

JURGEN LAUTENBACH INTERVIEW

How did you first get started with R/C cars?

I saved my money working as a paper boy to buy my first R/C stuff.

What was your first car.

A Tamiya off road Jeep Cheetah.

What is your favourite class of R/C racing? (ie buggies, 1/12 or 1/10 circuit)

My favourite class is 1/10 off road buggies, because you can slide through the corners like real racing, drive harder and run over the kerbs. This means you can go faster than the others without losing a race when you hit a dot. In all the other classes you can go close to the dots, but if you touch them you lose too much time. Driving hard doesn't pay, but with buggies it does. I also like buggies because the competition is really tough.

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What are your current R/C cars?

4WD Schumacher Pro Cat.

2WD Schumacher Cougar.

1/12 Corally SP12.

1/10 TRC/Composite Craft Lynx II.

To what do you attribute your success?

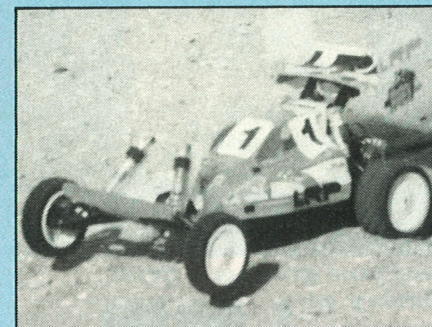
Hard work over a long time, with a lot of testing. Long time co-operation with my friend Stephan Oberle. Help and support from my friends, especially Jules and my brother Karsten. A lot of experience and a lot of support from Schumacher and since the beginning of 1990 from Corally.

Have you got any further ambitions and aims.

To become World Champion as a driver or motor manufacturer, and that my company continues to be successful.

What radio gear, servos and speed controllers do you use?

I use KO products provided by the German distributor Multiplex, including a KO EX1 transmitter, a KO receiver and FET servo, plus a prototype LRP speed controller.



What charger do you use?

How many amps do you charge at? Do you prefer peak or thermal charging?

I use a Schumacher PC5 to thermal charge my batteries up to 47°C, at 4 amps.

What do you use to discharge your cells, and how do you store them?

After a race I discharge my batteries with a Schumacher discharger to see how much capacity I have left in them. I then connect a 39ohm resistor across the batteries for three days. After this I take the resistor off and leave the batteries until the next time I use them.

How often do you skim the commutators on your motors?

I usually skim the commutators on my motors before important races. For practice and regional races I sometimes use the motors without skimming or rebuilding for 30 or more runs. For example, the 24 hour race in Belgium was won by a team using only one LRP Blue, changing the brushes only once. Another team used a White E for 13 hours (about 150 runs) and this motor is still working fine. I believe skimming is good for that last edge, but it is not always necessary.

What do you use to clean your motors and how often do you clean them? Do you take them apart to clean them?

The motors are taken apart and all the parts cleaned with alcohol, a brush and towel, and sometimes a supersonic device. This is normally done before important races.

How often do you change motor brushes and springs?

I nearly never change springs, and normally change brushes just before an important race, sometimes only after 20 to 30 runs, just like skimming. As a general rule I would recommend that you change brushes when the motor starts to feel soft or you have problems with running time.

This may be a stupid

question, but was was your best season do date?

1990.

(I was right, that was a stupid question!)

Could you list the titles and championships you have won, and any other major results.

1987 German national champion 1/12 scale (standard class).

1988 Third place in the 1/12 scale Euro champs.

1989 German national champion 1/12 scale (modified class).

German national champion off road.

Second place in the 1/12 scale Euro champs.

Third place in the off road Euro champs.

Fifth place in the off road World champs.

1990 Second place at the U.S. internationals in Florida.

First place (2WD and 4WD) Italian Grand Prix.

First place (2WD and 4WD) Dutch Grand Prix.

European champion 1/12 scale.

European champion Pro Ten.

European champion off road 2WD.

Top Qualifier in off road Euro champs 4WD.

Second place in the Reedy race of champions 4WD.

What do you regard as your best win so far?

My best win? Emotionally, my best win was when I passed Masami Hirosaka in a heat at the Reedy race of champions in Costa Mesa 1989, and to qualify for the 1989 off-road world championships A final. For prestige my best result was the fifth place at the '89 worlds, and second place at the US internationals in Florida.



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Could you list all of your sponsors (including yourself).

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TRC
COMPOSITE
CRAFT

Schumacher

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Who do you rate as the world's best drivers (per class and overall), and why?

Masami Hirose in all classes. He won all of his titles (three times off road and once 1/12 scale world champion) because of his total determination and car control.

Jay Halsey because of his flamboyant style and consistency. Jamie Booth because of his natural talent and the way he qualified for the 2WD A final at the world champs.

Nigel Mansell because he is the greatest fighter and the most emotional.

Who do you admire and why?

Masami and his father because of their determination and skills. Jim Halsey (Jay's dad) because of his

knowledge about cars and his good nature. Mike Reedy as a person and a sportsman.

When do you plan to retire?

Retire? When Ayrton Senna and Alain Prost start R/C model car racing I'll switch to golf.

Do you have any superstitions?

I always wear my lucky shoes during A finals.

Do you have any other hobbies or interests?

I like techno disco music and motorsports, especially Formula 1.

Have you got any tips on car preparation and driving to pass on?

Firstly you must read the instructions relating to your cars and other products. This might sound stupid, but very often the manufacturers give tips which definitely help and/or avoid damage. Build the car properly paying very close attention to the instructions, and make sure that the drive train is free and smooth. Play around with the car to get to know it better. Blame yourself and not the car if it doesn't work. Do as much practising, testing and racing as possible. Keep cool during qualifying heats and wait behind backmarkers until they move over.

What was your biggest disappointment?

The 1/12 scale world champs in Holland 1988.

Can you give us a brief personal history.

Birthplace: Wailblingen near Stuttgart.

Birthdate: April 9 1966.

Finished high school in 1985.

Started business during university in 1986. Quit university in 1987 and started full-time business.

I started gas car racing in the early 80's, and then switched to 1/12 scale.

My first sponsors were Kyosho (1/12 scale) and Robbe, the German importer. The most important

person to me was Mr K H Schafers, who took me to all the races and taught me a lot.

In 1984 and 1986 I raced at the 1/12 scale worlds for Kyosho. In 1987 I switched to Schumacher cars (1/12 scale).

My first off road race was at the Reedy race in Romsey where I made the A final. In 1990 I got full sponsorship from Schumacher.



Can you give us a brief history of

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1986 I began by rewinding Kyosho motors. My first customer was Jules, who is now my business manager. Then other people in the club wanted a motor too. I then began production of motors with the help from some of my friends.

1987 I started to buy 'tear down' motors from Japan. My first sponsored driver was Stephan Oberle who did and still does a lot of testing.

1990 At LRP there are four full-time employees, plus some part-timers. Consequently, production has increased dramatically.

