

Pro Ten Eurochamps

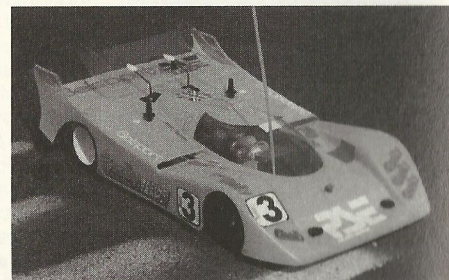
Ashby, England



Ashby while the sun shone.

cannot change the type of car used, part way through an event). One aspect of the event which didn't require much thought, removing one doubt from virtually everyone's mind, was that Greens were the tyres to run in the dry, and Belsports or Tamiya Cap tyres in the rain. The latter tyres were very impressive, but more on them later.

Timed practice took place on Friday afternoon and Clive Stockham showed the way with his



Jason Dearden's winning Corally.



This year's Euro's were held at the Ashby circuit right here in Great Britain, so the home drivers were looking to do better than last year. In fact they were banking on a home win, with the first three finishers at the warm up meeting, held earlier this year, Jimmy Davis, David Spashett and David Gale feeling very confident! The British dark horses for the event were Mark Jewitt, fresh from the World's, and local lad Jason Dearden, the track designer. From the Continent we had the current 1/12th European Champion, Oscar Jansen of Holland, the defending Pro 10 champion Ralf Krause, and the 1990 champion Jurgen Lautenbach (Mr LRP), both from Germany. These were the favourites, but a host of talented drivers were in attendance so things would prove to be very interesting!

LOCAL BOY COMES GOOD!

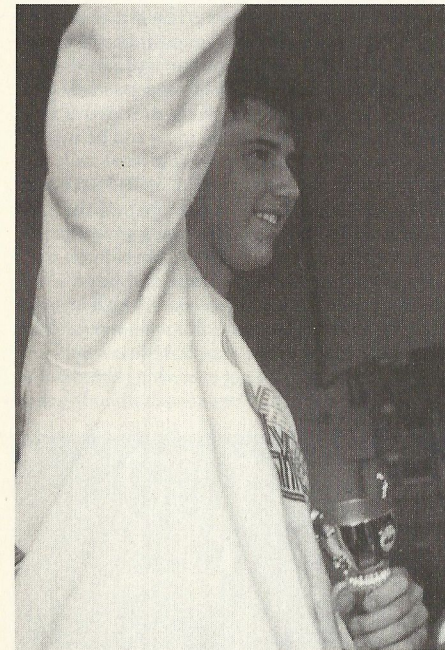
Open practice was held on Friday morning, with a fair system of ten drivers being allowed onto the rostrum at one time, then when all were ready they were given six minutes track time. This worked well and avoided complaints about frequencies being hogged. Drivers had to have their cars passed by technical inspection before they were allowed out to practice, so for some drivers a swift decision had to be made regarding which car to run (under EFRA rules a driver

Corally! Jimmy Davis and David Spashett followed, these three on fast 23 lappers. The second round saw Ralf Krause put in a 24 lap run, showing that he wasn't about to relinquish his title easily. Jurgen was in second ahead of Clive, David S. and Mark Jewitt. The third round was run in finals format, from a grid start, to give all the drivers an idea of the start procedure. David Spashett, whose driving at the moment is incredible, stormed round to record 24 laps with

Ralf Krause's Corally with SCRC cells.

a 9.25 second split. The second fastest man was Jason Bohin, another on form driver, with 23 and a 2.5 second split time. The big question was would the fastest drivers in practice maintain their form in qualifying?

After what had been a good day, many drivers ventured into Ashby for some food and drink,

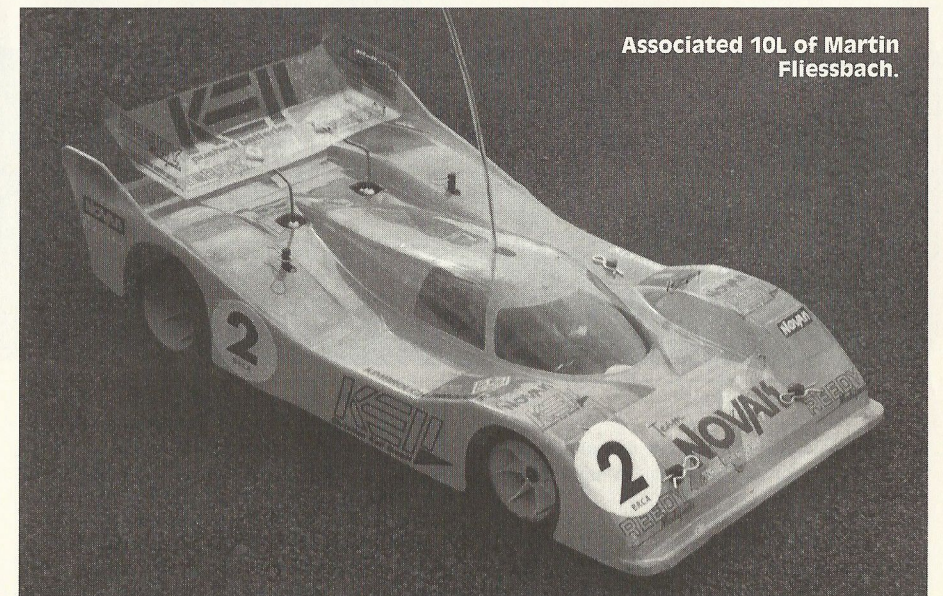
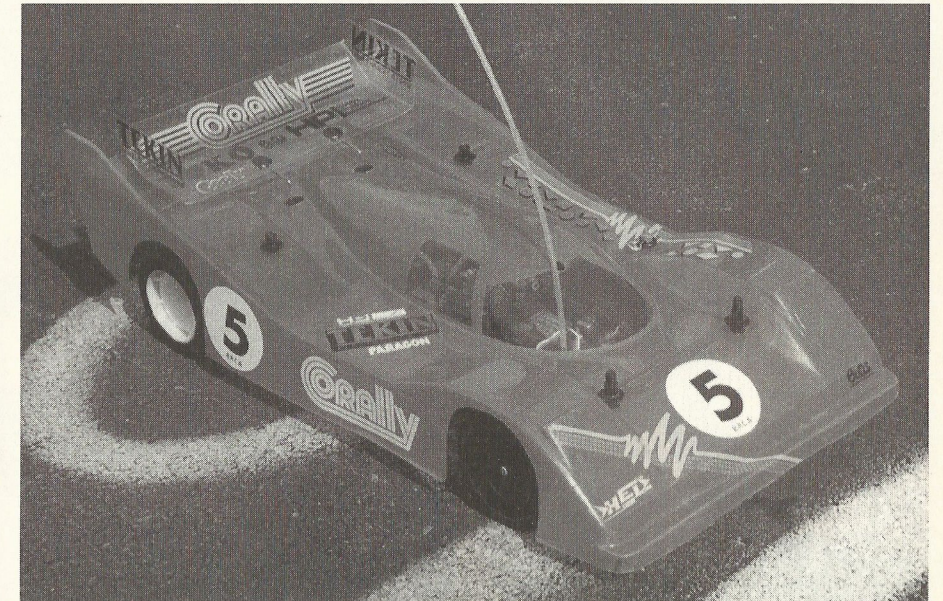


FTD specialist David Spashett does it again!

only to be amazed at the local scenery!! Those who remained in their hotels, campers and tents definitely missed out!

Saturday morning arrived all too soon, complete with overcast skies, and the forecast was for scattered showers throughout the weekend. The hall opened at seven thirty, when a large number of drivers tucked into a nice hot breakfast. Well done ladies, your fry-ups were appreciated by all, apart from Scotland's Eric Brawley who had an enjoyable evening! and was looking slightly the worse for wear!

However, back to the serious business of qualifying. At the end of round one David Spashett took FTD with 24 laps 13.69. Next up, also on 24 laps, were the German trio of Martin Fliessbach, Jurgen Lautenbach, and the defending champion Ralf Krause in fourth. Behind them came a quartet of British drivers consisting of Jimmy Davis, Jason Dearden, David Gale and Clive Stockham. The second round saw David S. knock a



Associated 10L of Martin Fliessbach.

further three seconds off the FTD time with Jason splitting Martin and Jurgen. With Constant Paul and David Delapierre moving into the top ten, it left Bert van der Vecht on the bubble in

place after having had a wheel fall off before even getting to the line, and having had a couple of stripped spur gears! Well, at least he had the chance of a S.O.B. run on Sunday morning, that is if the weather held out. It rained on and off Saturday night but by morning it had stopped, unfortunately there were still some damp patches about. By the time qualifying had started the track was virtually dry, however after the first few heats had been out it started to drizzle and turn the track wet again. So all this meant that if you hadn't put a decent time in, you'd left it too late. So the final qualifying positions looked like this:



Referee Chris Hardisty explaining a point to the 'A' finalists.

| | | |
|----|--------------------|----------|
| 1 | David Spashett | 24-10.79 |
| 2 | Martin Fliessbach | 24-14.09 |
| 3 | Jason Dearden | 24-15.28 |
| 4 | Jurgen Lautenbach | 24-16.87 |
| 5 | Ralf Krause | 23-00.45 |
| 6 | Constant Paul | 23-01.01 |
| 7 | David Delapierre | 23-01.58 |
| 8 | Jimmy Davis | 23-01.76 |
| 9 | David Gale | 23-02.11 |
| 10 | Bert van der Vecht | 23-02.48 |

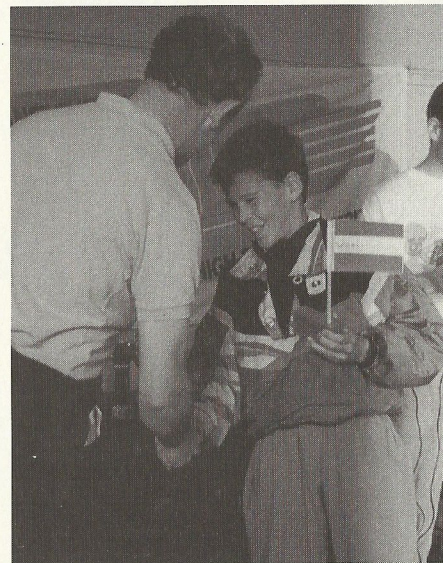
British Drivers

| | | |
|----|------------------|----------|
| 11 | Clive Stockham | 23-03.32 |
| 12 | Mark Jewitt | 23-04.26 |
| 14 | Neil Mead | 23-07.03 |
| 16 | Jason Bohin | 23-07.35 |
| 19 | Robin Hammett | 23-08.85 |
| 21 | Jonty Walkeden | 23-12.04 |
| 22 | Graham Creasey | 23-12.30 |
| 23 | Mick Farrell | 23-12.39 |
| 24 | Peter Smith | 23-13.19 |
| 25 | Adam Stephenson | 23-13.25 |
| 26 | Rob Marshall | 23-13.37 |
| 27 | Andrew Griffiths | 23-23.85 |
| 31 | Chris Grainger | 22-01.39 |
| 35 | Mike Haswell | 22-03.02 |
| 38 | Ian Pratt | 22-03.80 |
| 39 | Alan Harland | 22-04.01 |
| 46 | Ashley Whenman | 22-09.84 |
| 48 | John Hyde | 22-10.79 |
| 51 | Eric Brawley | 22-12.06 |
| 54 | Alan Wilkinson | 22-12.61 |
| 57 | Dickie Mee | 22-14.73 |
| 59 | Terry Stockham | 22-16.41 |
| 61 | John Snewin | 21-03.88 |
| 63 | Mark Cullum | 21-06.63 |
| 66 | Lee Palmer | 21-08.53 |
| 69 | Ken Philbin | 21-13.54 |
| 74 | Richard Johnson | 20-01.73 |
| 76 | Jeff Wiltshire | 20-03.69 |

future. Also quite a number of continental drivers were running Tamiya Cap tyres on their cars in the wet, and looked awesome going round with the standing water not affecting them at all. They actually heated up as per a full size tyre and became incredibly sticky. (I can see them becoming essential wear, especially at the price — Ed).

Finals

The first final out was the A final but I will cover all three together towards the end of my report.



13 year old Martin Mostl from Austria, winner of the 'B'.

that well-known Tamiya driver from Germany Uwe Dorner just half a second behind. Our own Alan Harland came in third, with another German driver, Tommy Peter, in fourth. The C final saw an interesting battle between Graham Creasey, Peter Smith and Rob Marshall, which eventually went in Graham's favour by half a second from Rob, whose car was quicker but wasn't handling as well. Peter was disqualified from third for being underweight, he'd forgotten to put the weight back on his car after swapping from his wet tyres to his normal dry tyres. So all of this meant that Adam Stephenson inherited third place. In the B final it was Austria's Martin Mostl who came through from the back of the grid with a most impressive performance to win the B final from Karsten Lautenbach, Jason Bohin and Neil Mead.

The first A final was wet, in fact whilst they were waiting for the start, it really started to bucket it down, so much so, there were huge puddles all over the track. After a bit of argy-bargy on the opening laps, David Spashett went into the lead and pulled away. The rest of the field had a major pile-up amongst themselves and for a while things were rather scrappy, all of which allowed Jimmy Davis up to second. Then at about the two-thirds mark, disaster struck for David. His tyres came off the rims and he was out of the race! Then Jimmy started to slow, had water got into the electrics? No, he hadn't been able to get his batteries fully charged. At the end it was a win for Constant Paul using your new editors' Belsport wets, with local hero, Jason Dearden in second, Bert in third and Jimmy holding on for fourth. The second A final leg saw only seven cars at the start, although one did join in part way through the race, the drivers not having enough time to get everything dried out and put back in again. David Spashett and Jimmy

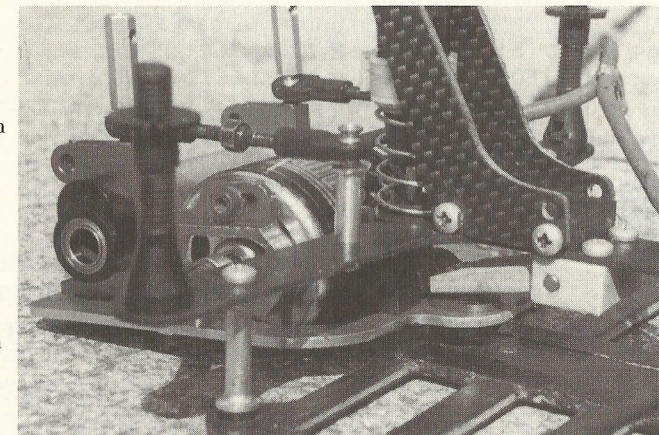
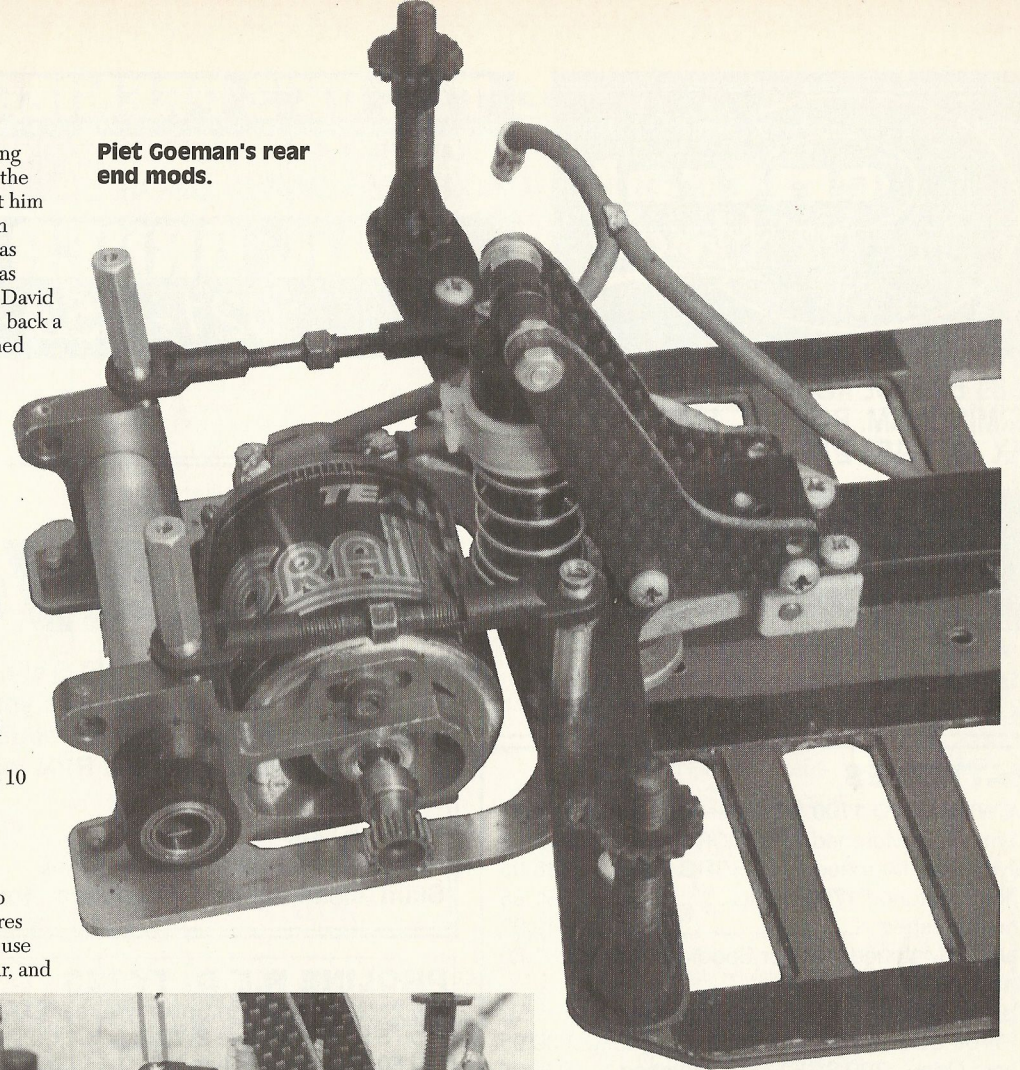
remained the same until Jason spun allowing David S into the lead. David was aware of the situation around him and pulled over to let him back past. Whilst all this had been going on David Gale had moved up to fourth and was right behind the leading group. David S was doing a fine job holding off Martin, whilst David G had a spin on the banking dropping him back a bit. So if Jason held on to the lead or finished second behind David S, he would be Euro champ, however if Martin Fliessbach or David Gale won they would be champion, so it was all to play for. David G had closed right back-up on the leading group and was looking for a way past Martin, when he again spun on the banking, putting an end to his title chances. Up front Martin was unable to pass David Spashett so Jason was able to run out the winner of the third leg and became European Champion for 1992. A somewhat surprising but very much welcome win for Jason, with Jurgen taking second by virtue of his win in the second leg. Martin was third with a second and a third place finish. That's it until next year, when we will all be in Neudorf, some 10 miles south of Vienna in Austria.

Footnote

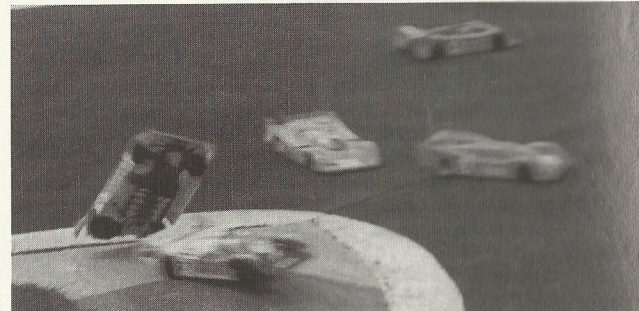
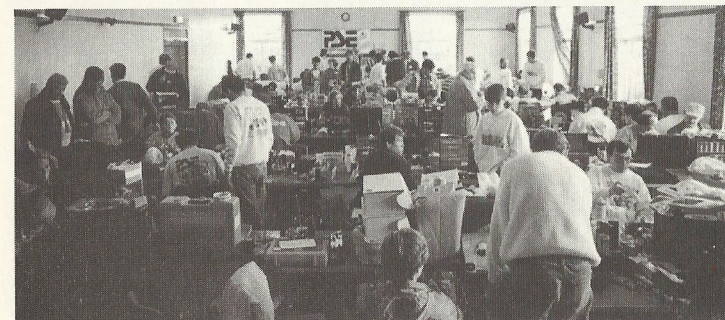
The European drivers were very pleased to find that the grip available on untreated tyres was so good, as in Austria for instance, the use of WD40 and Factor 15 sun oil is de rigueur, and indeed will be allowed at next years meeting. The new Associated 10L front end appeared to work very well, giving the car a new lease of life enabling Martin Fliessbach to qualify second.

Immediately after the meeting Jason Dearden announced his retirement from competitive Pro 10 racing, as did Jimmy Davis. They are now both intending to concentrate on 1/10 off road!

Piet Goeman's rear end mods.



| Name | Rd 1 | Rd 2 | Rd 3 | Total |
|----------------------|------|------|------|-------|
| 1 Jason Dearden | 15 | 8 | 20 | 35 |
| 2 Jurgen Lautenbach | 3 | 20 | 8 | 28 |
| 3 Martin Fliessbach | 6 | 12 | 15 | 27 |
| 4 Constant Paul | 20 | 6 | 4 | 26 |
| 5 David Gale | 4 | 15 | 10 | 25 |
| 6 Jimmy Davis | 10 | 0 | 6 | 16 |
| 7 David Spashett | 2 | 0 | 12 | 14 |
| 8 Bert van der Vecht | 12 | 0 | 2 | 14 |
| 9 David Delapierre | 1 | 10 | 1 | 11 |



The pits — literally!!

New developments were conspicuous by their absence in the pits, although Piet Goemans had made an interesting rear end for his Corally. It was a free floating backend (a 'la TRC/CC Lynx II) with a shock absorber mounted vertically which was attached to the remains of the T-bar, with a pair of track-rods mounted on top to keep the pod correctly aligned. There were some of the new Sanyo 1800 SCE cells about, which some people were saying were relabelled 1700s. I personally don't go for that theory, as they are 11 grams lighter than Panasonics which makes them about 25 grams lighter than 1700 SCEs. We also ran a pack through David Gale's pack tester, and his comment was that they had a different discharge curve to anything he'd run through before. The new Novak 410 HPC speed controller, as seen at the 1/12 and 1/10 On-Road World Championships, should be available in Europe in mid to late October. It has new 'Hyperfets' which gives it the same on-resistance as the Novak 410 MXc, but with only half the fets. We will be reviewing it in the very near

The I final was empty due to a lack of waterproofing and electrics that were still drying out, unfortunately water and electronics don't mix very well. In the H final it was Mauro Ferrentino who won from Michael Altmanninger, with Roland Kupper just pipping our own Richard Johnson for third. With the track drying it was now becoming a case of guessing right on the tyre front, and crossing your fingers that it didn't start raining again. In the C final, it was Reto Konig who took the win off Ken Philbin on the very last lap, only to be disqualified for being underweight and handing the win back to Ken! Behind Ken the battle for what would become second was very close with Olivier Maguelin just getting the verdict over Lee Palmer and Peter Buyze. Victory fell to Mario Saibel in the F final, followed by a trio of British drivers, consisting of Alan Wilkinson, Dickie 'Swap Shop' Mee and Terry Stockham.

Ashley Whenman won the E final from Thomas Travaille and France's Georges Bohdanowicz. In the D final there was a win for Belgium's Luc DuBreuco, proving there are other Belgian drivers apart from Piet Goemans, in second came

Davis didn't get very far, with speed controllers blowing and water in receivers. So Jurgen who took the lead, after Jason was helped out of the way, with Martin Fliessbach in second from Davids Delapierre and Gale. Dave Gale was soon up to third and when David D clipped a kerb and spun, this became second when Martin also went kerb-hopping. The order remained Jurgen, David and Martin for the rest of the race with only a couple of feet between them. So after two legs the situation was no clearer with any one of eight drivers capable of winning. The only certainties were that Ralf Krause was now ex-Euro champ and David Spashett wouldn't be this time.

So on to the third and deciding leg, to be run in dry conditions. It was Jason who went into the lead after David S had a bit of a moment, with David D up into second. Jason then proceeded to open up a gap whilst the others were fighting amongst themselves. Jason then threw away the advantage he had built-up by putting his car on the grass, however some quick marshalling saw him back on the track just in front of second placed David S with Martin Fliessbach clambering all over his gearbox. The order

| Driver | Nat | Team | Car | Nicads | Motor | Speed Cont | Front Tyre | Rear Tyre | Radio | Servo | MM per rev | Body | Quality | Final | Notes |
|--------------------|-----|---|----------------|---------------------------------|-------------------|----------------|--------------|--------------|---------------------|--------------|------------|--------------------------|---------|-------|---|
| David Spashett | GB | Intronics Corally Galeforce | Corally 10G | Maxcell Panasonic Sanyo SCRC | Corally 14 Triple | Corally MMS II | Pk Green | Pk Green | JR Apex | Futaba 132H | 45.4 | Frewer Jaguar Stabiliser | 1 | 7 | BBS wheel adaptors. New Intronics charger |
| Martin Fliessbach | D | Associated Keil, Reedy, Novak | Assoc. 10L | Keil Panasonic | Corally 13 triple | Novak 410 Mic | Assoc. Green | Assoc. Green | KO EX-I | KO 1001 | 40.0 | Assoc. Nissan Wing | 2 | 3 | Novak receiver. Kimbrough diff cover. Wishbone front end |
| Jason Dearden | GB | Corally, PSE, Schumacher | Corally 10GS | PK/Corally Panasonic | Corally 14 Triple | Corally MMS II | TRC Green | PSE Yellow | JR Apex | Sanwa 141HS | 47.8 | HPI Jaguar Wing | 3 | 1 | BBS wheel adaptors. Shock absorber Receiver pack |
| Jurgen Lautenbach | D | LRP, TRC, KO | TRC/CC Lynx II | LRP Panasonic | LRP Blue SE | LRP LE25AMS | TRC Green | TRC Green | KO EX-I | KO 1001 | 38.5 | Assoc. Toyota Wing | 4 | 2 | Receiver pack. Split axle. Aero pod. Side damper. Pro shock |
| Ralf Krause | D | Corally Helbing | Corally 10G | Helbing Panasonic | Corally 15 Dbl | Corally MMS II | PK Green | PK Green | KO EX-I | Futaba 132H | 46.2 | Assoc. Nissan Wing | 5 | 10 | BBS wheel adaptors |
| Constant Paul | NL | Corally, KO | Corally 10G | PK/Corally Panasonic | Corally 14 Dbl | Corally MMS II | PK Green | PK Green | Futaba Megatech 2PD | SANWA ERG-XS | 42.9 | Andy's Nissan Stabiliser | 6 | 4 | BBS wheel adaptors |
| David Delapierre | F | SMT, Corally, Cournon, Savigny, Modelisme | Corally 10G | SMT Panasonic | SMT 13 Triple | Novak 410MXC | PK Green | PK Green | KO Esprit II | KO 1001 | 44.0 | HPI Jaguar | 7 | 9 | BBS wheel adaptors. Receiver pack. Novak receiver |
| Jimmy Davis | GB | LRP, Corally, Schumacher | Corally 10G | Schumacher Flashpoint Panasonic | LRP Blue SE | LRP LE25AMS | TRC Green | TRC Green | JR Apex | Futaba 9101 | 35.75 | Frewer Jaguar Wing | 8 | 6 | BBS wheel adaptors. Anti-roll bar. Receiver pack |
| David Gale | GB | Galeforce, Corally, RRC, Intronics | Corally 10GS | Galeforce Panasonic | Corally 11 Triple | Corally MMS II | TRC Green | TRC Green | JR Apex | Futaba 9401 | 35.5 | Assoc. Intrepid Wing | 9 | 5 | BBS wheel adaptors. Receiver pack. New Intronics charger |
| Bert van der Vecht | NL | Corally | Corally SWB10G | PK/Corally Panasonic | Corally 17 Dbl | Corally MMS II | PK Green | PK Green | JR Apex | Sanwa 141HS | 46.0 | BBR Lotec Stabiliser | 10 | 8 | BBS wheel adaptors |