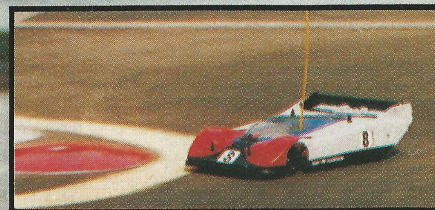


◀ **Stephan Oberle's TRC/Composite Craft Lynx II.**



◀ **Oscar Jansen's Corally Pro 10.**

PRO 10

The first European Pro 10 Championships were held at Portschach in Southern Austria over the weekend of 1st-3rd June. The venue was the same as that for the Pro 10 International that was held here last year.

Again, a car park was used to race on, but this year the organisers used a larger area to increase the track size. Drivers from Austria, Holland, Belgium, Germany, Italy, Switzerland and Britain arrived to participate and the total entry was just under 80 drivers.

All the favourites were there, including current 12th Euro Champ Jurgen Lautenbach, runner-up Phil Davies, Oscar Jansen, Christian Keil, current Pro 10 British Champion David Gale and Marco de Marchi of Italy.

Mike Haswell reports from Portschach, Austria

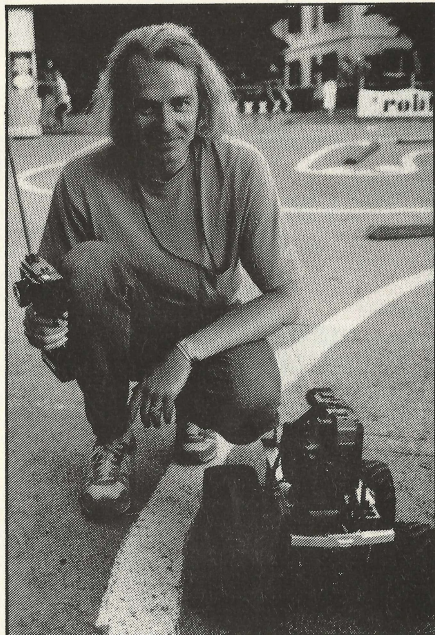
Most of the drivers were running Associated's, TRC's or Corally's, with a couple of Parma's and Bolink's thrown in for good measure. Most of the top drivers were running separate battery receiver packs to optimise their run times that might make all of the difference. (Using a separate receiver pack is also a very useful way of bringing a car up to weight.) Most of the "works" Corally drivers were sporting the new Coral T-Piece, which is claimed to be better over bumps as it has more flex than the original carbonfibre type. The Corally drivers, plus Jurgen Lautenbach, were running the new prototype Corally MMS speed controller, first seen at the 1/12 Euros. The new speed controller features additional forward and brake fets as well as a torque/current limiting pot which allows you to dial in the amount of punch you require for the given conditions. Also spotted in the Italian camp was the new Hi-Frequency Novak speed controller, also with a torque



EUROPEAN CHAMPIONSHIPS

The cars lined up for the *concours d'elegance*.





Paul Srna, Race Director, with his Clodbuster camera car.

control.

Friday morning saw open practise which allowed the drivers to get used to track and tyre treatments and get their cars correctly set up. The organisers had sugar-watered the track the previous afternoon so there was plenty of grip, although you had to get your car on the right line for entry onto the straight otherwise you would understeer into a concrete kerb! The track was on a slope with the straight running down the hill into a tight 180° right-hander, which meant you had to be very aggressive with the brakes. The only other problem was

the dust that accumulated on the tyres if you went off the racing line. In the afternoon there was controlled practice to check that there were no frequency problems and that there were no problems with the AMB lap counting system.

Qualifying

Saturday morning dawned and it was soon down to serious business, with Britain's Phil Davies showing the way round with his TRC/Composite Craft Lynx II to record 20 laps 7.4 seconds to take FTD in fine style. Current 1/2 Euro champ Jurgen Lautenbach (Mr LRP) from Germany, also driving a Lynx II, was next. The rest of the qualifiers were as follows: Christian Keil (Associated — Germany), David Gale (Corally — Britain), Stephan Oberle (Lynx II — Germany) and Pete 'Awesome' Stevens (Associated — Britain). All these drivers were the only ones to break the 20 lap barrier. Just missing the 20 lap mark in the British camp was William Mitchum, with his PB, and Jimmy Davis, with his TRC/CC Lynx II, in eighth and eleventh places respectively.

In the second round Phil held on to FTD with his first round time. Oscar Jansen moved into second with a time that was just .4 shy of Phil's. In the first round Oscar had tried running the Corally with a front beam that was cut in the middle, needless to say it didn't

work successfully although a thinned-down beam may well have worked. Piet Goemans and Jimmy Davis both managed 20-lappers and moved into sixth and ninth respectively.

Round three saw Phil really turn on the style, running a 14 double motor, to put in an even quicker 20 lapper. David Gale moved into third with Jimmy Davis sixth and Pete Stevens in eighth. In the fourth and final round for Saturday (there was a do-or-die run first thing Sunday) Oscar improved his time to move into second place with Germany's Ralf Krause moving into third. Christian Keil grabbed that vital last direct qualifying spot. David Gale just missed out by qualifying fifth. Jimmy Davis was seventh, Pete Stevens eighth and Graham Creasey a superb ninth, having borrowed cells and a (15 double) motor from Phil (Graham was really surprised by how good the motor was!). The rest of the British qualifying positions overnight were:

- 20 William Mitchum
- 22 Ashley Whenman
- 25 Robin Hammett
- 29 Terry Edelston
- 34 Mick Langridge
- 37 Robert Marshall
- 38 Mike Haswell
- 46 Mark Cousins
- 71 Graham Fairbrass

By this stage we already had the first British winner in Robert Marshall who had won the concourse d'elegance. In fact, five

out of the top nine cars in concourse were British, so we must obviously take a bit more time and care when we paint our bodyshells!

Unfortunately, it rained on the Saturday night and washed all the grip away for Sunday. Even though the racing was delayed for an hour to allow the track to dry it was soon obvious that nobody was going to improve their times. So, Phil, Oscar, Ralf and Christian went directly through to the A final, whilst everyone else was going to have to fight their way through the Christmas tree finals for the remaining six places.

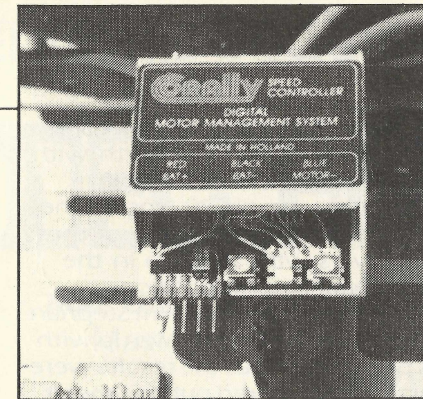
Finals

The first member of the British team in action was Graham Fairbrass in the 1/2nd final. He could only manage to finish fourth and would therefore progress no further.

Next, in the 1/8th A final, was Mick Langridge, Mike Haswell and Mark Cousins. After the usual first corner carnage Mike emerged in third with Mark fifth and Mick sixth. Mike got past the second placed car only to be taken out. In the meantime Mark and Mick had steadily picked their way up to third and fourth respectively. This became second and third when the first two cars had a slight disagreement. Mick passed Mark for second and they held their positions for the rest of the race to be promoted to the quarter-finals.

In the 1/8th B final our hopes lay

'A' finalists: (left to right) Jimmy Davis, Stephan Oberle, Jurgen Lautenbach, David Gale, Oscar Jansen, Marco de Marchi, Ralf Krause, Christian Keil, Bert Van Der Vecht, Phil Davies.



Prototype Corally speed controller with increased brakes and adjustable current limiter, fitted to Ralf Krause's car. Ralf had to add 65 grammes to bring his car up to weight!

with Robert Marshall. At the start of the race he got caught at the first corner and came out in eighth place. After that Rob had a steady drive through the field to end up fourth, which was not quite enough to move him up to the next final.

In the quarter A final we had William Mitchum, Ashley Whenman, Mark Cousins and Mick Langridge. (The last two came up from 1/8th finals.) At the start of the final two cars moved forward ahead of the start signal and when one of the mechanics stepped out to pull them back the race began and total confusion followed! Mick ended up stuck against some boards whilst other drivers backed off thinking that they would be called for a restart but the race carried on. William Mitchum was ahead of Ashley with the two cars that jumped the start in third and fourth positions. Ashley and Mark had both moved up a place when the third place driver had a few accidents and that was how the order remained for the rest of the race. However, after the penalties for the jump starts had been given, Ashley was promoted to second and moved into the semi-final.

In the quarter-final we had Robin Hammett and young Terry Edelston but both suffered interference and ended up finishing eighth and ninth. In the first of the semi-finals

the British drivers were represented by Pete 'Awesome' Stevens, William Mitchum and Ashley Whenman. Pete made a good start but hit some track marker dots which allowed Jurgen Lautenbach to take the lead. Piet Goemans was in third ahead of Bert Van Der Vecht, Stephan Oberle and William Mitchum. Pete and Piet were having a good battle until Piet hit a dot, dropping him down to fifth. Pete had closed right up on Jurgen and both had opened up quite a gap over Bert and Stephan with William not far behind. Shortly after this Pete, who was now trying to get past Jurgen, was suddenly and quite inexplicably struck down by heavy radio interference which ended his race. This left Jurgen in the lead ahead of Stephan with Bert and William still battling for third place. Unfortunately for William, having got past Bert, his tyres went off and he was unable to fend off Bert's challenge. The order remained the same for the rest of the race. So, we knew three more of the A finalists. They were Jurgen Lautenbach, Stephan Oberle and Bert Van Der Vecht.

In the second semi-final we had David Gale, Jimmy Davis and Graham Creasey representing Britain, as well as Constant Paul of Holland and Marco de Marchi of Italy.

David and Jimmy both made good starts to lead the way. Going onto the short straight under the drivers rostrum, Jimmy nipped past

Q	Driver	Fin	Chassis	Motor	Batteries	Speed Controller	Tyres	Radio/Servo	MMperRev	Body (W = Wing)	Notes	Team
1	Phil Davies GB	5	TRC/CC Lynx II	Reedy Gold Star 14Dbt	Galeforce SCE	Tekin 600	TRC Green	JR Apex 132H	34	Associated Nissan	Battery Receiver Pack Paragon and Factor 15	Reedy Galeforce
2	Oscar Jansen NL	2	Corally Pro 10	PK 15 Dbt	Keil SCE	Corally Prototype	TRC Green	2LGX 132H	41.7	Frewer Jaguar (W)	Novak Receiver Battery Receiver Pack Wintergreen	PK Corally
3	Ralf Krause D	4	Corally Pro 10	Dingo 15 Dbt	Keil SCE	Corally Prototype	TRC Green	Multiplex 132H	40	Frewer Jaguar (W)	Separate Receiver Battery Pack 50/50 Tractite and Wintergreen	Corally Dingo
4	Christian Keil D	7	Associated 10L	Reedy 14 Dbt	Keil SCE	RH	Yokomo	Futaba Magnum KO Fet	33	Associated Toyota (W)	Novak Receiver Receiver Pack Tractite and Wintergreen	Keil
5	Jimmy Davis GB	6	TRC/CC Lynx II	LRP Orange AE90	TOP SCE	Nosram TL	TRC Green	Sanwa 132H	29	Andy's Merc (W)	Jimmy's Plus Coppertone Factor 15	TOP, LRP, Nosram, Technicad, TRC/CC
6	Jurgen Lautenbach D	1	TRC/CC Lynx II	LRP Orange AE90	LRP Oberle SCE	Corally P/Type	TRC Green	KO Propo KO Fet	33	Associated Toyota (W)	Battery Receiver Pack, Wintergreen plus Suntan Lotion	LRP TRC/CC Multiplex
7	David Gale GB	10	Corally Pro 10	PK 14 Dbt	Galeforce SCE	Corally P/Type	PK Silver	JR Apex JR 4051	38.5	Frewer Jaguar (W)	Paragon	PK Corally Galeforce
8	Stephan Oberle D	3	TRC/CC Lynx II	LRP Orange AE90	LRP Oberle SCE	Futaba 116	TRC Green	Futaba Magnum 132H	33	Associated Toyota (W)	Separate Receiver Pack, Wintergreen plus Suntan Lotion	LRP TRC/CC Futaba
9	Marco de Marchi I	9	Associated 10L	Twister 1002 17 Dbt	Galeforce SCE	Novak 410 MXC	TRC Green	Sanwa Novak	35.5	Associated Toyota (W)	Tractite and Wintergreen (60/40) plus Factor 15	Associated Novak, Twister, TO Models
10	Bert Van Der Vecht NL	8	Corally Pro 10	PK 15 Dbt	PK SCE	Corally P/Type	TRC Green	JR Apex 132H	42	Frewer Jaguar (W)	Futaba Receiver Receiver Pack Tried everything on tyres	PK Corally



David for the lead whilst Marco had moved up to third and Graham had dropped down to fifth. Jimmy and David held station at the front whilst Marco was dropping back having lost some grip. The first three places didn't change for the rest of the race so we knew the final make-up of the A final, with Jimmy Davis, David Gale and Marco de Marchi taking the remaining three places.

A Finals

At the start of the first A final Phil Davies was slow off the line. Apparently his tyres hadn't been fully dried off and after the usual first corner mêlée Oscar Jansen emerged in the lead in front of Jurgen Lautenbach, Jimmy Davis, Ralf Krause and Stephan Oberle, with Phil down in eighth. David Gale's race had effectively ended after he had hit a rather solid wooden track marker that moved his motor out of mesh.

Phil caught the back of Jurgen's car going through the infield, which spun him out and allowed Stephan to go through to third. Jimmy's tyres had begun to lose some grip, consequently Stephan got past for second going onto the straight and was closing up rapidly on Oscar. Oscar, under pressure from Stephan, made a mistake and hit a couple of dots which put Stephan into the lead with Jimmy second. Unfortunately, Jimmy made another mistake and clipped a wooden track marker that caused his wing to come out of its holder, which was a great shame as he'd been going so well up to that point. All this put Phil into second ahead of Jurgen, Ralf and Oscar. The order remained the same for the rest of the race with the first three drivers all putting in 20 lappers.

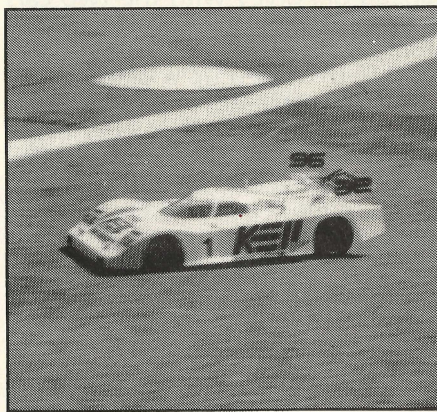
The second final saw carnage at the first corner again, with Phil coming out in the lead followed by Ralf, Stefan, Jurgen and Marco with David Gale, having been flipped over in the first corner, bringing up the rear. Going under the AMB loop onto the infield Ralf clipped a dot and ran wide, Stephan didn't need an invitation to take second place. Stephan closed up on Phil who was having to drive really tightly to try and hold him off as his tyres had "gone off" slightly. Stephan managed to outgun Phil into the infield. At the end of the five minutes, Stephan won the second leg of the final with Jurgen just managing to out-power Ralf up the

hill to the loop to snatch second place. Phil held on for fourth with Oscar just behind him for fifth.

All five were on 20 laps so the title could now go to one of these five drivers with Stephan in the most commanding position.

Under the points system Stephan would have had it all sown up with his two wins but as the results were going to be worked out on times it was still possible for him to be beaten!!

So, to the last leg of the A final. Phil made a good start from Christian (who was, incidentally, running a Pk motor!) who promptly threw it away with a spin. This put Jimmy, who'd made a superb start, into second ahead of Oscar and Ralf. Everybody then started to queue up to get past Jimmy with things getting a little fraught. Jurgen moved up to fourth place when he got a corner wrong and went between the dots and the wood and in the process got past two cars, for which the race director gave him a ten-second penalty (more of this later). Going down the straight Jurgen squeezed down the inside of Jimmy to take third. Phil's car spun, allowing Oscar into the lead and Jurgen was soon up to third when Phil's car spun again.



Oscar was pulling out all the stops in order to get a good time but was thwarted a bit when he came up to lap Stephan who was refusing to move over. In the end Oscar accidentally spun Stephan around going onto the straight, flicking Stephan's car straight over the top of his car, giving the crowd cause for much amusement. (This cost Oscar a couple of vital seconds however.) The order remained the same for the rest of the race with Phil just holding off Ralf for third. Oscar had put in a stunning last run so it was now down to times to decide who would be Euro champ, or would it?!

When the times came up for the

third final there had been ten seconds added to Jurgen's score, which destroyed his chances of being champion. However, the penalty was protested by the German team on the grounds that there should have been a warning first and then a penalty. The general consensus of opinion was that as an advantage had been gained the penalty should stand. However, after a meeting of the referees the decision was taken to rescind the penalty on the grounds that the referees hadn't actually issued the penalty but the race director had. All this was a sour note to end what otherwise had been a good meeting.

All this meant that Jurgen was now Pro 10 Euro Champ (as well as 1/12th Euro Champ). Oscar came second and Stephan, who looked as if he had found a pound but lost his wallet, third.

A Final Overall Results

	Laps	Seconds
Jurgen Lautenbach	40	19
Oscar Jansen	40	20
Stephan Oberle	40	21
Ralf Krause	40	22
Phil Davies	40	24
Jimmy Davis	38	12
Christian Keil	38	17
Bert Van Der Vecht	38	20
Marco de Marchi	38	23
David Gale	24	10

As you can see, there was some very close racing with just five seconds covering the top five drivers!!

It was interesting to find out that most of the continental drivers run without additives on most tracks, although they all have a couple of tracks where they can run additives, which we do not.

During the break between the last round of qualifying and the finals there was a demonstration put on for the TV cameras for an item which went out on the Austrian and German National News, as well as being sent to America. What a pity we haven't been able to persuade our TV networks to do the same. There was even a camera fitted to a Clodbuster to provide shots of the cars going round and overtaking it. One driver got a bit over enthusiastic though, and managed to take the camera car out! ●