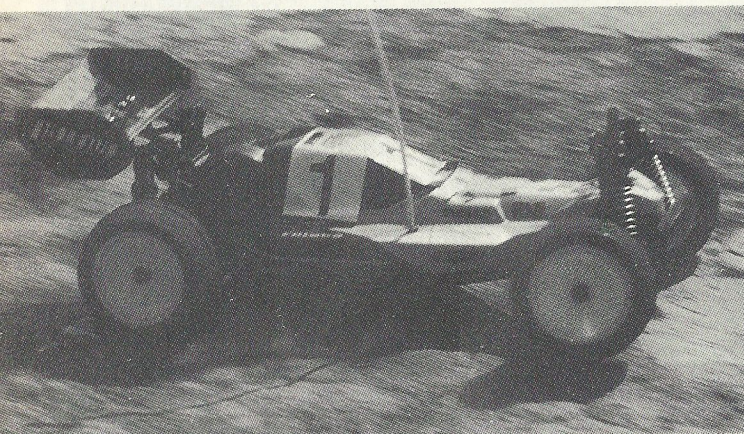
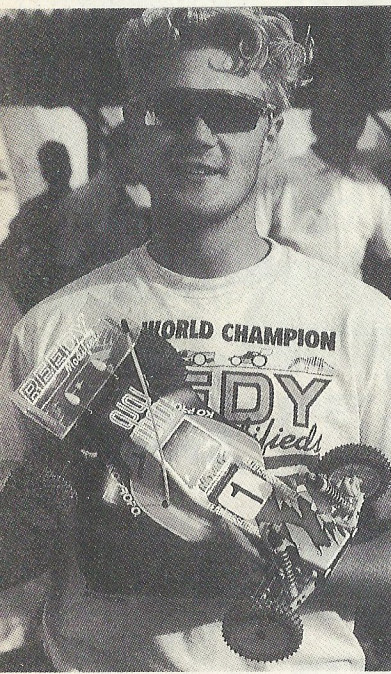


Great Britain went to Denmark with one Euro Champ and came back with two! – Read on...



Denmark clean-up...

Following closely after the British Grand Prix event at Southend came the 1992 European 1/10th Off Road Championships held in Naestved, Denmark. A team of 21 drivers in the 2WD class and 19 in the 4 raced for the UK against the best that Europe has to offer and we beat them fairly and squarely. Craig Drescher led the charge in the 2WD stakes retaining his title with Rory Cull and Jamie Booth being runners-up for the second year in succession to make it 1, 2, 3 for the UK. In the 4WD championship the first three were again UK drivers with Ellis Stafford victorious, this time Rob Gammon and



again, Rory Cull were runners-up to conclude the clean sweep. 6 UK drivers did really well to make the top ten in the 2WD Class and we had 8 in the 4WD "A" final to reiterate our domination. So, whilst our athletes were struggling down the road in Barcelona we were cleaning up in Denmark!!

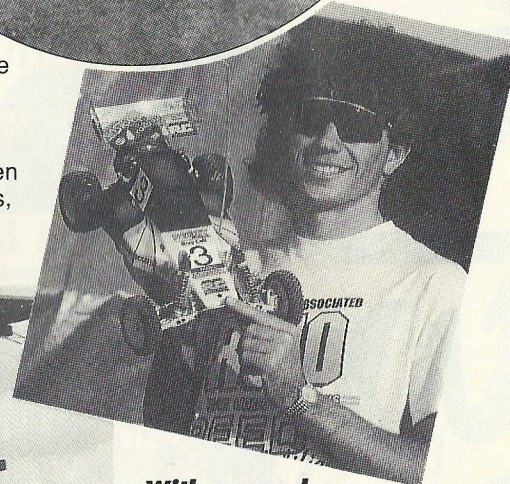
The Venue....

The Naestved Model Racing Club has a excellent venue on the outskirts of this market town incorporating a 1/8 tarmac track and a newly-built



dirt track which was to be used for the championships. Arriving on the first free practice day a quick reconnoitre of the facilities found us outside a large green army-type tent. This, we were told, was to be used as the

cafe although I expected to see a tank immersing from one end any minute. Along with another snack bar and ample parking, a couple of model shops could be seen and the Schumacher blimp was already there with Jimmy Davis distributing tyres and spares, throughout the event, as though it was Armageddon. Onto the pits to find some of the Schumacher team hard at work practicing 3 days before the racing starts! Must say the pits were a disappointment. They reminded me of market stalls in



With a superb 2nd in 2WD and 3rd in 4WD Rory Cull can be considered overall Euro Champ?...

appearance with the flimsiest of cover against the elements. The pits stretched down two sides of the track, perhaps they are used for a car boot sale on non-race days? The overhead cover on these stalls was limited and totally inapt. It's time that EFRA made sure that a prerequisite for outdoor meetings is a marquee. Every Grand Prix meeting I have

ever attended in the UK has had a marquee – we make adequate provision why not other countries?

Fortunately, we had super weather throughout the event apart from a ten minute shower on a practice day which illustrated how we would have suffered had the weather been unkind. As it was the major problem turned out to be dust! Windy conditions on a couple of race days blew dust from the track across the pits covering everything and everyone!!! It was so bad that a temporary screen was erected at the trackside shielding the German and our section of the pits.

Another moan about the



The 4WD podium was given the usual water treatment – the top three went home wet!

space each!!! It was all too inadequate.

The Track.....

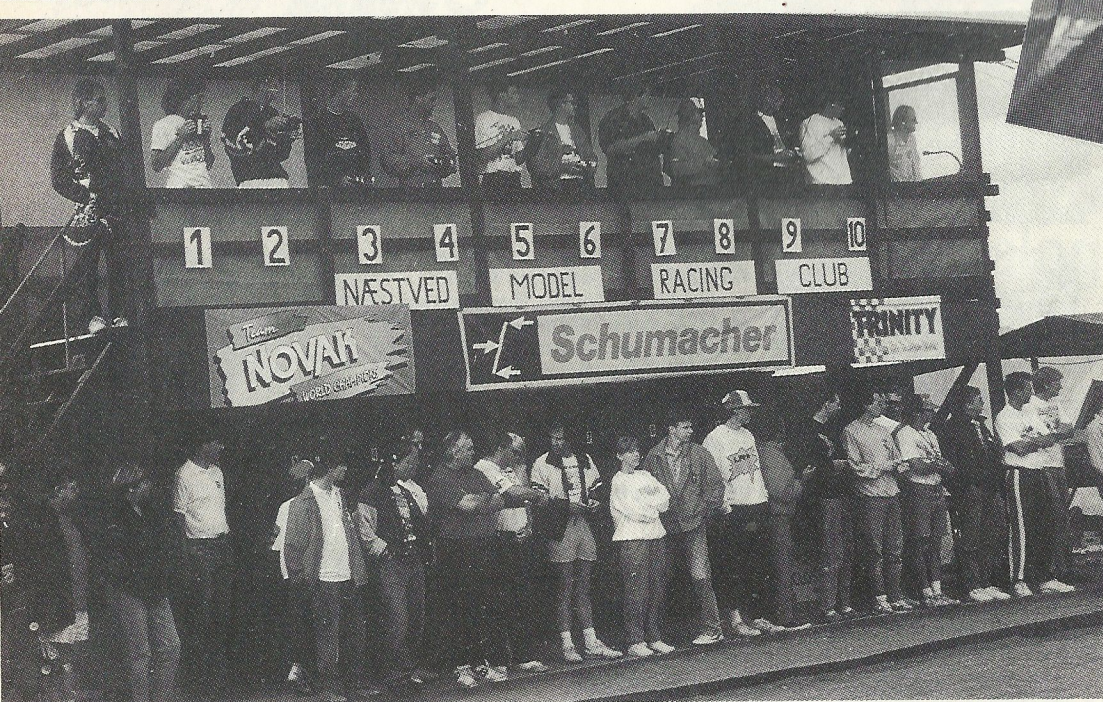
Now to the part that matters – the

racing layout was built on a hard-packed clay surface. A long straight in front of the high drivers rostrum was the first part of the race track the cars had to negotiate. At the end of this came a bend followed by another onto a shorter straight which brought the cars to an hairpin, situated smack in the centre of the circuit with no marshalling points near!!

Another hairpin and series of S-bends on the far side from the rostrum formed the most difficult



pits, they were also too small for the UK contingent. Around twenty drivers were squashed onto one length of stalls whilst a team of six drivers adjacent had twice as much

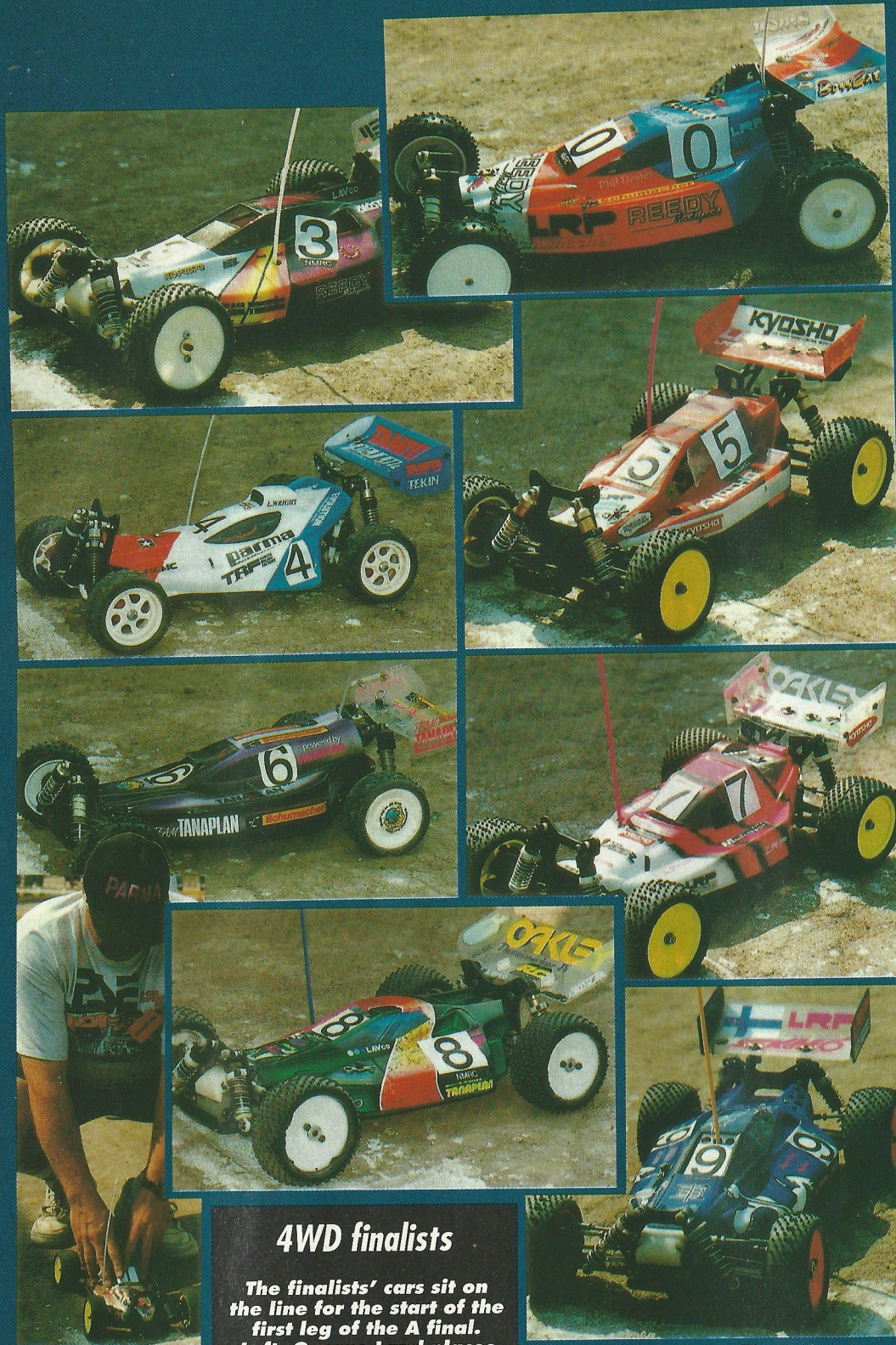


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section. These led around another bend to an awkward jump which caused every competitor a problem or two especially when the approach began to wear away. Two more hairpins and the cars had completed 1 lap of an extremely slippery and treacherous circuit. The layout was a good one with my only criticism being that the areas in the centre of the track were difficult to marshal. A mistake here, or at the jump could lose a lot of time as the marshals took about 3 seconds to get to the car. It was imperative, therefore, but no easy feat not to crash in the middle of the track. I felt the S-bend section was where the championship would be won or lost. Around half a second per lap could be gained taking the right line through the S's but running parallel to the rostrum made them difficult to judge right.

The Contests.....

The timetable allowed two free practice days, then another day of free practice and technical inspections before the 2WD competition started and, by this time, all competitors knew the track backwards although several areas were showing signs of heavy wear. A mixture of clay and water, which dried like concrete, was used to maintain and regrade these worn patches before the start



4WD finalists

The finalists' cars sit on the line for the start of the first leg of the A final. Left; George Land places Ellis Stafford's car on the line in pursuit of Parma's Euro title.

of qualifying. The major obstacle to overcome for all competitors was the lack of grip and just about every tyre in the spectrum had been tried during practice. The favourites going into the first of six rounds seemed to be either the Proline 7081 or the Yankee Cournon, which I know most of you will never have heard of - these are a 2in tyre which has been around for a few years and seems ideal on clay/dirt surfaces such as this one. As you can guess most of the competitors had stacks

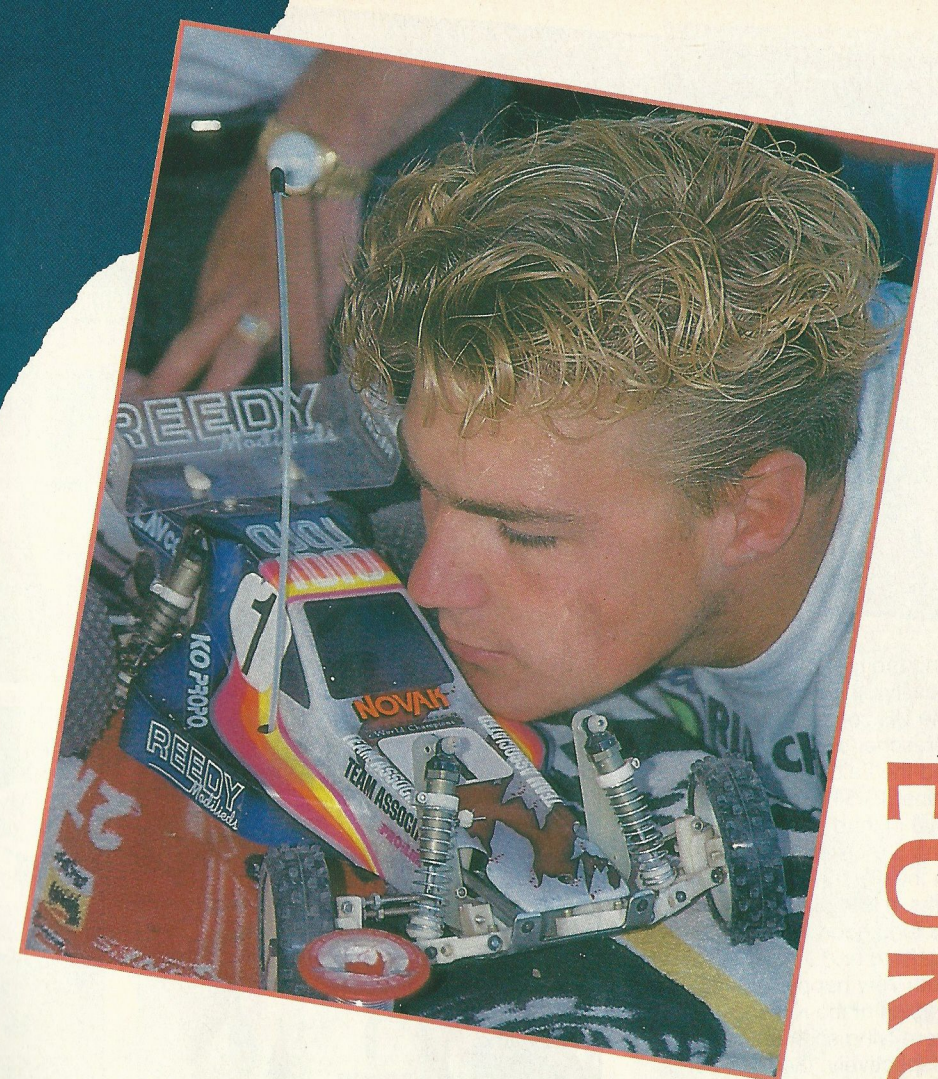
RADIO CONTROL MODEL CARS

of Schumacher greens and Kyosho H pins or microblocks, but not the tyres which seemed to work best. Indeed the competition seemed about acquiring the right tyres more than the racing itself and there's no doubt that certain drivers had more of an edge because they had the tyres.

Finally, round 1 commenced with, of course, staggered starts at 2 second intervals. Now, why we use this method of starting in EFRA meetings I can't understand. There's no rule in the 1/10th appendix of the EFRA rulebook, I can find, which says staggered starts are mandatory. So why we use them seems a mystery to me?? But use them we did

Concours winner

Below; The Eurochamps had a closely contested Concours event that eventually went to the airbrush of RCMC scribe Francois Lagrilliere. Right; Craig thinks before the 2WD final.



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and the first round of qualifying was very good for the UK contingent. Craig Drescher's Associated RC10 led the field with 14 laps in 5 mins, 16.54 seconds with Rory Cull in third place on 14 laps and 5 more Brits also up there in the top ten. Wayne Darwell was in fifth place, his RC10 looking good whilst Ellis Stafford and Jamie Booth, both very happy with the latest version of the Kyosho Triumph, were lying sixth and seventh respectively. German Jurgen Lautenbach had ran the second fastest time with his compatriot, Sascha Falter fourth.

It was evident even at this early stage that some drivers

Jimbo Pearson made his first Euro final - more to come?...

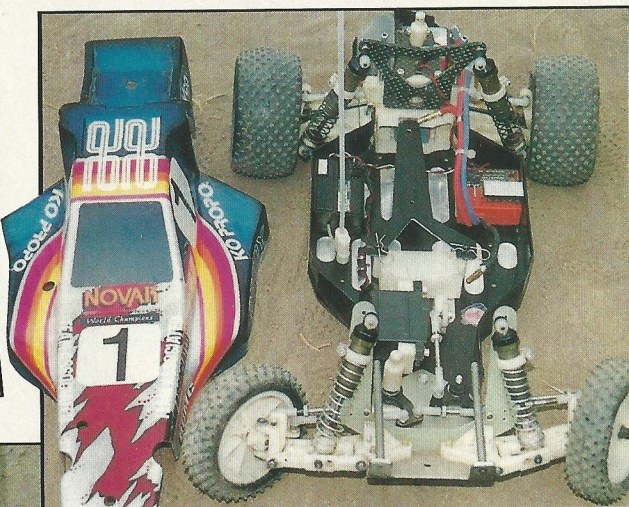


would have a definite tyre advantage and the track was also proving to be a real tester especially as the standard of driving in every heat was well below what we are used to in our BRCA Nationals. I think every British driver had several tales to tell about the wiped-outs he received at some stage of the qualifying and life would have been much easier had the refereeing been up to scratch. Unfortunately it wasn't, so drivers suffered. In round 2 Wayne Darwell, one of the few drivers with the Courmon tyres, was on for an "A" Final time when he was T-boned near the end of the race and missed out by 1/100th of a second!! I saw this incident and several others which were just as blatant but very few warnings and certainly no penalties

and Steve using Schumacher green minispikes (I hadn't managed to cadge any Prolines at this stage!) did 14 lap runs to make the top five in the round when most of the best overall top ten times were recorded. Ellis and Jamie also improved but moved down a couple of places. Craig Drescher put up the FTD in round 2 also, improving by 0.21 seconds to be well out in front going into the final round of the day.

There was very little change after the second round very few quick times were posted in round 3. Ben Sturnham's new

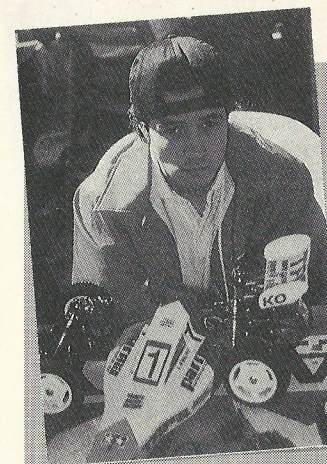
The winning RC10



Craig's winning RC10 was fairly standard as usual but he did run long shocks and bracket to match on the front.

were given. Steve West and German Michael Gaul, both with RC10s

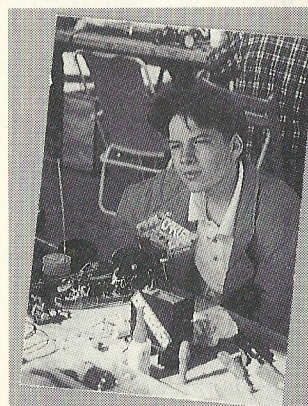
Schumacher Cougar 2 made 6th spot. I know the car was new because I saw him building it and Schumacher's new gearbox a couple of



Team Tamiya qualifying in top 4

Lee Wright put Team Tamiya on the map in Europe by putting his near standard Top Force fourth on the grid, the car featured some small mods to the rear suspension and new Tamiya dampers. In 2WD Alan Harman and Lee Wright qualified into the top 20 but didn't put the new 2WD into the final.

days earlier! So the first day of qualifying had come to a close with the Brits in a very strong position. The main concern for the rest of the team who still had to make it was the present state of the track as ruts had developed around the areas which had been patched. As a result would times become slower



Surprise second place for Bob

Robert Gammon looked fairly surprised at the end of the final leg of the 4WD A when he learned that his 15 lapper would give him second place, Rob drove well in the final leg but had a rough time in the first two...

tomorrow, or would rain intervene?

Our fears on the second day were, unfortunately, well founded. The rain did stay away and so did the wind making the track a little dustier than previously seen and lap times were down. Proline 7082, which have larger spikes than the 7081 now appeared to work as good as any available but it was disappointment for the 110 competitors that hadn't made it so far because none of the top 67 places changed on the second day. In effect day 2 was a complete waste of time as far as qualifying was concerned. We might as well have spent the morning sightseeing! Six RC10s, 2 Kyosho Triumphs and 2 Cougar 2s had made the "A" Final the day before and no one came close to any decent qualifying times in the remaining rounds. So we had six British and four German drivers who would race to be the European Champion.

The 2WD top ten qualifiers were as follows:

1 Craig Drescher	UK	14	5.16.33
2 Jurgen Lautenbach	Germany	14	5.22.66
3 Rory Cull	UK	14	5.23.08
4 Steve West	UK	14	5.24.00
5 Michael Gaul	Germany	14	5.24.00
6 Ben Sturnham	UK	13	5.00.20
7 Ellis Stafford	UK	13	5.01.39
8 Udo Michel	Germany	13	5.01.40
9 Jamie Booth	UK	13	5.01.86
10 Sascha Falter	Germany	13	5.02.17

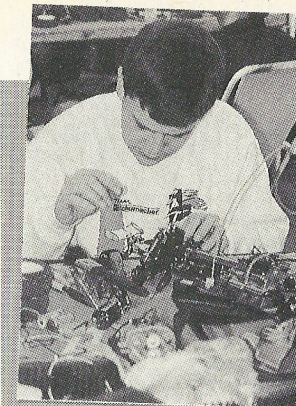
The 2WD Deciders.....

The 3-legged "A" Finals proved once again that Craig Drescher is unarguably the most successful driver this side of the Atlantic. He led all 3 "A" legs from start to finish winning each one by 12, 6 and 8 seconds respectively whilst the minor placings were being fought out by mainly UK drivers - Jamie Booth came home comfortably in second place with Ben Sturnham third in the 1st leg. Rory Cull featured prominently in legs 2 & 3 finishing third to Jurgen Lautenbach in leg 2 and beating Ellis Stafford for second place in the last run of the 2WD meeting. Overall a well pleased Rory Cull finished as runner up with Jamie Booth, happy to have a 2WD car which is

competitive, came home third to repeat the 1991 European Championship positions. Craig Drescher was simply in a class of his own and became the 2WD European Champion for the second successive year.

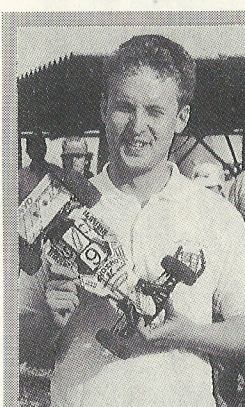
UK Drivers 2WD Finishing Positions.

- 1st Craig Drescher
- 2nd Rory Cull
- 3rd Jamie Booth
- 5th Ben Sturnham
- 8th Ellis Stafford
- 10th Steve West
- 11th Marc Neale
- 12th Wayne Darwell
- 13th Kevin Moore
- 15th Lee Wright
- 18th William Mitcham
- 19th Alan Harman
- 22nd Pete Hastings
- 30th Luke Burley
- 31st Phil Davies
- 37th Danny Conway
- 38th Lee Warren
- 40th Robert Gammon
- 56th Mark Tatman
- 60th Steve Haynes
- 91st Matthew Needham



Kevin Moore settles for B

Kevin Moore had an eventful Eurochamps making just both B finals, the past Worlds finalist was in the same boat as many in 2WD not making it when the track was fast but just seemed too slow with his 4WD Bosscat.



JB's Kyosho European debut

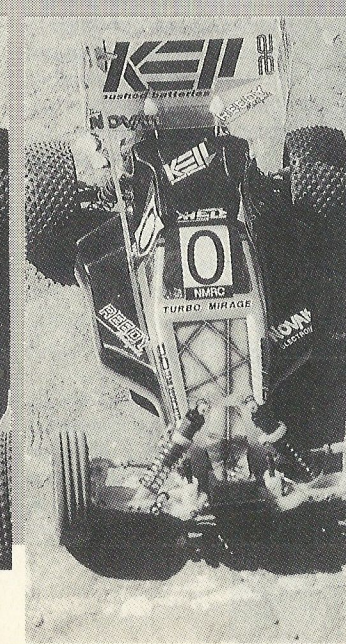
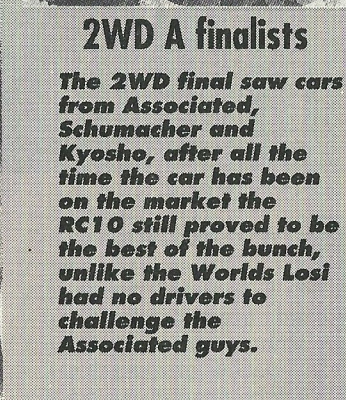
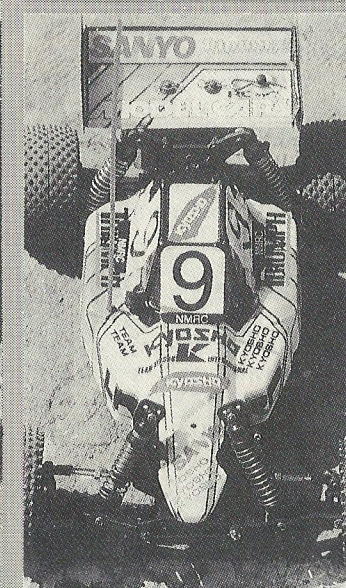
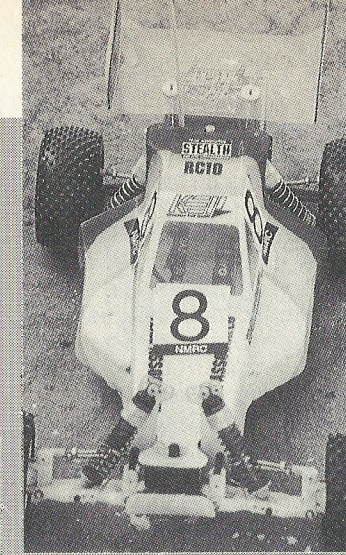
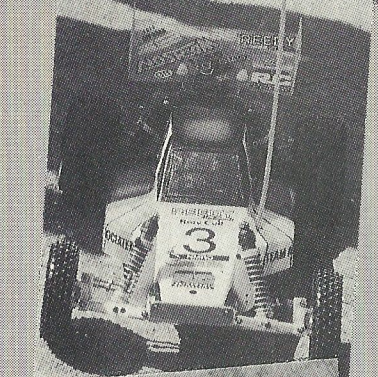
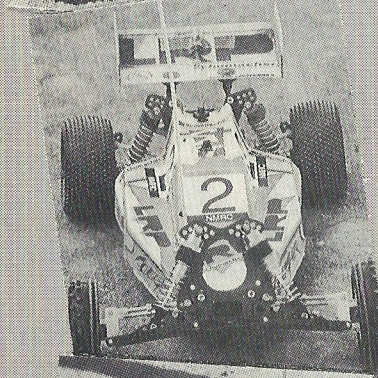
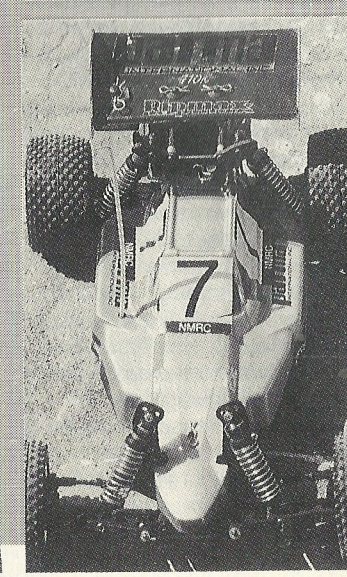
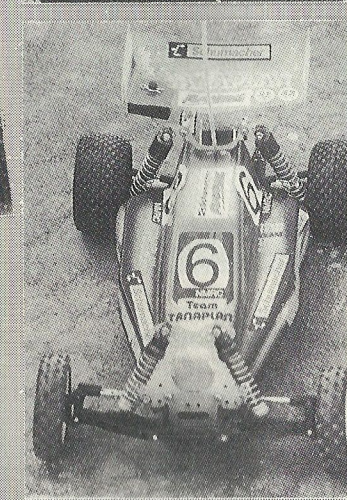
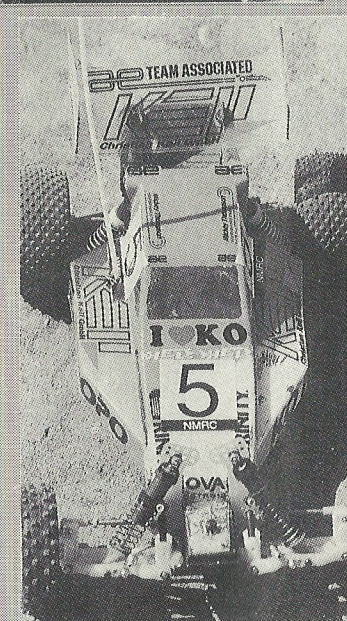
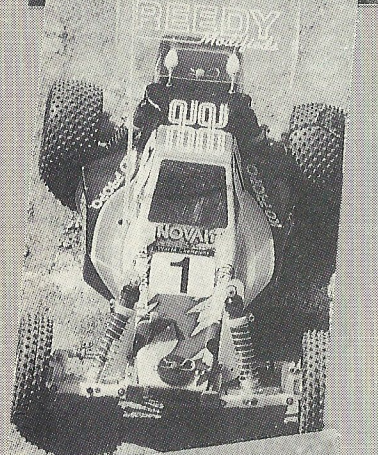
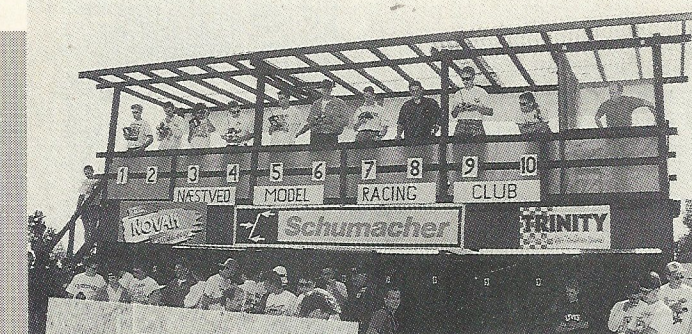
Jamie Booth raced for Kyosho for the first time at a Euro Champs, 3rd in 2WD was an excellent result for the new Triumph although JB's 4WD result was less impressive.

Ref loses his trousers

Terry Wright got what many feel he deserved in Denmark! A group of British ladies tried to publicly remove his trousers... they were unsuccessful.



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2WD A finalists

The 2WD final saw cars from Associated, Schumacher and Kyosho, after all the time the car has been on the market the RC10 still proved to be the best of the bunch, unlike the Worlds Lost had no drivers to challenge the Associated guys.

Sturnham's Bosscat, next came Tamiya driver Lee Wright's Top Force and in fourth place was the Kyosho Lazer driven by Ellis Stafford.

Round 2 saw little change to the leading bunch with 8 Brits now in the top ten and a great number of drivers still searching for tyres that were as good as the Prolines. The Associated/Yokomo team were OK. They had the advantage of the Proline 7081 tyres but these tyres were scarce and it was a case of borrow, beg, barter or steal a set if you could. Cut Jammin Jays 710s were being tried by the other teams as well as the Courbons, and Jimmy Davis in the Schumacher camp was seen busily mixing and matching. Jimmy could see that the Schumacher green 12x20 minispikes had the grip required but the profile of the tyre was inadequate for this surface. The softness of the compound made the tyre give too much when cornering, so Jimmy decided the move would be to make up a tyre comprising of blue minispikes sidewalls with a tread of green minis. Out came the Blue Peter survival kit and his trusty Tamiya scissors and four attempts and 2 hours later these were being tested by a Schumacher driver on the track! Full points for innovation Jim, and the idea would have worked fine had he had the facilities to do a proper job!!

The final round of the day 3 saw Kevin Moore move up into 2nd place just 5 seconds adrift of Craig's 1st round time and Rob Gammon scored a quick 14/5.09.03 to be placed 4th overall. Phil Davies was also in contention but ominously three Germans: Stephan Danz, Sascha Falter and Jurgen Lautenbach were also in the leading bunch and we were all praying that the track would hold for the final 3 rounds of qualifying.

There was no need for worry, for although there was considerable wear, times improved in every subsequent round. Round 4 saw Ellis Stafford get within 2.5 seconds of FTD along with Lee Wright, who's Top Force which was looking really promising. Ellis was using some prototype shocks



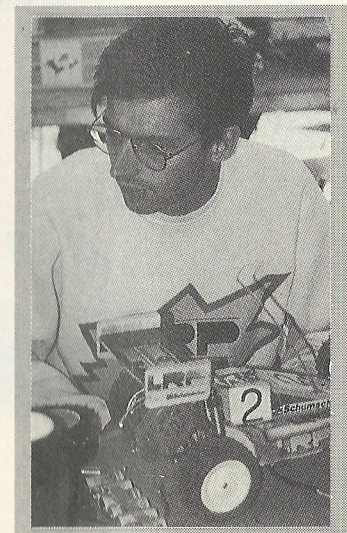
Team RC10 rule ok!

Craig proved again that his is tops in 2WD, he has now retained his 2WD Euro title to add to his National titles in 2WD, 4WD and trucks. With the Worlds coming up fast in the UK, Craig must be the UK's best chance at a world title.

on his ZX-R and we were impressed with their performance. Meanwhile, the positions behind the top three qualifiers were extremely close with only a couple of seconds splitting the next 12 places.

In round 5 Craig Drescher improved his FTD and then Ellis scored the only 15 lap run so far as the competition became more intense and most of the fancied drivers began to post improved times. Some of the Brits were also struggling for one reason or other, Marc Neale and Jamie Booth were having "speed" problems, Marc was dumping every run and Jamie was lacking both speed and duration, and others were suffering with lack of grip and back markers!! So there was still a lot to aim for going into the final round and what a round it was!!

Mark Tatman moved into the frame with a quick 14/5.06.97, then Kevin Moore was quicker (5.05.57) and so was Marc Neale, who finished a race! His time and that of



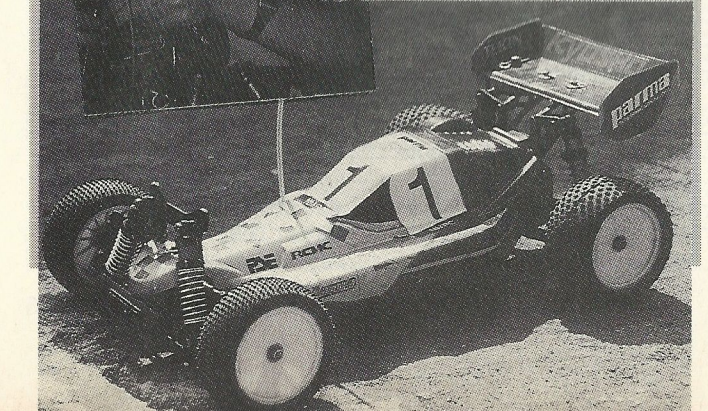
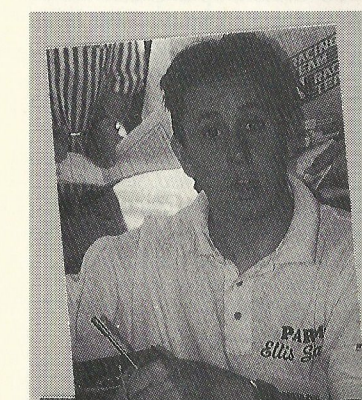
Jurgen qualifies 2nd

Jurgen Lautenbach did a superb job to put his Cougar in 2nd spot on the grid, he challenged Drescher for a number of laps but the pressure from Craig's speed was too much.

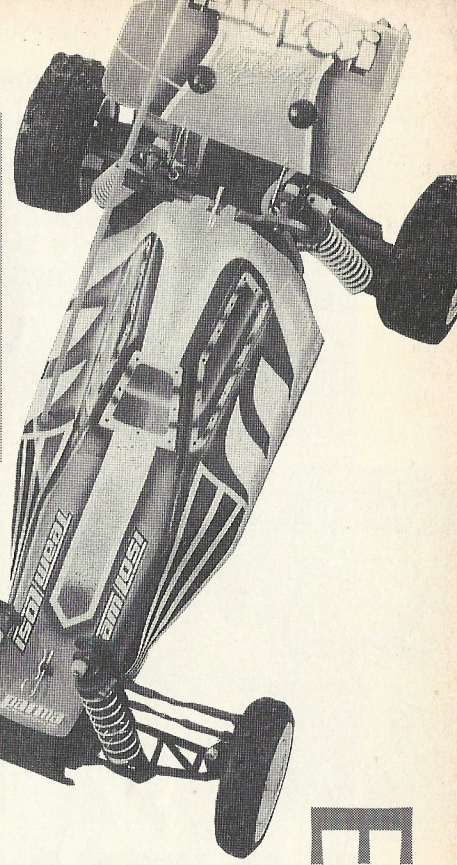
Steve West and Jamie Booth would not be quick enough to make the "A". Jimbo Pearson on the other hand had a great run to finish with 14/5.04.25

TQ & new Euro champ for Stafford

Ellis Stafford was a very popular winner in Denmark. The 18 year old who was discovered by Parma and RCMC Magazine 3 years ago finally showed he was capable of giving Kyosho, Parma and RCMC a European title! His dad Martin was not in Denmark but was soon telephoned...

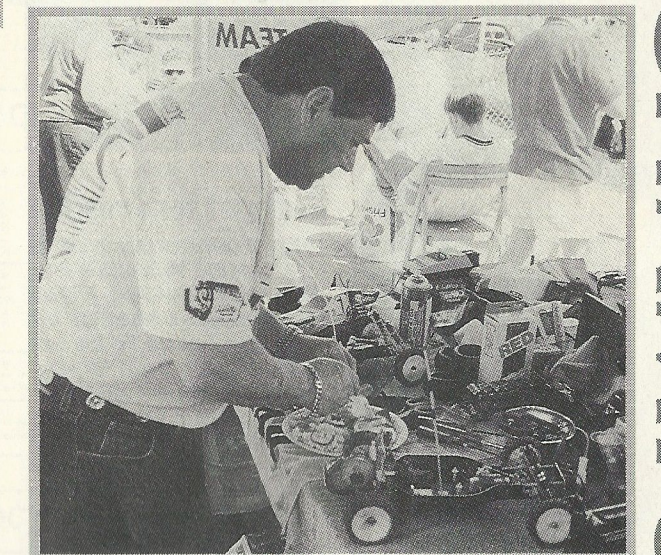


to make it along with Rob Gammon. Rory and Lee wright improved along with Ben Sturnham to be safe at the top of the list but not without a few anxious moments and then Ellis Stafford steered his Kyosho car to another 15 lapper. Germany's Stephan Danz moved up to 5th overall driving his ZX-R and the only other non-Brit to make it was Finnish driver Heikki Naulapaa. Then came the drama, Craig Drescher came home with the quickest time of qualifying but had this time disqualified because his Yokomo was too wide and failed the scrutineering. This moved Craig to second place



on the grid in a round which saw ex-European Champion Phil Davies squeeze out his Schumacher Teammate Kevin Moore from the top ten.

So we had the unheard of situation of three of the World's best and most sponsored drivers, Jurgen Lautenbach,



Mike Drescher Kyosho or Yokomo?

Mike Drescher is the father of Craig. He also works for Ripmax, the UK importer and supporter of the UK Kyosho Team. This of course meant that Mike spent most of his time looking after his son driving Yokomo and Associated, while still helping out the Kyosho Team, overall Craig came home Eurochamp and so did Kyosho - the perfect end to a weeks work for Mike!

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The Top Ten 4WD qualifiers were thus:

		laps	
1 Ellis Stafford	UK	15	5.19.41
2 Craig Drescher	UK	14	5.01.43
3 Rory Cull	UK	14	5.02.09
4 Lee Wright	UK	14	5.03.16
5 Stephan Danz	Germany	14	5.03.74
6 Ben Sturnham	UK	14	5.04.03
7 Rob Gammon	UK	14	5.04.17
8 James Pearson	UK	14	5.04.25
9 Heikki Naulpapaa	Finland	14	5.04.90
10 Phil Davies	UK	14	5.04.92

The track



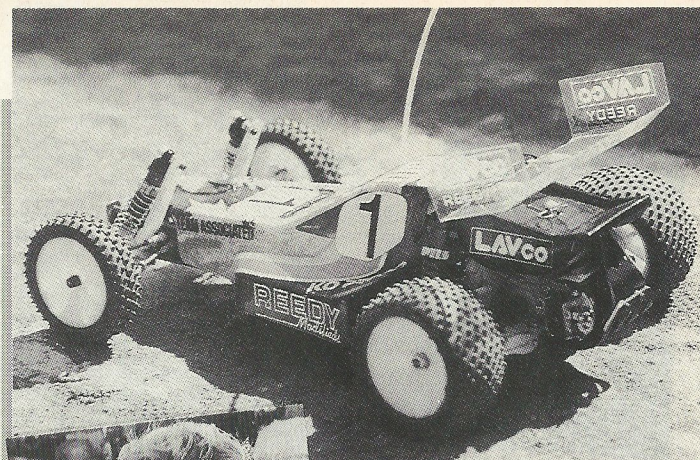
Left; The track did cut up during 2WD - the times from the first round not changing in the top 60, this meant the early times were very important.

Rory Cull looks happy if a little wet! After the result he ran straight to his mum for a cuddle - how sweet!



2nd spot for Drescher

Ellis Stafford took TQ in 4WD, this time was beaten in the last round by Drescher although his car was found to be too wide. This meant second spot on the outside of a dusty grid - Craig never looked quite the same after losing his TQtime...



Top in 2WD for Drescher again

Craig proved again that he is tops in 2WD, he has now retained his 2WD Euro title to add to his National titles in 2WD, 4WD and trucks. With the Worlds coming up fast in the UK, Craig must be the UK's best chance at a World title.

Kevin Moore and Jamie Booth not making an "A" final which would throw up a few surprises before the Champion was crowned!!

Into the finals....

The questions were asked and answered during an exciting set of "A" finals. In leg 1 Ellis from pole position stole away from the chasing pack and it was Craig Drescher who immersed and was catching Ellis until a mistake on the hairpin (remember no marshalling points here!) cost him any chance of the leg win. Ellis, significantly, won the race with a 15 lap time and Rory Cull finished second with Craig third. The second leg saw Ellis make a complete hash of the start crashing on the first three bends and it was Stephan Danz and Rory Cull who went to the front of the race and these two fought out a very exciting duel with Rory having his chances but not making the most of them to let Stephan win (14/5.03.77) by less than 0.5 seconds, James Pearson finishing third.

Going into the final leg because the best two scores are added together under EFRA rules (crazy but it's true!!), anyone wanting to beat Ellis Stafford would have to make 15 laps and his really put the pressure on. When Ellis made no mistakes this time and shot into a commanding lead which he held until the finish coming home with another 15 lap run, the contest was all over and we would have a new European Champion. It only remained to see who would be runners up and Ellis's Kyosho Teammate Rob Gammon came home in second place with the only other 15 lapper of the finals to finish second overall and, although Rory Cull did not finish this final leg he had done enough in the first two to conclude a very successful Championship meeting by finishing in third place.

Ellis Stafford is the 1992 4WD European Champion and he fully deserves the accolades, driving brilliantly on a difficult track to record the first major success for Kyosho since winning the 1987 2WD World Championships. With Rob Gammon's super 2nd place, and Stephan Danz's fifth spot also driving ZX-Rs (with the latest Timeline Tune-up parts incidentally), this

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meeting broke the domination held by Team Yokomo over the past couple of years. Well done Ellis and all the Brits who were in Denmark, it was a great race meeting for the UK.

UK Drivers 4WD Finishing Positions

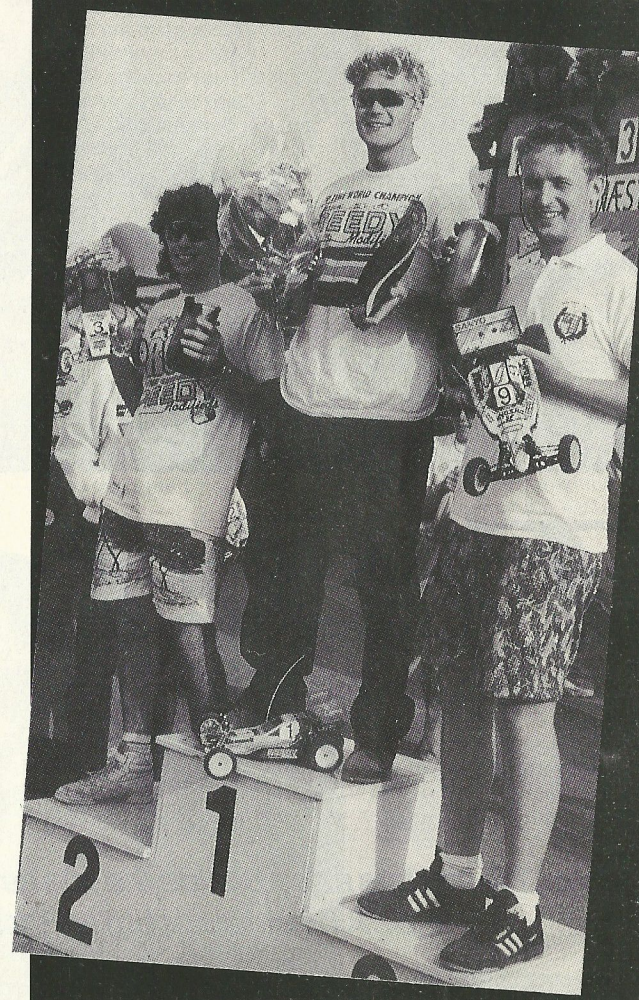
- 1st Ellis Stafford
- 2nd Robert Gammon
- 3rd Rory Cull
- 4th Ben Sturnham
- 6th Craig Drescher
- 8th Lee Wright
- 9th James Pearson
- 10th Phil Davies
- 12th Kevin Moore
- 17th Marc Neale
- 19th Mark Tatman
- 22nd Alan Harman
- 25th Jamie Booth
- 27th William Mitcham
- 30th Steve West
- 32nd Luke Burley
- 35th Steve Haynes
- 79th Lee Warren
- 80th Darren Styles

The Naestved Model Racing Club are to be congratulated for holding a very enjoyable event. The race track was good and the facilities were adequate if you exclude the pits and I don't want to be critical because I

thought that in general that they did us proud. The major criticism I have with the meeting is that the standard of refereeing was non-existent. The 2WD championship was very poor by our standards even with Terry Wright as one of the Referees. Any driver bitching about the refs in the UK ought to have been at this meeting. As I said the 2WD was bad enough and Terry did his best but far worse was to follow with the 4WD event which was frankly diabolical. The UK drivers, who are now the most disciplined, suffered the greatest because of this. They would concede to faster cars and would move over whereas the others, whose skill level is lower anyway, were obdurate and careless. The staggered start system is partially to blame for this with the Referees not acting make the contest fair. Too many times drivers did not move over when instructed by the Referees and then no warnings or penalties were given. The qualifying in the 4WD event was so close that being held up for one second could move you down the list 10 places!!! No controls made it a sham and it is one of several controversial issues that the EFRA AGM must address if we are to move as far forward as I believe the BRCA has done in the UK.

Top 3 in 2WD

The top three in 2WD turned out to be old racing rivals Rory Cull, Jamie Booth and Craig Drescher. Top 3 in both 2WD and 4WD went to the UK.



2WD EUROCHAMPS

NAME	QUAL	SPONSOR	BUGGY	MOTOR	CELLS	SPEEDO	SLIP/SPEEDO	FRONT TYRES	REAR RYRES	NATIONALITY	FINAL POS
Craig Drescher	1	Associated Reedy RCMC Ko	RC10	Reedy Mr S	Keil SCRC	Novak	Slipper	Losi Groove Spike	Proline 7081	GB	1
Jurgen Launtebach	2	LRP Schumacher	Cougar II	LRP Magic	LRP SCRC	LRP	Both	Yokomo TF230 cut	Proline 7081	D	4
Rory Cull	3	Associated Reedy Nosram Ko	RC10	Reedy Mr S	Keil SCRC	Nosram	Slipper	Losi Brown spike	Proline 7081	GB	2
Steve West	4	Kyosho Parma RCMC	RC10	Parma 13x2	Parma SCRC	Tekin	Slipper	Losi Brown spike	Proline 7081	GB	10
Michael Gaul	5	Evolution MIH	RC10	Evolution 13x3	MIH SCRC	Helbing Turbo	Slipper	Yokomo TF240	Proline 7081	D	7
Ben Sturnham	6	Schumacher Tanaplan Nosram	Cougar II	Tanaplan 11x2	Schu. SCRC	LRP	Both	Yokomo TF240	Schumacher Green 12x20	GB	5
Ellis Stafford	7	Parma Kyosho RCMC	Triumph	Parma 11x2	Parma Pana.	Tekin	Both	Kyosho H	Jam. Steppin cut	GB	8
Udo Michel	8	Evolution Mega	RC10	Evolution 13x2	Mega SCRC	Helbing Turbo	Slipper	Yokomo TF240	Proline 7081	D	6
Jamie Booth	9	Kyosho LRP RCMC	Triumph	LRP Magic	LRP Pana.	LRP	Slipper	Losi Brown	Jam. steppin cut	GB	3
Sascha Falter	10	Reedy Keil	RC10	Reedy Mr T	Keil SCRC	Helbing Turbo	Slipper	Yokomo TF240	Proline 7081	D	9

4WD EUROCHAMPS

NAME	QUAL	SPONSOR	BUGGY	MOTOR	CELLS	SPEEDO	SLIP/SPEEDO	FRONT TYRES	REAR RYRES	NATIONALITY	FINAL POS
Ellis Stafford	1	Parma Kyosho RCMC	Lazer ZXR	Parma 11x2	Parma Pana.	Tekin 411K	Torque control	Kyosho soft m/block	Jam steppin cut	GB	1
Craig Drescher	2	Yokomo Ass.Reedy Ko Nosram	Yokomo	Reedy Mr O	Keil SCRC	Novak	Slipper	Proline 7081 narrow	Proline 7081	GB	6
Rory Cull	3	Yokomo Ass. Reedy Ko Nosram	Yokomo	Reedy Mr O	Yokomo SCRC	Nosram	Slipper	Proline 7081 narrow	Proline 7081	GB	3
Lee Wright	4	Tamiya Parma RCMC Ko	Evolution Topforce	Parma 11x3	Parma SCRC	M11G Tekin	No	Couron Y	Couron Y	GB	8
Stefan Danz	5	LRP Kyosho	Lazer ZXR	LRP Orange SE	MIH SCRC	LRP	Torque LIM	Kyosho H soft	Proline 7081	D	5
Ben Sturnham	6	Schumacher Tanaplan Nosram	Bosscat	Tanaplan 12x2	Yuasa	LRP	Torque LIM	Schu. 6x20 green	Couron Y	GB	4
Robert Gammon	7	Kyosho LRP	Lazer ZXR	LRP	LRP SCRC	Novak	Slipper	Kyosho H soft	Jam steppin cut	GB	2
James Pearson	8	Yokomo Nosram Glyns	Yokomo	Tanaplan 11x3	Glyni YokSCRC	Dom. Nosram	No	Proline 7081	Proline 7081	GB	9
Heikki Naulpaa	9	Yokomo LRP	Yokomo	LRP	LRP Pana.	LRP	Both	Kyosho H soft	Proline 7081	SF	7
Phil Davies	10	Schumacher Reedy	Bosscat	Reedy Mr O	Sch/panSCRC	LRP	Torque slipper (ilite)	Sch. 8x20 green	Couron Y	GB	10

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