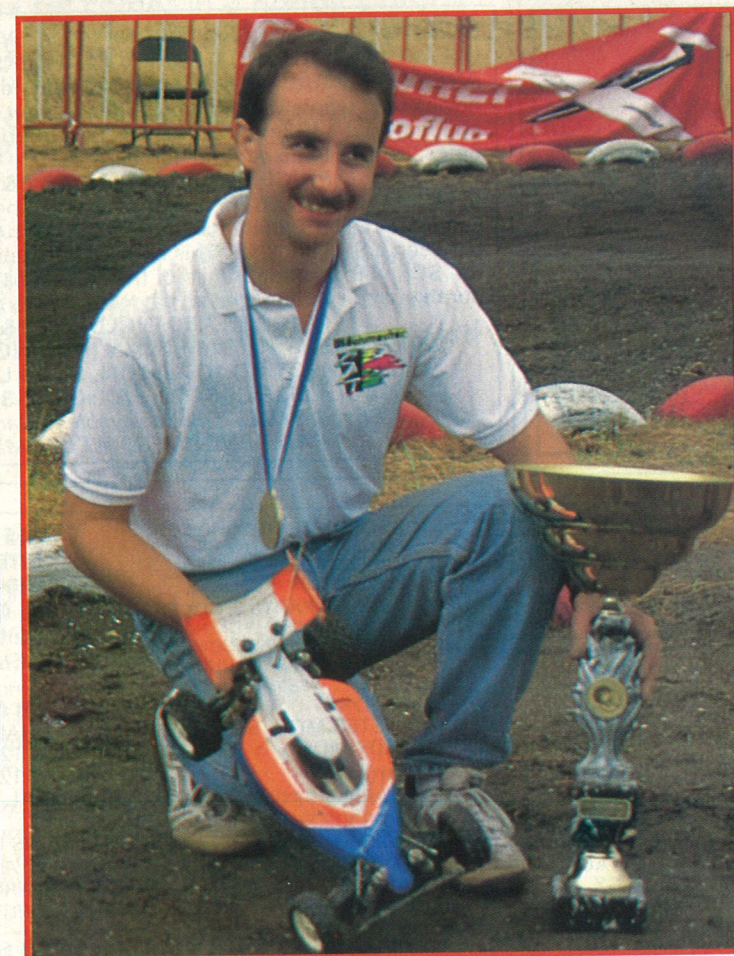




AT THE EUROS



**ES WEST REPORTS
ON THE VERY
OFF-ROAD
1:10th EUROS**

Top: the circuit and 2WD finalists. Above: Jamie Booth's Egress. left Phil Davies took the 4WD Crown.



The pits at the Euro champs were fully covered and of a high standard.

1990 European 1/10 Offroad Championships – Antwerp, Belgium

Expectations were high, after all the 1990 European Championship is the biggest event of the year, ranking second only to the World's. Months of planning and groundwork by the organisers and all who were competing, as well as the efforts made by team managers and the entourage of mechanics, etc. would culminate, hopefully, in a meeting to remember. It had been tough to qualify in the first place and with the cream of Europe's 1/10 Offroad Buggy drivers present an exciting five days of buggy racing were in prospect and we anticipated a feast of tremendous racing. The scene was set for a marvellous championship... unequivocally, I can say that all who attended would never forget this one – unfortunately, as it turned out, mostly for all the wrong reasons!

The venue, in the beautiful Belgian city of Antwerp, was situated in the suburb of Linkeroever. The circuit itself was an 1/8th scale Rallycross track, complete with pit lane and high rostrum. The pits consisted of a long low (that's low not 'cow' although the latter was the

closer description) shed with an adjoining marquee which increased the area so that all the competitors could be accommodated undercover. These together with a snackbar, which was kept extremely busy throughout the championships and was also part of the tented area, were situated alongside the straight. Food was plentiful if not particularly varied



The Brits start work on the holed surface.

and good. A covered grandstand (pity they covered the wrong bit!) had been built on the far side of the track directly opposite the pits for the convenience of the spectators in the event of inclement weather.

Now, the arena. The most important fixture of any meeting is obviously the track. This one was, for the

most part, oval in shape the start of which led to a massive banked bend, stretching the width of the track. This made the start all about horsepower and something in the region of 60% of the race area had been driven before the buggies had to negotiate a jump and slow down to take a tight left hand bend.

Another corner led the cars to a double jump followed by a couple more bends and, finally, a chicane before re-entering the straight. A vast amount of the track was taken up by the aforementioned straight and first bend and this, allied with the width of the track and lack of tight infield made the

proceedings more about equipment than skill! It was an out and out power track if ever I've seen one and not at all what I would have expected EFRA to consider looking for a track on which to contest the European Championships. The interesting part was the surface... this was very sandy, something resembling Blackpool beach, onto which a bonding material had been mixed with the top surface in an attempt to stop it from deteriorating. This formed a crust and appeared a sound idea, although it has to be said that Colin Moore, who is considered to be an

authority on track building because of his involvement with Eden Park Overlanders, was very worried at the onset that the surface wouldn't hold up. I wish I could say that his fears turned out to be unjustified.

Wednesday morning saw the start of free practise for the 2WD contenders, this was followed by a round in heat formation and then the qualifying proper.

Four rounds of qualifying were to be run concluding on the Thursday morning, after which Xmas Tree finals would be used to decide the bottom six of the ten 'A' final spots. So even if qualifying went poorly, there was still the chance to climb the Xmas Tree and be the Champ. Every driver's first aim, however, was to move directly into one of the top four 'A' Final places

by attaining one of the four fastest qualifying times posted. Being an EFRA meeting staggered starts were used for qualifying.

Heat 1 was soon underway with Kevin Moore and Mark Tatman involved for the UK. The winner was W. Germany's Sascha Falter with a fast 10 laps 5 mins. 17.51 secs. He was



the racing line, where the crust had broken to reveal the sandy base. The Officials and Organsier seemed totally unconcerned about this, but one or two brows in and around the pits were beginning to furrow.

The track was terrible and required lots of work.

followed home by Jurgen Lautenbach of LRP fame (10 laps 5/18.76), and in third spot another German driver Werner Bergbauer 5 secs. behind. Kevin Moore finished fifth (10 5/25.42) and Mark sixth (10 5/27.42). Heat 2 saw three UK drivers finish in front; Craig Drescher won with a fast 10 5.14.49 followed home by Jamie Booth's Astute in 9 5/04.53 with Steve West on 9 5/06.23. Mark Neale, driving a Schumacher Cougar, had an excellent first run in heat 3 to win in 10 5/17.12 with Rory Cull in second place (10 5/23.81), Pete Stevens also in this heat finished on 10 5/27.92.

Finnish driver Heikki Naulapaa came in first in heat four with 10 5/15.44 with William Mitcham in third place (10 5/04.02) and Steve Lane in 5th (9 5/18.56). John Elliott just failed to beat Norway's Thorbjorn Doler by less than 1 second clocking 10 5/31.00 with a grand run in the fifth heat of round 1 which also saw Ben Sturnham break down and hometrack driver, Belgian David Leclercq record the first 11 lapper of the tournament in 5/30.15. Parma's Steve Brace made

Stamping crew – flattening the surface by foot.

2nd place in 10 5/26.60, nearly a lap behind. Leigh Edwards won heat 6 in 9 5/08.84 with Nick Cochrane and Steve

Haynes nowhere and in the final heat of the first round German Klaus Wilhelm

Top Ten Positions after Round 1

1. D. Leclercq	Belgium	11 laps 5 min. 30.15 secs.
2. C. Drescher	UK	10 5/14.49
3. H. Naulapaa	Finland	10 5/15.44
4. M. Neale	UK	10 5/17.12
5. S. Falter	W. Germany	10 5/17.51
6. J. Lautenbach	W. Germany	10 5/18.76
7. W. Bergbauer	W. Germany	10 5/23.16
8. O. Doler	Norway	10 5/23.59
9. R. Cull	UK	10 5/23.81
10. P. Siller	Austria	10 5/23.83

beat a bevy of UK drivers, James Pearson, Tim Walden and Phil Davies, in 10

A disappointment for all the drivers during the first round had been the lack of



5/25.77. The best UK time being Tim's 9 5/10.40. The track surface had begun to break up by this time and potholes were forming on

a simple heat score sheet, on which drivers could check their average lap times. Apparently the lap counting was run on a Sinclair Computer with a lap

counting program that did not allow each competitor's individual lap times to be easily checked. In addition to this, there was no end of round qualifying position print so most drivers had to guess their current qualifying position. Rumour has it that Colin Spinner, of gypsy caravan fame, was seen in the pits with his shoes and socks off, using fingers and toes to work out where the Tamiya drivers were lying! You must admit a very unsatisfactory and smelly state of affairs for any meeting let alone the European Championship. Although this was a nuisance, it was not the major problem – the rapid deterioration of the track WAS! The second round of qualifying illustrated the point when only 8 drivers managed to make 10 laps and no one was within one lap of the FTD! So, after two rounds of qualifying the track had deteriorated alarmingly. Chunks of solid material, broken off the surface, lay on the track and large craters were in evidence making it impossible to travel a lap without major marshalling. In the words of the UK Team Manager, Mike Drescher it was "just a lottery". Dave Booth made the point that in ten years of

racing he had never seen all ten cars in a race turn over on the straight. He pointed out a buggy that could not get out of a pothole with all four wheels in contact with

the ground. It was impossible to travel the length of the straight without flipping over.

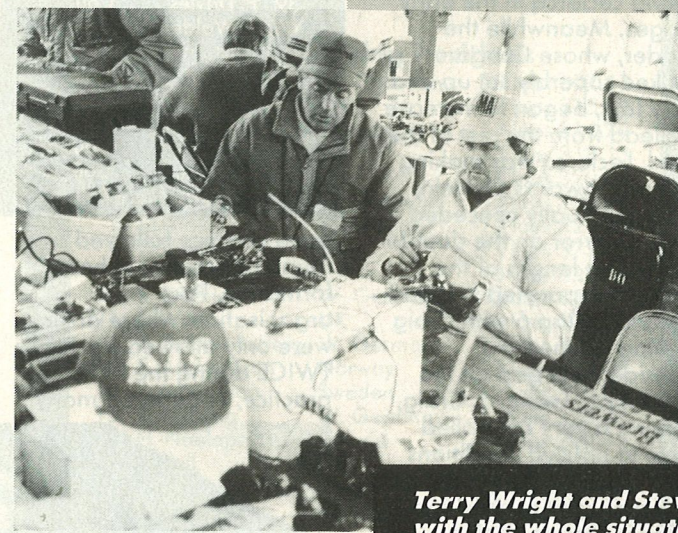
Only Peter Smith (9 5/18.68), Steve Haynes (9 5/31.15) and Nick Cochrane (9 5/15.97) of the UK team, improved on their first round times.

As you might imagine, rumblings of discontent in various languages could be heard in the pits; you can tell when someone is unhappy even if you can't speak the lingo just by listening to the tone of the voice, and believe me, everyone was disheartened with the state of the track. An attempt by the organisers was made to tidy up the loose debris before the start of round three and an improvement in times on the second round was seen. Jamie Booth put in a 10 laps 5/23.81 to be one of a few drivers who improved on their first round times. The other UK drivers to improve were: Pete Winton 9 5/23.62, Steve Lane 9 5/08.77, Ishy 9 5/01.83, Bracey 9 5/06.78, Leigh Edwards 9 5/01.52, Jimbo Pearson 9 5/25.84.

The track was undeniably slower but better than round two for the drivers in the early heats. Anyone in heat eight, however, as were Phil Davies and Tim Walden, had no chance as no ten lappers were recorded after heat 5. All drivers were preoccupied with steering around the potholes in an attempt to avoid crashing, but the conditions were so appalling that it was impossible to complete a lap let alone race! The situation verged on the ludicrous in the last qualifying round where no competitor made 10 laps. An option considered by several teams was to stop racing and abandon the meeting. I was in favour of the idea because the event had degenerated into a joke – no track, no contest. Or First round – Last chance again had been the order of the day!

A half-hearted attempt was made by the organisers to save the situation for the finals by removing the chunks and tidying up the

badly rutted areas and craters. This was not to the satisfaction of many of the competitors. The Brits and Germans decided to assist with the track regrading and, along with the Scandinavian team drivers, they raked off all the heard crusty material and resmoothed and packed down the surface. Whilst this remedial work was being done (Robin Smith's vocabulary – not minel) the



Terry Wright and Steve Brace look well fed up with the whole situation.

Organisers stood by and watched along with the Spanish team, who considered it all to be a huge laugh. During this revamping took place there followed an announcement that if we didn't like the situation we could go home! Even Belgium's Guy De Weerd said the only English word he knew to describe the conditions was 'horrible'! It was about this time that I was tempted to suggest Araldite but it was neither the place or time for jokes. I was likely to get smacked in the mouth . . . and anyway, what's Belgian for Araldite?

A gang of thirty pilots (if you are momentarily confused about drivers being called pilots – so were we!) and dads spent around one hour raking the whole of the circuit to remove the loose solid material, and then re-raked the surface and trod this down to make it smooth. There was a large improvement in its condition but this was obviously going to be temporary and far from satisfactory. It was a case of making the best of a

bad job in the finals and a continued deterioration occurred. The buggies were still unpredictable – imagine racing on damp sand and you'll get the picture. It became steadily worse after each race. Some European Championships!

Top 20 Qualifiers

1. D. Leclercq	Belgium
2. C. Drescher	UK
3. H. Naulapaa	Finland

4. M. Neale	UK
5. S. Falter	W. Germany
6. J. Lautenbach	W. Germany
7. W. Bergbauer	W. Germany
8. O. Doler	Norway
9. R. Cull	UK
10. P. Siller	Austria
11. J. Booth	UK
12. P. Siller	W. Germany
13. J. Pederson	Denmark
14. K. Moore	UK
15. K. Wilhelm	W. Germany
16. N. Hakansson	Sweden
17. S. Brace	UK
18. M. Tatman	UK
19. S. Vala	Norway
20. P. Stevens	UK

The Xmas Trees

In the 1/32nd final (evens) Steve Haynes's Astute bit the sand (sticking motor brush!) along with Mathew Read's Cougar. In the 1/32 (odds), Pete Winton went out and Jimbo finished second only to fail in the 1/16th when Nick Cochrane beat Peter Smith's Cougar to the line both moving up. In the other 1/16th final Phil Davies was also successful with a 2nd place.

The 1/8th (even) saw Steve West and Peter Smith go out, both breaking down and Nick Cochrane go on to

IN THE ROUGH

finish 2nd. The 1/8th odds final was a disaster for the UK Schumacher drivers, Phil Davies, Tim Walden and Ben Sturnham. Ben blew and excellent chance to move up with the other two never in it after poor starts. Things were beginning to hot up as we were into the quarters with no UK drivers in the 'odd' and 7 in the 'evens' final. Pete Stevens, yes, driving a Schumacher Cougar, won a well contested and close final with Richard Isherwood in third place and Steve Lane, John Elliott, William Mitcham, Leigh Edwards and Nick Cochrane all going down. So we had two drivers in the semis from the Xmas Tree, along with Jamie, Rory, Mark Tatman,

Bracey and Kevin Moore. Only Jamie made it in the 'evens' and Rory in the 'odds' which left us with four Brits in the 'A'.

The 2WD 'A' Finals

Three legs of the 'A' finals would decide the eventual winner with the best two added together to count.

Craig Drescher made the front in the first leg with Rory following his RC10 to the first bend. A mistake saw Craig move down the field and the leading places change with Jurgen Lautenbach coming away in front over the jump. Jamie Booth managed second and young Marc Neale was handily placed in third. By the fourth lap Craig had retired and the leader had opened a considerable gap between himself and the 2nd place man, Jamie, who rolled his Astute at the end of the straight to let Mark Nearle through to second. Jurgen had a 10 second lead with his Schumacher Cougar by this time and was pulling away from the field. The battle was on for the minor places, between

Marc and Jamie with the Astute looking the faster car and eventually getting the better of Marc's Cougar. It was nip and tuck until the latter stages of the race when Marc dropped down the field after an error on the chicane and Finland's Heikki Naulapaa moved into third place. The first leg finished with a win for Jurgen Lautenbach in 11 lap 5/17.95, with Boothy second and the Finnish driver third.

Leg 2 saw catastrophe on the first two bends to the cost of the majority of the field, leaving Naulapaa in the front with Marc Neale and Lautenbach chasing the leader. Jurgen slipped up on the double jump and Belgium's David Leclercq moved into third with Rory Cull moving up to fourth. The first three were, by lap 3, enjoying a considerable breathing space from the chasing pack and Marc was having a go at the leader. Rory, driving an excellent race, eventually overtook Leclercq to move into third spot 15 metres behind the leading two. By this time Marc was driving on the limit and was fortunate to keep in second place. A series of errors by the front two allowed Rory to get close and with Leclercq's gearbox now making strange noises, the lead changed three times within two laps and Naulapaa came back into the reckoning re-taking the lead. Marc then had an altercation with the leader and came out of it in front with Rory Cull closing him down in second spot. Tragedy on the last lap for Marc's Cougar, he began to dump and with only two bends to go to the finish was accidentally tangled up by Rory's RC10. In the ensuing confusion, Naulapaa nipped through to win and Rory came in second with Marc an unlucky third. The winning time of 11 5/33.49 gave evidence of a scrappy second leg and track deterioration which was driving 16 seconds slower than the first!

The track by this time was very rutty and cut up all over and the deciding leg

began with Craig Drescher crashing into Naulapaa on the first bend and getting away, only to have problems with other cars at the jump. Something resembling a pitched battle ensued until the buggies spread out and Jurgen Lautenbach finished the first lap in the lead followed by Craig and Oystein Doler. Marc Neale moved up to fourth on the second lap and was having a duel with David Leclercq in the early stages. Meanwhile the leader, whose Cougar looked superbly set up and very fast, began to increase his lead from the rest of the field. Leclercq was making inroads towards Oystein, who eventually conceded with an error on the double jump. The length of the straight separated first and second by lap 6 with Craig having opened a considerable gap on the third man, Leclercq. Craig, driving a very controlled race in difficult conditions was catching the leader at this point but pushed too hard in the worsening conditions and two errors gave Leclercq his chance to get by. It was the second placed man who drove a brilliant latter part of the race to close the gap between himself and the leader. Lautenbach was in no mood to concede and he went on to win with Leclercq getting very close at the finish to lose by $\frac{26}{100}$ of a second. Craig had to settle for third place.

The winning time of 11 laps 5/26.69 gave Lautenbach an aggregate of 21 laps 10/28.59 over his best two legs and he became a worthy 1990 2WD European Champion, for although the track had been diabolical the West German's driving in the finals had been superb. Belgium's David Leclercq was second overall with Craig Drescher a creditable third.

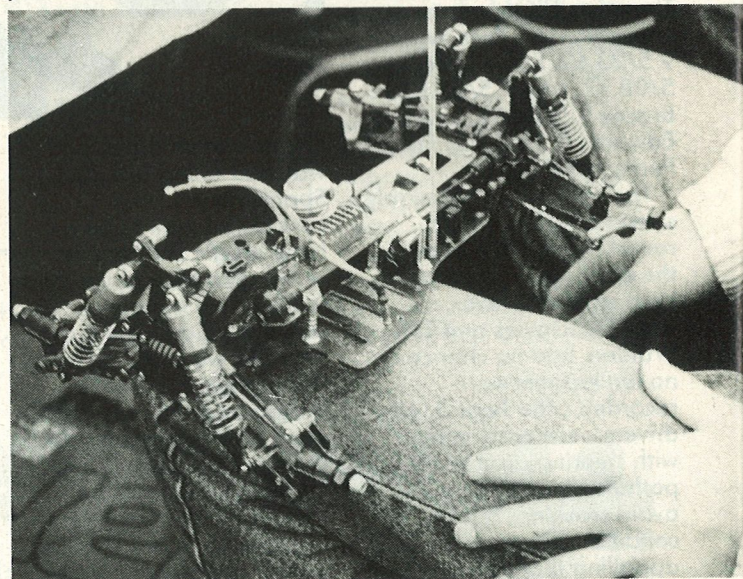
4WD Championship Euro champs

The track was regraded for free practice on the Friday. There was to be

UK Statistics

Pl'ng.Name	Buggy
3. C. Drescher	RC10
5. R. Cull	RC10
6. M. Neale	Cougar
7. J. Booth	Astute
12. P. Stevens	Cougar
15. K. Moore	Cougar
16. M. Tatman	Cougar
17. S. Brace	Cougar
21. R. Isherwood	Ultima
28. S. Lane	JRX2
29. N. Cochrane	JRX2
32. J. Elliott	Cougar
34. L. Edwards	Cougar
35. W. Mitcham	RC10
39. P. Davies	Cougar
41. T. Walden	Cougar
46. B. Sturnham	Cougar
51. S. West	Cougar
52. P. Smith	Cougar
58. J. Pearson	Cougar
69. P. Winton	Cougar
74. M. Read	Cougar
77. S. Haynes	Astute

open practice followed by a round of practice in heat formation. Poor organisation, where drivers were only allowed tracktime TWICE during the FREE practice, embittered many



competitors, most of which had been at the track since early morning. To be allocated only two free practice runs between 7.30am and 2.00pm, makes me despair, and as you can imagine this dogmatism improved the frigid relations between the drivers and officials no end!

Four heats of qualifying were run on the Saturday, and with a freshly regraded track Leigh Edwards stormed home with his Procat in heat 1 to record 12 laps 308.60. Either a different program, or the Organisers getting their act together, or both at last

produced much better race information – mainly due to the efforts of EFRA Chairman and Championship Referee, Mick Langridge. I digress again! Back to the racing. Leigh's time was only beaten in heat 4 by Schumacher's Phil Davies, and after this the state of the track made it impossible to get close to a fast time. By this time, Jimbo Pearson had put in a creditable 12 318.70 to be lying ninth overall. Other UK drivers in the top twenty at this point were Jamie Booth in 13th place (12 320.81), Nick Cochrane 17th (12 322.81) and Greg Lane 20th (12 325.96). There was a gap of 12 seconds between pole position and 10th placed man after the first round.

A discussion then took place between the Officials and Team Managers to decide what steps were to be taken in order to stage

the remaining three rounds. The two alternatives appeared to be (a) to re-work the track every three or four heats or (b) to change the order of the qualifying heats and regrade the track after each round. It was agreed that the latter was the most sensible move, so half an hour was spent after each subsequent round of heats filling in potholes and re-smoothing the track surface. The second round of qualifying heats began at heat 4 onwards and heats 1, 2 and 3 were run last. Marc Neale moved into the top ten with a 12

308.77, Rory Cull was placed 15th overall making 12 311.22, followed home by Greg Lane 12 311.24. Peter Stevens was improving with 12 314.71 but the main UK success in this round was achieved by Phil Davies who took the current FTD with only one of four 13 lappers. His time of 13 323.47 just edges out Jamie Booth's 13 325.93. Jamie, incidentally, driving yet another derivation of the Tamiya Egress, which looked more like a Boomerang than an Egress proving yet again that he can do it with anything! Again, as in the first round, the early heats benefited from better track conditions.

For round 3 the track was again regraded and this time the heats started from heat 7. The first couple of heats therefore had the best chance and in heat eight West Germany's Jurgen Lautenbach stormed home to win the heat from Jamie Booth (13 315.89) and Steve West (13 325.01) with a phenomenal 13 307.11. Only Jamie's time and Norway's Thorbjorn Doler would be within 8 seconds of this time after qualifying and was evidence of the speed of Jurgen's LRP driven Procat on this massive horsepower circuit.

Heat 10 started round 4s proceedings after the now customary renovation of the circuit. Several UK competitors made inroads along the qualifying list in this round. Kevin Moore and his Schumacher team-mate Ben Sturnham both had good runs recording 13 320.04 and 13 318.13, respectively. Kevin just failing to make the top four overall. Another Procat driver, Phil Davies put in 13 323.47 and Craig Drescher with his very fast Yokomo Dogfighter was just behind Phil on 13 323.79. The decision to alternate the heats had been fully justified and had been the only alternative to abandoning the meeting. There was no doubt that heats 1, 4, 7 and 10 had the advantage and the

surface deterioration meant that each competitor had only two real chances to make the top of the leader board, which I'm convinced would have looked a whole lot different had the track been consistent. There was still one redeeming factor to follow all this and that was the Xmas Tree finals... which would result in six drivers' salvation.

Top Twenty Qualifying Positions

1. J. Lautenbach	W. Germany	13 laps 307.11
2. J. Booth	UK	13 laps 315.89
3. T. Doler	Norway	13 laps 316.79
4. B. Sturnham	UK	13 laps 318.13
5. K. Moore	UK	13 laps 320.04
6. S. Danz	W. Germany	13 laps 320.94
7. O. Doler	Norway	13 laps 321.25
8. P. Davies	UK	13 laps 323.47
9. C. Drescher	UK	13 laps 323.79
10. S. Oberle	W. Germany	13 laps 323.87
11. S. West	UK	13 laps 325.01
12. A. Schmiedeborg	W. Germany	13 laps 325.76
13. E. Andreassen	Norway	13 laps 325.96
14. F. Mathieson	Sweden	13 laps 326.05
15. R. Helbing	W. Germany	13 laps 326.96
16. H. Naulapaa	Finland	12 laps 299.43
17. R. Cull	UK	12 laps 300.11
18. J. Steenari	Finland	12 laps 301.36
19. T. Jeschek	W. Germany	12 laps 302.32
20. S. Vala	Norway	12 laps 302.50

4WD Xmas Trees

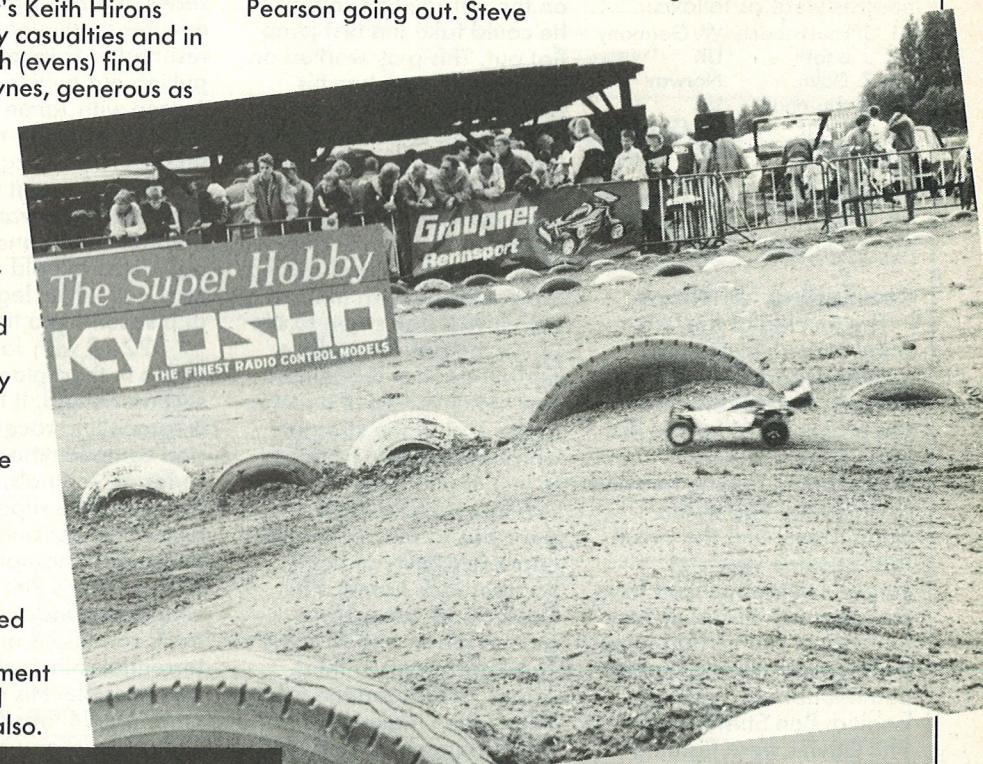
In the low finals UK drivers John Elliott and Southport's Keith Hiron were early casualties and in the 1/64th (evens) final Steve Haynes, generous as ever decided to give the other drivers a chance by starting a lap behind because of a dodgy crystal. Plan B might have been the better strategy, Steve. Matthew Read missed the announcement of the final to go out also.

The 1/32 (odds) held a lot of interest for the British contingent with several UK drivers involved. Steve Brace won the final with Jimbo third, and Pete Winton and Peter Smith, who was in third place until the last bend went down fighting. Steve Brace's Procat, which was looking something like competitive by this time, made it

IN THE ROUGH

reckoned his problems had been over the jumps because he felt that the top rear suspension mount was moving reducing the damping effect. He borrowed a MMS Suspension Bracket which made the top shock mount rigid and cured the problem. Dave Allen and William Mitcham finished in third and second place respectively in the other 1/16th final. William's tactics were different from most other drivers – he chose to race around the top of the banked bend at the end of the straight because there was no track deterioration here. On the racing line much wear had occurred by this time and cars were having to slow down or risk taking a tumble. This ploy from William worked in the 1/8th (evens) final also when he beat Marc Neale, both drivers moving up. Dave Allen went out in this run. In the other 1/8th final Steve Brace missed the start, Nick Cochrane unluckily broke down when leading, and Richard

through the next (1/16) final finishing third with Steve Lane and Jimbo Pearson going out. Steve



Jamie Booth's Egress takes the big jump on the far side of the circuit.

Isherwood had a poor start and was never in it. Greg Lane finished in second place to be the only UK success. The quarter finals started with drama, Leigh Edwards was given a 10 second penalty for jump starting and still failed to qualify by the blink of an eye and Greg Lane went out. All British drivers failed to move into the semis from the other 1/4 final – Pete Stevens, Marc Neale and William Mitham who was taken out when well placed (Referees missed this one) can feel a little aggrieved not to have continued his inspired run. The first semi final saw Phil Davies hold on to second place and move into the 'A's. The other saw a disconsolate Kevin Moore break down with a broken motor brush on the penultimate lap of the race when comfortably leading. Rory Cull finished in second place, Steve West missed out, and in the dying seconds of the race a more fortunate Craig Drescher moved from 5th to 3rd place and landed a gift of an 'A' final spot as a result of Kevin's unfortunate mishap and an error by the third place man.

The deciders had taken place and the ten 'A' finalists were as follows:

- | | |
|------------------|------------|
| 1. J. Lautenbach | W. Germany |
| 2. J. Booth | UK |
| 3. T. Doler | Norway |
| 4. B. Sturnham | UK |
| 5. S. Danz | W. Germany |
| 6. R. Cull | UK |
| 7. P. Davies | UK |
| 8. R. Helbing | W. Germany |
| 9. S. Falter | W. Germany |
| 10. C. Drescher | UK |

Concluding 'A' Finals

The first leg of the 'A' finals was an exciting as well as dramatic race. The weather had taken a part in the proceedings for the first time in the 4WD competition, raining heavily towards the end of the Xmas Trees, and the circuit had become very wet. Jurgen Lautenbach led from the start with his super-fast LRP Procat but he had a job on his hands to keep a keen Jamie Booth at bay and, behind, Ben Sturnham and Phil Davies were fighting out the minor places. Jamie eventually passed Jurgen to

lead the race and looked very comfortable until half-way through when he was unfortunate to flip the buggy on the straight and very poor marshalling left him well down the field. Up front Ben Sturnham took over the lead from Phil Davies and these two kept the crowd excited until the latter stages of the race when tragedy struck for Ben. On the last lap Ben ran out of power when his cells dumped and Phil, who was close to Ben's Procat at this stage collided with him. Whilst Phil was being marshalled, Craig Drescher, who had moved his Dogfighter up to a position close to the leaders, nipped through to win the race with a time of 12 136.31 beating Phil by 1.5 seconds with Stephan Danz 3rd.

Jamie Booth's Tamiya Egress took the lead on the first bend, in the second leg, followed closely by the Procats of Ben Sturnham and Jurgen Lautenbach. Ben overtook Jamie on the double jump to move in front and these three shot down the straight together with Ben and Jamie taking the very bumpy inside line on the bend and Lautenbach using the smoother, longer way round on the outside line so that he could take the first jump flat out. This ploy worked on the second lap when his phenomenal speed got him to the jump first to take over the lead, but Ben Sturnham was quicker over the double jump and quickly moved back into first place. Jamie made a mistake and moved 'backwards' down the field, then it was Ben's turn to slip up on the difficult surface and an error of judgement saw him involved in a mêlée at the end of the straight which moved him from first to last! Remember the track was in a terrible state and gave rise to the occasional unpredictability of the buggies (ask Jamie). Phil Davies had moved into second place with Norway's Thorbjorn Doler in third. Jurgen misjudged the track edge when making his first bend manoeuvre and hit a tyre which effectively put paid to his chances of

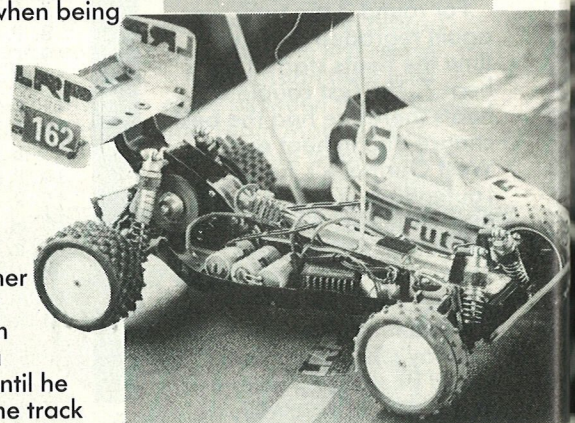
winning this final and allowed Phil to take the lead, and Stephan Danz was now in contention to challenge for second place and Craig was moving up. The muddy track was taking its toll at the end of this race with the buggies slowing as Phil Davies, who looked very much in charge when he was leading, took the chequered flag beating Stephan Danz, Craig Drescher and Jurgen respectively. Phil's time was 12 318.37.

After a clean start it was again Jamie Booth who led the race with Jurgen in second place and Stephan Danz in third. He was lucky to keep the lead on the straight when being pressed by Jurgen and the second time over the double jump saw him slip up to give Lautenbach a chance. Another mistake then let Stephan Danz in and he led for a couple of laps until he too fell foul of the track and Jamie re-took the lead followed by Stephan, Jurgen and Rory Cull. A series of errors after 3 minutes by the leading cars resulted in Stephen Danz pulling out quite a lead on Jurgen with Jamie third, and this was how the race finished. Both Jurgen and Jamie tried to get back on terms but time was on Stephan's side and he just managed to hold off Jurgen to win the third leg by 1/100ths of a second in a time of 12 322.78 with Jamie Booth in third place a second behind. It had been a compelling race to watch and complimented the series of 'A' finals, which I thought were superb. The overall winner and 4WD European Champion was Schumacher's Phil Davies, who drove under difficult track conditions and in torrential rain as skilfully as was possible. His aggregate time was 24 laps 636.20. Craig Drescher was runner up coming from tenth place on the grid, and West

Germany's Stephan Danz finished third.

Success once more for Schumacher, both the 2 and 4 WD competitions being won by a buggy from their Northampton factory. Congratulations to them. Thanks also must go to all the drivers who treated us to exciting racing in both classes during the event.

Pl'ng.	Driver	Buggy
1.	P. Davies	Procat
2.	C. Drescher	Dogfighter
5.	J. Booth	Egress
6.	R. Cull	Procat
7.	B. Sturnham	Procat



22.	S. West	Procat
23.	K. Moore	Procat
25.	W. Mitcham	Procat
27.	L. Edwards	Procat
28.	M. Neale	Procat
30.	G. Lane	
36.	P. Stevens	Procat
44.	R. Isherwood	Laser
49.	S. Brace	Procat
51.	N. Cochrane	Procat
52.	D. Allen	Procat
57.	M. Tatman	Procat
58.	J. Pearson	procat
64.	S. Lane	
72.	P. Smith	Procat
76.	P. Winton	Procat
92.	S. Haynes	Egress
94.	M. Read	Procat
99.	J. Elliot	Procat
104.	K. Hirons	Procat

Every British driver who contested the championships had more than a thing or two to say about the event and so did many competitors from the other participating countries. I have to say all the comments were justified. The track, or lack of a consistent one, upset everyone. Add to this the

poor organisation, antiquated lap counting and dogmatic behaviour of the officials, other inadequate aspects of the meeting such as unacceptable toilet facilities, and you'll realise why the meeting was, to my mind, the biggest non-event of the calendar. It's easy to criticise (and I admit I do it more than most) but I wonder what we are coming to when a prestige event such as this degenerates into a state where it's impossible to

qualify after half a round, frustrating to race and consequently hopeless as a contest and spectacle. I don't want to dwell, but even the trophy and winners' presentation was a half-cocked affair. It was here that all competitors received a medal which was cheap-looking and incomparable with the excellent mementoes received at previous championship meetings. It all smelled of a money-making racket and I sincerely hope that EFRA

take the appropriate action to ensure that the organisers forfeit their deposit. More control is needed by the governing body who must take a large slice of the blame for this farce of a championship. It was the worst international meeting that I have attended! The Belgium food was good though, with the possible exception of their chickens which appear to have more bones than ours! Ask Lynn Drescher! N.B. – Mike Carr, of Radio Model Supplies, has asked

me to correct an error which occurred in the October issue of RCMC in my 'In the Rough' column. A picture of his Lotus 7 was shown with the incorrect caption – Mardave Lotus 7. Radio Model Supplies has no connection with Mardave what-so-ever. Sorry for the mistake, Mike.

IN THE ROUGH

Euros 2WD

Name	Buggy	Motor	Cells	Speedo	Servo	Radio Gear	Tyres Front	Tyres Rear	Final pos.
J. Lautenbach (Germany)	Cougar	LRP Orange	LRP SCE's	LRP	KO FET		Losi Staggered	YOKO TR32	1
D. Le Clercq (Belgium)	Cougar	Trinity 15 x 5	Trinity Pushed	Futaba MG16	Futaba	Sanwa	SCH Rip spike	Assoc TQ 20	2
C. Drescher	RC10	Reedy Blue Dot	Keil SCE's	Novak 410-MC	KO FET	KO Esprit	Losi Staggered Rib	Yoko TR32	3
H. Naulapaa (Finland)	JR x 2	LRP Orange	LRP SCE's	Vortex	Sanwa	Sanwa	Rip Spike	Hot Lap 380	4
R. Cull	RC10	Reedy Gold	Nosram SCE's	Nosram TL	131 SH	JR Apex	Losi Staggered	Yoko TR32	5
M. Neal	Cougar	TMS 13 x 2	Phil Booth SCE's	Nosram TL	KO Fet	JR Apex	Losi Staggered	Assoc TCE 20	6
J. Booth	Astute	LRP Orange H	LRP Nosram	Nosram	Futaba 131 SH	JR Apex	Losi Staggered	Yoko TR	7
Y. Stain (Norway)	Cougar	Reedy Blue	Tom's Pushed	Tekin	Futaba	Sanwa	Losi	Yoko TR 380M	8
D. Oystein (Norway)	Cougar	LRP Blue	Tom's Pushed	Tekin 700	Futaba	Sanwa	Losi	Losi x Patt	9
F. Sacha (Germany)	Ultima Pro Kyosho	Reedy Blue Dot Peak Performer	Keil SCE	Hel Bing	Multiplex PBX	Multiplex EXI	Losi Staggered Rib	Yoko 32	10

Euros 4WD

Name	Buggy	Motor	Cells	Speedo	Servo	Radio Gear	Tyres Front	Tyres Rear	Final pos.
P. Davis (UK)	Procat	Reedy Green Dot	Gale Force SCE	Tekin	KO FET	JR Apex	STD 3 row Blue	Assoc. TQ 20	1
C. Drescher (UK)	Yokomo	Reedy Green Dot	Keil SCE	Novak 410-MIC	KO FET	KO Esprit	Yoko TFS	Yoko TR-32	2
D. Stephen	Procat	LRP OAE's	LRP Oberle	LRP Speedo	Futaba 940	Mega Tech	Cut 3 Row Spikes	Assoc TQ 20	3
B. Sturnham (UK)	Procat	Twister 15 x 2	PAP SCE's	PAP Rager	KO FET	JR Apex	3 Row STD Blue	Losi x Patt	4
J. Booth (UK)	Egress	LRP	Nosram	Nosram TL	Futaba 131 SH	JR Apex	Hot Shot Spikes	Yoko K9	5
R. Cull	Procat	Reedy Green Dot	Nosram SCE's	Nosram TL	KO Fet	JR Apex	STD Cat Blue	Yoko K9	6
Sacwa	Lazer	Peak Perf 13 x 2	Keil SCE	Helbieng	PBS	MPX	Yoko TF310	Yoko TR-32	7
B. Sturnham (UK)	Procat	Twister 15 x 2	PAP SCE's	Pap Racer	KO FET	JR Apex	3 row STD Blue	Losi x Patt	8
R. Helbieng (Germany)	Kyosho Lazer	Master 12 x 3	MIH Pushed SCE	Helbieng	Futaba 5940	MPX	Yoko TF-SM	Yoko TR-324	9
D. Thorbjorn (Norway)	Procat	LRP Orange	LRP	Tekin 700	Sanwa M	Mega Tech	Trinity Cut Spikes	Trinity Cut Spikes	10