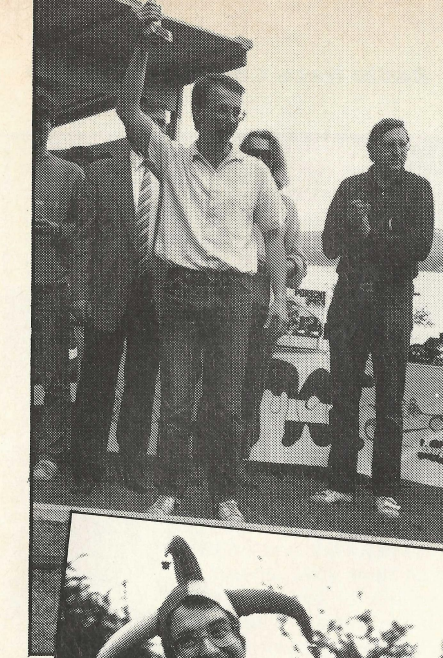
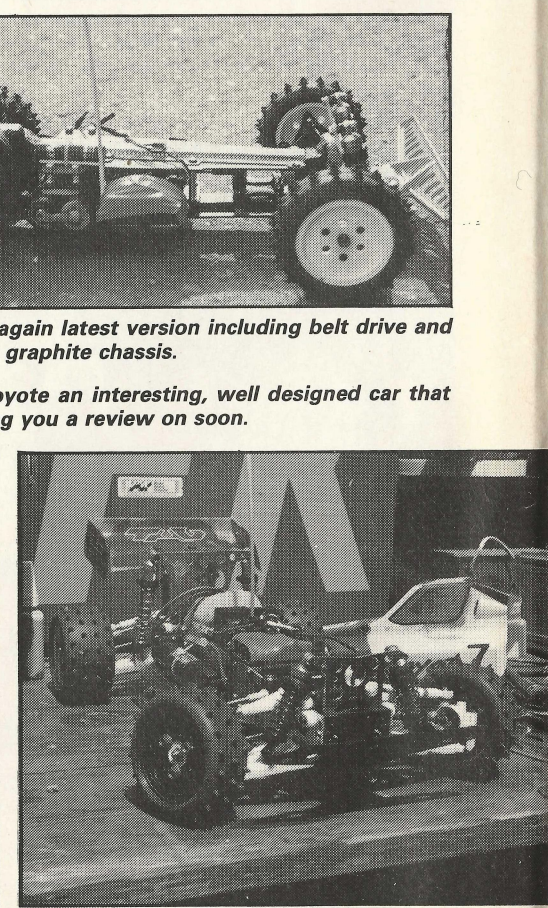
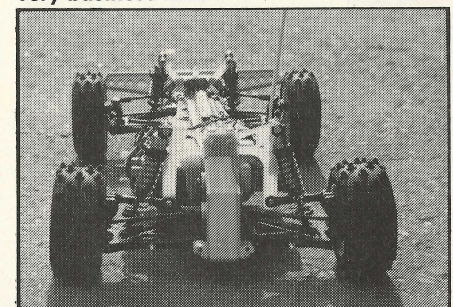


down, this and the very grippy grass surface gave problems with duration. The qualifying heats showed up sixteen laps were needed to be in with a chance.

The British team were all using the car of the moment, the Schumacher Cat. All were using the short wheelbase version except Pete who alternated between long and short, although the short wheel base version appeared quick the lap times said otherwise.

The Christmas tree system was used for grading finalists as Paul "watch the lights" Srna was using the same system for the Euro Champs the following weekend and was making sure nothing was wrong. As for myself I was extremely pleased to go from quarter finals, through the semi's and into the A finals.

Shortly after, it became apparent that the opposition was strong, there were Cats, Mini Mustangs, Optimas and a few of the quickest Bigwigs I've ever seen. Motor choice and gearing was heavily discussed, the track seemed to run uphill more than



The new European Champion Phil Davis, jester minute though who's the other guy?

The 1/10 European Championship

One hundred and ten European drivers were in attendance for this championship meeting, free practice was very hectic, at one point the drivers rostrum nearly collapsed under the weight of so many

Austrian international Results Table

Name	Car	Diff F	Diff R	Drive	Tyre F	Tyre R	Speed	Shocks	Battery	Motor	Ratio	Radio	Time
1 Phil Davis GB	Cat XL	Ball + 1 way	Ball	Belt	Cat 3 Row H	Cat 4 Row H	Schumacher Fwd only	Cat	Schumacher Custom SCR	Reedy Silver	16.58	Futaba 2LGX	31 Laps 10.25.9
2 Glyn Peglar	Cat XL	Ball + 1 way shafts	Ball	Belt	Cat 3 RH	Cat 4 Row H	Laser Fwd Only	Cat	Laser SCR	Twister 501	12.60	Futaba 3EGX	30 Laps 10.5.5
3 Jamie Booth GB	Cat Short	Ball + 1 way shafts	Ball	Belt	Cat 3RH	Cat 4 Row H	Demon F & R	Assoc	Demon SC	Reedy Gold	29.120	Futaba 2LGX	30 Laps 10.12.0
4 Jose Rosas F	Optima Belt	Ball + 1 way hubs	Ball	Belt	Cat 3RH	Option House	CS Rocket	Option House	Drastic Sanyo SC	Reedy Red	23.82	Sanwa Expert	30 Laps 10.22.0
5 Stephan Kaske D	Cat XL	Ball + 1 way shafts	Ball	Belt	Dynamite	Cat 4RH	Domeyer	Cat	Schumacher Custom SCR	Master Blaster	15.58	Robbe	30 Laps 10.25.2
6 Stephan Oberle D	Cat XL	Ball + 1 way shafts	Ball	Belt	Cat 3RH	Cat 4RH	CS Rocket	Cat	CS SCR	LRD Blue	13.58	Multiplex	30 Laps 10.25.3
7 Peter Stevens GB	Cat XL	Ball + 1 way shafts	Ball	Belt	Cat 3RH	Cat 4RH	Laser Fwd Only	Cat	Laser Selected Parma SC	Parma Sprint	14.60	Futaba 3EGX	30 Laps 10.35.4
8 Umberto Pernice I	Tag Coyte	Gear + 1 way hubs	Gear	Shaft	Cat 3RH	Cat 4RH	CS F & R	Option House	CS SCR	Mustang Yokomo	17.50	Multiplex	29 Laps 10.32.8
9 Christian Sterr D	Cat XL	Ball	Ball	Belt	Cat 3RH	Cat 4RH	CS Rocket	Cat	CS SCR	LRD Blue	14.58	Futaba Steel wheel	29 Laps 10.34.0
10 Denis Blandin F	Optima Belt	Ball	Ball	Belt	Hot Shot Spike	Option House	Home built	Option House	Drastic Sanyo SC	Mustang Yokomo	24.80	Sanwa	28 Laps 10.07.2

bodies. Paul Srna must be congratulated for the way he kept order in so much traffic.

Timed heats were used to grade drivers into qualifying heats. There were five in total which allowed drivers time to adjust their cars to the track conditions. The track was similar to the International held before, the changes were mainly to the corners and bends.

Drivers Eye View

From the start line it was full power downhill into a sweeping left hander, then the track tightened up, the next bend became known as win or lose corner, it had adverse camber and more than its fair share of potholes, from the far left of the rostrum it appeared to be all of two feet wide! The track rose slightly into a right hander, followed by an S bend, into a tight left and then up, yes you are reading it right, up the back straight to a sweeping 90° left, another left, followed by a 180° hairpin into a left and back to the downhill main straight. Now you may think all that is a bit of a mouthful, all I can say is you should try driving it!

Team Drastic

The Drastic team were in a very strong position, their new belt driven, ball differential cars were really going well, not bad considering it was their first time out. Denis Blandin was having real problems with interference, eventually and very systematically everything on board was changed. Pete Stevens had interference problems as well as a raging toothache, eventually both managed to overcome their interference problems although Pete never lost his toothache, but kept taking the medicine.

The cars were 96% four wheel drive and lined up as follows:

Schumacher Cat 36
Kyosho Optima 24 seven belt, seventeen chain driven.
P.B. Mini Mustang22
T.A.G. Coyote 9
Tamiya 9
RC 10 3 2 wd
Yankee 3
Kyosho Ultima 1 2wd

MRC Prototype 1
Scratchbuilt 1
RC10 and Cat Drive 1

The two wheel drive Ultima (See test review in this issue) was quite amazing, it was the equal of any 4wd car on the track, it cornered just as tight, just as quickly and appeared to drive as if on rails, watch out for this two wheel drive wonder it could cause a few surprises.

The Cats and the Optimas were however the eventual front runners with Phil Davis, Glyn Peglar and Jamie Booth very evenly matched against Jose Rosas and Denis Blandin honours eventually went to the Cats, but it was a very close fought thing.

The three A finals were a pleasure to watch, if you could get close enough. The lead appeared to change at each corner, at times you couldn't get a cigarette paper between the first three cars. Experience will out however and Phil slowly pulled a few yards ahead with Glyn and Jamie just behind hunting for that slightly wide line that would enable them to get a wheel in. Jose Rosas meanwhile was badgering them and poor old Pete 'face ache' Stevens was trying hard under extreme agony.

That is how things ended up a British victory in the shape of Phil Davis the following tech chart shows the relevant information, what it does not show is the dunking in the lake that Phil received to add to his trophy and European Champion title, well it made us feel better, Phil took it all in good humour, well done Phil and congratulations from us all.

Overall position of British drivers in Euro Champs.

1 Phil Davis	32 Mick Langridge
2 Glyn Peglar	36 Nino Athanasios
3 Jamie Booth	38 Darren Harris
7 Peter Stevens	39 Derek McLarney
12 Steve Haines	40 Neil Stringfellow
16 Michael Bridges	41 Steve West
17 Richard Isherwood	47 Kevin Blears
18 Craig Dresher	52 Peter Smith
20 Alan Woolidge	65 Mark Ferguson
21 Steve Newey	103 Charles Formby
23 Ian Oddie	105 Alan Newton
24 Bill Jones	110 Ian McLarney
26 Ian Little	