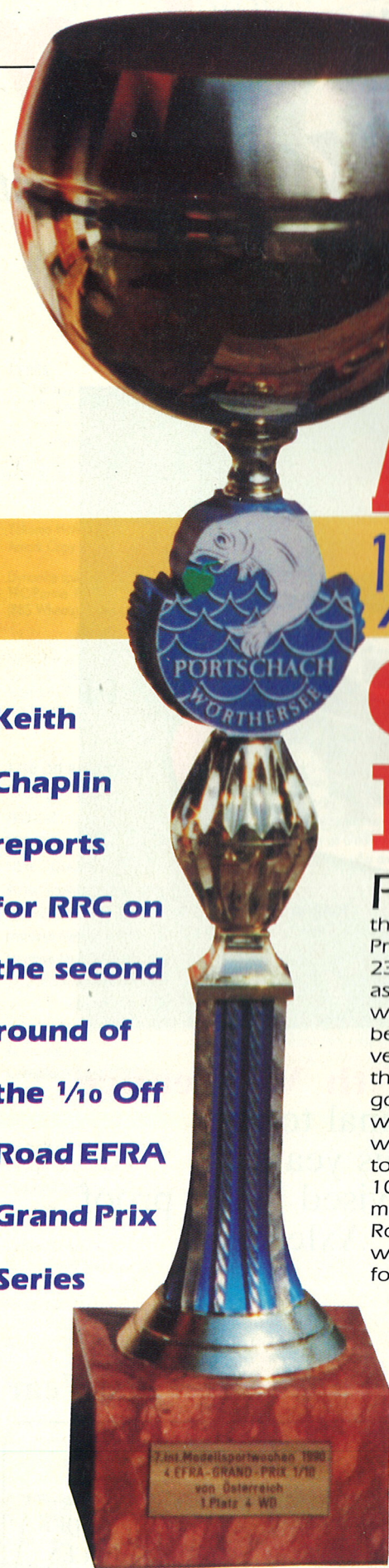


Keith  
Chaplin  
reports  
for RRC on  
the second  
round of  
the 1/10 Off  
Road EFRA  
Grand Prix  
Series



# AUSTRIAN 1/10 OFF ROAD GRAND PRIX

Portsach, Austria, was the venue for the second round of the 1990 EFRA 1/10 Off Road Grand Prix Series. The event took place on 23rd-27th May at the same track as last year's Reedy International with both 2WD and 4WD classes being raced. The entry this year was very low, probably due to the fact that some top European drivers had gone to Singapore for the 1/2 worlds warm up and the following weekend, here in Portsach, was to be the venue for the 1990 Pro 10 European Championships. This meant that if you wanted to do Off Road and the Pro 10 Europeans you would have to be away from home for a minimum of 14 days. Thus, only seven people made it from England to race, plus Mike Drescher, Colin Moore and Keith Chaplin.

The first event was 2WD, with practice starting on the Wednesday. The track was like a bowling green at the start and all the drivers were suffering from too much grip,

Ⓢ **Kevin Moore's Pro-Cat. Notice beautiful paint job.**

but after four hours of solid practice and two rounds of timed practice the racing lines became very prominent and the bumps started to appear as the track began to cut up. With only 50 entries in 2WD the drivers had six rounds of qualifying and after round two it was obvious that there



AUSTRIAN EFRA GP



Ⓢ **Craig Drescher, 2WD winner.**



Ⓢ **Jamie Booth, 4WD winner.**



AUSTRIAN EFRA GP



Ⓢ **A clean sweep for the British drivers in 4WD. 1st, Booth; 2nd, Drescher; 3rd, Moore.**

were only four drivers in contention. These were: Jamie Booth, Craig Drescher, Kevin Moore and Stephan Oberle. At the end of qualifying the top four drivers straight through to the A Final were:

- 1, Craig Drescher (GB), 15.5.10.9, Associated RC10.
- 2, Kevin Moore (GB), 15.5.12.2, Schumacher Cougar.
- 3, Jamie Booth (GB), 15.5.12.8, Tamiya Astute.
- 4, Stephan Oberle (G), 15.5.17.0, Schumacher Cougar.

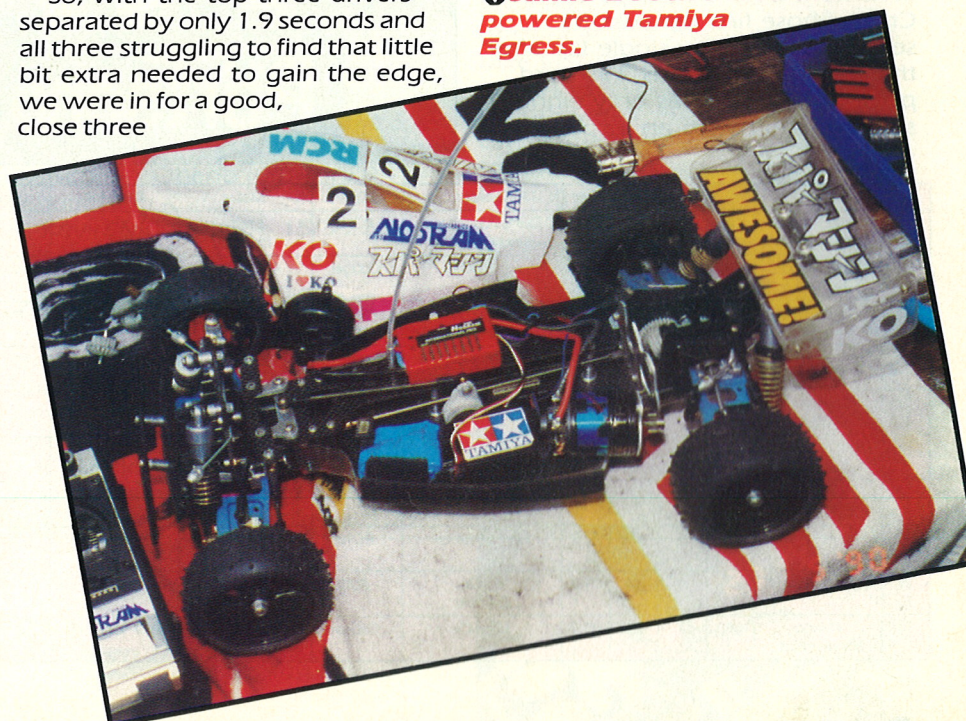
So, with the top three drivers separated by only 1.9 seconds and all three struggling to find that little bit extra needed to gain the edge, we were in for a good, close three

leg A Final with laps and time to count instead of points as we have in the BRCA championship rounds.

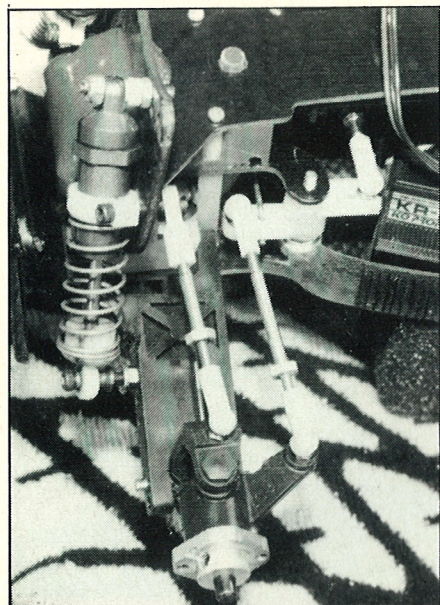
## A Final: 1st Leg

As predicted the first three qualifiers, Craig, Kevin and Jamie, got to the first turn together and Jamie and Craig tangled causing a mass pile-up of cars, but Kevin and Stephan managed to get through and take out a good lead on the rest of the pack. The lead between Kevin and Stephan changed three times before the end of the race with Kevin coming home first, half a second in front of Stephan. Craig came in third and Jamie fourth. The

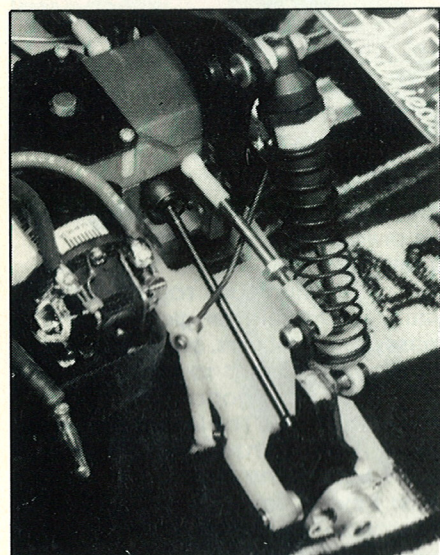
Ⓢ **Jamie Booth's Nosram/LRP powered Tamiya Egress.**







Front and rear suspension details of Craig Drescher's Yokomo Dogfighter.



top four drivers had all put in consistent 21 second laps except Craig whose first lap was 39 seconds with every single lap after that being 20 seconds. His third place at the end was only eight seconds adrift with an inspired

## 2WD

Q	Name	C	P	Lap	Time	Sponsor	Car	Motor	Batteries	Speed Control	Servo	Front Tyre	Rear Tyre
1	Craig Drescher	GB	1	32	38.8	Reedy/Associated Keil Novak KO	RC10	Reedy Blue Dot	Keil	Novak TI	KO Fet	Schumacher 2 Row Stud	Schumacher 4 Row
2	Kevin Moore	GB	2	30	02.7	Schumacher	Cougar	Reedy 15D	Schumacher	Nosram Exterminator Pro TL	KO Fet	Schumacher 2 Row	Schumacher 4 Row
3	Jamie Booth	GB	4	30	14.4	Tamiya LRP Nosram	Astute	LRP Blue SE	Nosram LRP	Nosram Intern 1 Pro TL	KO Fet	Schumacher Rb Spike	Schumacher Block
4	Stephan Oberle	G	3	30	03.1	LRP Futaba Schumacher	Cougar	LRP Blue SE	LRP/Oberle	Futaba	Futaba B940	Schumacher 2 Row Stud	Schumacher 4 Row
5	Otto Ganss	G	5	30	21.5	CS	Top Cat	Twister	CS	CS	Multiplex	Schumacher 2 Row Stud	Schumacher 4 Row
6	Sascha Falter	G	6	30	21.6	MIH	Ultima	Master Blaster 15x2	Keil	CS	Multiplex	Schumacher 3 Row	Yokomo TR9
7	Werner Berobauer	G	10	5	0	Yokomo Peak Performance	RC10	PP 12x2	Mega	Helbing	KO Fet	Schumacher 2 Row Stud	Schumacher 4 Row
8	Herman Boehz	A	8	29	22.2	Hans Schorrea	RC10	LRP White E	Quater Flesh LRP	Velox	Multiplex	Schumacher Rb Spike	Schumacher 4 Row
9	Michael Bacher	G	9	28	09.8	RC Car Zubhoer	JRX2	PP 13x2	Mega	Flash	Futaba	Schumacher 2 Row Stud	Schumacher 4 Row
10	Roland Brindlemayer	A	7	30	23.3	Hans CS	Cougar	Twister 15x2	CS	CS	KO Fet	Schumacher 2 Row Stud	Schumacher 4 Row

## Overall A Final places:

### 2WD

	A Final 1	A Final 2	A Final 3	Best Two
Lap Time	Lap Time	Lap Time	Lap Time	
1 Craig Drescher GB	15 5.08.0	16 5.18.2	16 5.20.6	32 10.38.8
2 Kevin Moore GB	15 5.01.5	15 5.04.0	15 5.01.2	30 10.02.7
3 Stephan Oberle G	15 5.02.0	15 5.01.1	15 5.08.3	30 10.03.1
4 Jamie Booth GB	15 5.08.8	15 5.05.6	4 5.00.0	30 10.14.4
5 Otto Ganss G	15 5.12.3	15 5.13.9	15 5.09.2	30 10.21.5
6 Sacha Falter G	15 5.14.1	14 5.06.3	15 5.07.5	30 10.21.6
7 Roland Brindlemayer A	15 5.14.8	15 5.10.7	15 5.12.6	30 10.23.3
8 Herman Boehz A	14 5.03.2	15 5.19.0	8 5	29 10.22.2
9 Michal Bacher G	14 5.03.3	14 5.14.6	14 5.06.5	28 10.09.8
10 Werner Bergbour G	2 5	3 5		5

drive to try and win his first EFRA Grand Prix for his sponsors Reedy/Associated. Once again, the speculation for the second A Final was high but as in all grid starts a lot depends on who gets through the first bend without any incidents as in the first A Final.

### A Final: 2nd Leg

A good start was had by all the drivers with Stephan Oberle gaining a good lead after the first lap with Kevin, Craig and Jamie on his tail. It stayed in this order for three minutes, then Craig moved up to second and put pressure on Stephan who made his only mistake of the race, allowing Craig to take the lead and step up a gear to put

in the first 16 lapper. But with three world class drivers on his tail he still had a lot of work to do in the third and final leg because they all still had a chance of winning.

### A Final: 3rd Leg

This saw the perfect start for Craig Drescher with a faultless drive as he never lost his lead even with Kevin Moore sticking to his tail waiting for a chance to go through. Craig maintained his lead and put in a second 16 lapper to win the 2WD event outright and on the day he was a worthy winner.

## 2WD 'A' finalists.



## 4WD

Q	Name	C	P	Lap	Time	Sponsor	Car	Motor	Batteries	Speed Control	Servo	Front Tyre	Rear Tyre
1	Jamie Booth	GB	1	30	35.7	Tamiya LRP Nosram	Tamiya Egress	LRP	LRP Nosram SCE	Nosram International TL	KO Fet	Schumacher Mini Spike	Schumacher Mini Spike
2	Craig Drescher	GB	2	30	39.8	Yokomo Reedy Novak Keil	Yokomo YZ10	Reedy Green Dot	Keil SCE	Novak TI	KO Fet	Schumacher 3 Row	Yokomo TR9
3	Stephan Oberle	G	5	29	27.4	Schumacher LRP	Schumacher Cat	LRP Orange A 90	LRP/Oberle SCE	Futaba	Futaba	Schumacher 2 Row Stud	Schumacher Mini Spike
4	Kevin Moore	GB	3	29	24.5	Schumacher	Schumacher Pro Cat	LRP	Schumacher SCE	Nosram Exterminator TL	KO Fet	2 Row Stud	Mini Spike
5	Otto Ganss	G	4	29	25.0	CS	Cat	Twister 14x2	CS	CS	Multiplex	2 Row Stud	Mini Spike
6	Michel Selner	A	7	28	19.1	LRP Setalak	Pro Cat	LRP Orange A 90	LRP/Oberle	Velox	KO Fet	2 Row Stud	Mini Spike
7	Richard Sitan	A	10	27	29.8	Sapienta CS	Cat	Twister 14x2	CS	Velox	KO Fet	2 Row Stud	Mini Spike
8	Frank Klein	G	6	29	30.9	CS	Cat	Twister 14x2	CS	CS	Multiplex	2 Row Stud	Mini Spike
9	Alfred Faelbi	A	8	28	19.4	LRP Sapienta	Pro Cat	LRP Orange 90	LRP/Oberle	Velox	Futaba	2 Row Stud	Mini Spike
10	Stefan Fuhrman	A	9	28	24.6	Sapienta Racing	Pro Cat	LRP Orange AE	Keil	Velox	KO Fet	3 Row	4 Row

The brief from the editor was to have a good look around to see if there were any new goodies about but as in France at the Reedy race there was nothing of any significance worth putting in print.

Practice began on Friday with the 4WD cars, it was to last all day. Thirty more drivers arrived to make the total entry up to eighty. Fairly persistent rain and thunder storms



## 4WD 'A' finalists.

## Overall A Final places:

	A Final 1	A Final 2	A Final 3	Best Two
Lap Time	Lap Time	Lap Time	Lap Time	
1 Jamie Booth GB	15 5.20.3	15 5.15.4	14 5.02.4	30 10.35.7
2 Craig Drescher GB	15 5.21.3	15 5.18.5	14 5.25.2	30 10.39.8
3 Kevin Moore GB	14 5.05.2	14 5.04.7	15 5.19.8	29 10.24.5
4 Otto Ganss G	14 5.05.5	15 5.22.2	14 5.02.8	29 10.25.0
5 Stephan Oberle G	14 5.10.7	15 5.16.7	14 5.11.9	29 10.27.4
6 Frank Klein G	14 5.12.1	15 5.20.5	14 5.10.4	29 10.30.9
7 Michael Selner A	14 5.08.9	14 5.10.2	14 5.16.5	28 10.19.1
8 Alfred Fable A	14 5.16.7	14 5.13.5	14 5.05.9	28 10.19.4
9 Stefan Funman A	14 5.12.4	14 5.12.9	14 5.12.2	28 10.24.6
10 Richard Sitan A	2 5	13 5.14.8	14 5.15.0	27 10.29.8

all day meant that little practice was done. One thing became very clear, the winner of the 4WD event was going to be between the same four drivers who were favourite to take the 2WD title.

After the first round of qualifying on Saturday the four (Drescher, Moore, Booth and Oberle) had all put in 15 lappers with the only other driver managing a 15 being Otto Ganss, who was looking to be quite a threat. Stephan Oberle was top followed by Jamie, Craig and Kevin. In Round 2 only Jamie and Craig managed to score 15 laps, so at this stage Jamie was the one to beat with Craig 1.2 seconds behind. The track at this stage was cutting up quite badly and during the next two rounds no-one scored a 15 lapper. So, with one round of qualifying left on Sunday, was anyone going to be able to knock Jamie's Tamiya Egress off pole position for the final? The answer was no and at the end of qualifying

the top four places remained the same.

The drivers straight through to the final were:

- 1, Jamie Booth (GB), 15/5.16.2, Tamiya Egress.
- 2, Craig Drescher (GB), 15/5.17.4, Yokomo YZ10.
- 3, Stephan Oberle (G), 15/5.9.1, Schumacher Cat.
- 4, Kevin Moore (GB), 15/5.22.3, Schumacher Pro-Cat.

### A Final: 1st Leg

After the practice final it was clear that motors and batteries were not important as it was going to be the driver who could miss the ever-increasing potholes would win. Jamie managed to hit the least and pick his way around the circuit to come in first with Craig hard on his tail.

## Car preparation in between heats.

### A Final: 2nd Leg

Jamie pulled out all his experience to win this race with a cool controlled drive, not allowing Craig or Stephan, who were pushing hard, to find the room to get past.

### A Final: 3rd Leg

The final leg was very scrappy due to the potholes and tailenders but Kevin Moore was able to keep out of trouble and give a good race to take first place in the final. Jamie came in second to win the 4WD event overall. How much longer can people call the Tamiya Egress a toy after this victory? The Egress is looking more like a serious racing machine.

