

After being held on home soil last year, it was off to Austria for the Pro-10 Euros in 1993, the second time this picturesque country has hosted the event. Three years ago we were racing on a converted car-park in Portsach, this time it was the turn of Wiener Neudorf, just outside Vienna, a town with a proper race circuit with excellent facilities.

For the British team it was to be a trek across Europe. Equipped with two Toyota Previa's and lots of luggage, the ten strong team caught the early morning ferry from Dover, bound for Calais. From there we had a high speed drive through France, Belgium, Germany and finally into Austria, a distance of one thousand miles. Despite regular stops for cups of tea we did the entire trip in one day, arriving at our hotel at midnight. This was a welcome sight for the passengers in the lead van as the last few hours had turned into something of an endurance competition. Graham had brought a bottle of Tractite along that had decided to empty itself over the boot of the van. Every time we went round a corner, a whiff of pungent fumes would drift through the air sending heads spinning! Strangely they appeared to have no effect at all on Mike Haswell who was curled up in the back seat next to the awful smell. Mike's obviously a dedicated 1/12th racer.

Unfortunately, there was 'no room at the inn' for this bunch of weary travellers. A misunderstanding with the room



Excellent facilities included covered rostrum shown during the A main. Left: Oscar Jansen took a well deserved victory.

Oscar Jansen finally captured the title European Champion in Austria, with fellow Corally man David Gale a close second.

Oscar goes wild!

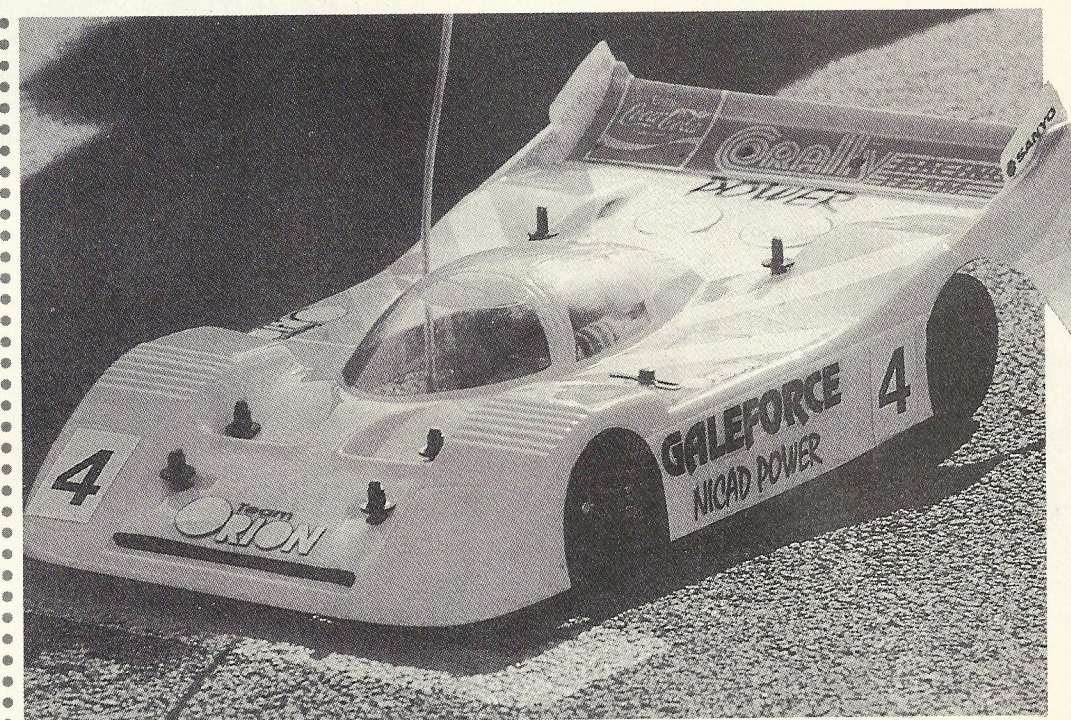
bookings meant that we had arrived a day too early for the Gasthof keeper so we had to find another hotel in the area that would put us up for the night. Thursday was a welcome day of rest, chance to visit the track, book in for the racing, order some Caramba Blue tyre additive and enjoy a meal with some of the Dutch, Belgian and

Finnish drivers. Our numbers were also boosted by the arrival of Rob Marshall and his parents. Friday started early with the chase for the shower, followed by a quick breakfast and then it was off to the track to start racing. The circuit looked superb and we were particularly impressed by the track decorations – the

Report by Graham Creasey

Austrian's had placed lots of pretty flowers in the infield of the circuit! The layout was a bit like a larger version of Wrexham, with a long curved 'straight', a fast sweeper and some tight chicanes. After last year's Euros at Ashby most were hoping for a smooth track to race on this year, but this circuit was almost as bumpy. It had ripples all the way down the straight and round the sweeper, some vicious adverse camber slopes going into the hairpins and a dangerous dip coming onto the straight. If your car didn't ride the bumps well you were in for an exciting time, the car leaping from one hump to the next like a power-boat skimming the waves. The Trinity drivers in particular were to have a tough time here, the World Championship winning car not handling anywhere near as well as it has done in Britain this year. In contrast the Corally cars looked superb.

Friday morning was reserved for open practice and for many it was the first chance to try out the Caramba Blue spray and suntan creams that were being allowed as tyre additives. Caramba turned out to be a version of WD40 and was used to clean and soften the rubber before applying Coppertone suntan cream to make the tyre tacky. Greens and Yellows seemed to be the best tyres to use the additive with, although Jap rubber could also be made to work reasonably well. It got very busy out on the circuit during the morning practice session and several drivers ended up having to fix broken cars, notably Neil Mead who had his Trinity squashed by the French team manager's foot while blasting down the main straight!

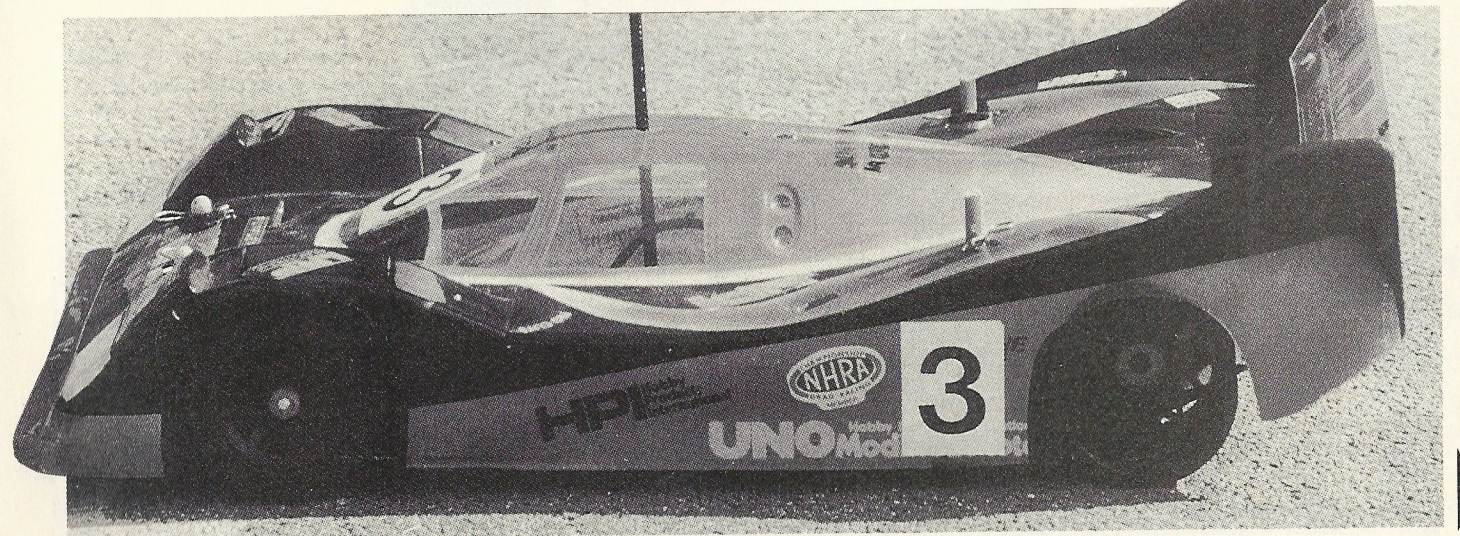


Timed practice provided some discipline to the proceedings, although the results sheets put on display did little to help you to get your car set up correctly. Somehow the organisers had chosen to use a race control program that offered nothing but completely useless information. At the end of each round, instead of getting a list of lap scores, we got a list of fastest laps – it was almost worth fitting a stupid wind motor just so that you could appear at the top of the list! Thankfully, we were back to normal lap scores when qualifying started.

Friday ended with the first round of qualifying, Oscar Jansen showing everyone he meant business by setting a 21-313.2, a time five

seconds quicker than anyone else. Local Austrian driver Roman Stopka held 2nd from Tamiya Euro Cup winner Martin Fliessbach, with another Austrian driver, Thomas Pumpler, in 5th. Adam Stephenson was our fastest driver in 13th place, but had his time disqualified a few minutes later when he failed to marshal the following race – whoops! Graham Creasey was down in 23rd having suffered radio glitches in his run, with Chris Grainger 28th, John Hyde 33rd and David Gale 38th. Neil Mead was the most disappointed driver, having put in what looked like a very clean run only to wind up 41st! It wasn't a particularly great day for the Brits and while everyone else

packed up and went to the banquet, we stayed at the track working on our cars. Saturday, we hoped, would be a much better day. The next day started off in a very promising way with a black cat running in front of our van on the way to the track – a sure sign of good luck! Once again the weather was fantastic, bright sunshine and temperatures of around 30 degrees Centigrade giving conditions similar to last year's World Champs in California. The top three failed to improve on their Friday times in round two of qualifying, but up into 4th came the Italian driver Umberto Pernice, half a second ahead of



Thomas Pumpler. There was some joy for the British camp this time too, as Adam Stephenson posted an excellent run to claim 6th overall, just ahead of fellow British Corally driver David Gale. Mike Haswell started the day off in the same way he had ended the previous day. His race saw him strip his fourth spur gear in a row, a record that would take some beating!

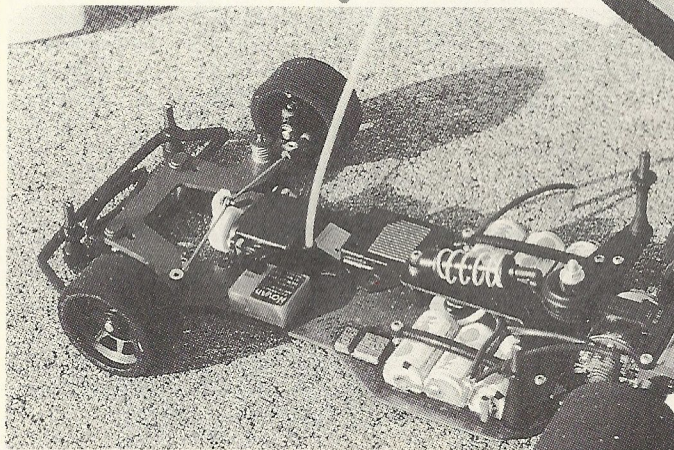
Thomas Pumpler was the quickest driver in round three, a 20-302.4 moving him into 2nd behind Oscar Jansen. Former Pro-10 Euro-Champ Ralf Krause appeared in the top ten for the first time, as did fellow Germans Jurgen Lautenbach and Markus Mober. David Gale improved on his best time to stay in the A-final, while Adam dropped down to the B.

Round four saw the first serious attempt to topple Oscar Jansen from the TQ slot. Roman Stopka was the driver on form, setting a 20-300.5 to move into 2nd ahead of fellow Austrian Thomas Pumpler. David Gale showed he meant business here by moving up into 4th overall, heading the German trio of Krause, Lautenbach and Fliessbach. Adam Stephenson was still our sole driver in the B-final, with Graham Creasey and Jason Bohin in the C. Graham in particular was having an awful time in Austria. His car was suffering from major radio interference going past the drivers rostrum, regularly smashing into the boards in front of race control. His fastest time was set when he hit the boards twice and survived the impact, most of the time one hefty hit would annihilate his spur gear and force a retirement from the race. Chris Grainger got the 'Clive Stockham hard driving' award in this round by managing to break the spring on his transmitter steering stick - that takes some doing!

When the going gets tough,

Oscar Jansen gets going. With the other drivers starting to get close to his TQ time, it was time for Oscar to go a bit quicker. He did this with style in round five, winding up with a 21-310.2, in a round where very few other drivers managed to improve on their best times. The British performance reached an all time low in this round, Dickie Mee being the only English driver to complete his race. Jason and Neil both went flat, Chris stopped too early thinking he had finished his run, Rob's rear axle fell out and the remaining six drivers all stripped spur gears! Yes, even David Gale was stripping them now. By the end of qualifying, 'Der Englisger' team had amassed an impressive array of broken parts. Five broken axles, a blown speedo, a broken transmitter, two broken wheels and a dozen stripped spur gears showed that when it comes to testing parts, the rest of Europe can't compete!

There were few changes at the top in round six, so qualifying ended with Oscar Jansen out in front by a comfortable margin followed by a couple of local stars and then our very own David Gale. It was a nice touch to see Oscar helping others out after the racing had finished. He sat on the track



EFRA Pro-10 Euros Tech Chart - Wiener Neudorf, Austria

Pos.	Driver	Sponsors	Car	Front Tyres	Rear Tyres	Cells	Motor	Speedo	MMPR	Bodyshell
1st	Oscar Jansen (NL)	Corally Orion/Novak	Corally SP10G	Corally	Corally	Orion Panasonic	Corally 14x2	Corally MMS II	37.2	Andy's Nissan
2nd	David Gale (GB)	Intronics/Corally Galeforce/BBJ	Corally SP10GS	Corally Green	Corally Yellow	Orion/MaxCell SCRC	Corally 14x2	Corally MMS II	37.2	Andy's Nissan
3rd	Jurgen Lautenbach (G)	LRP TRC/KO	TRC/CC Lynx II	TRC Green	TRC Yellow	LRP SCRC	LRP Gold	LRP Mk II	33.5	Andy's Nissan
4th	Roman Stopka (A)	Sapientia Racing TQ	Associated TQ 10L	TRC Gold	TRC Green	Keil SCRC	LRP Gold	LRP Mk II	33.0	HPI Jaguar
5th	Umberto Pernice (I)	TQ Models/Orion Twister/Novak	Associated RC10L	TQ 30 Soft	TQ 30 Soft	Orion Panasonic	Twister 13x1	Novak 410 HPC	34.8	Associated Nissan
6th	Markus Mober (G)	Corally/Orion Tamiya/EV	Corally SP10G	Corally Green	Corally Yellow	Orion SCRC	EV 15x3	LRP Mk II	37.5	Andy's Nissan
7th	Martin Fliessbach (G)	Associated/Keil Reedy/Novak	Associated RC10L	TRC T-1	Associated Green	Keil Panasonic	Reedy 13x2	Novak 410 HPC	38.0	Associated Nissan
8th	Ralf Krause (G)	Corally/Helbing	Corally SP10G	PK Gold	TRC Yellow	Helbing Panasonic	Corally 15x3	Tekin 410K	37.0	Associated Nissan
9th	Thomas Pumpler (A)	Sapientia Racing LRP	Associated RC10L	Atlantic Jap Medium	Corally Gold	Keil SCRC	LRP Gold	LRP LE25 AMS	31.5	Associated Nissan
10th	Cristiano Nasseti (I)	TQ Models/Orion Twister/Novak	Associated RC10L	TQ 30 Hard	TQ 30 Soft	Orion Panasonic	Twister 13x2	Novak 410 HPC	31.3	Associated Nissan



Right; Oscar's winning Corally used an Andy's Nissan bodyshell, Orion batteries and Corally motor.

with his car and gave a mini-lecture to a crowd of drivers, diving in and out of Dutch, German and English as he explained how he set his Corally up for the Austrian track. How many other classes of racing would you get this happening in?

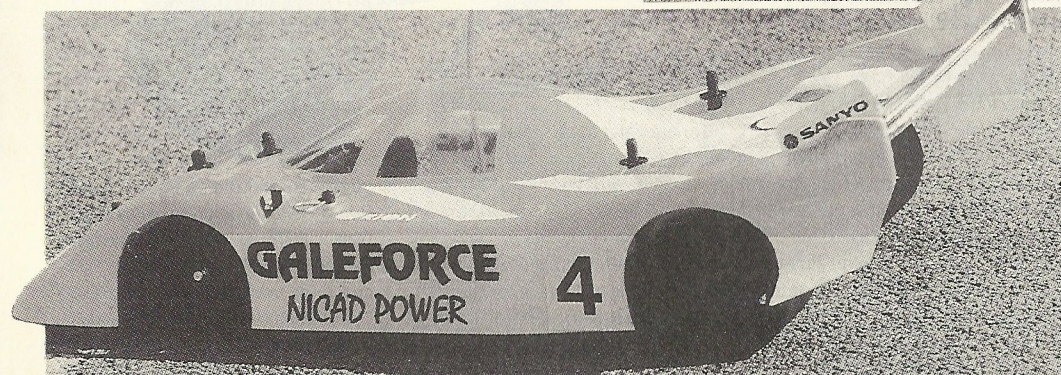
Incidentally, those that thought that allowing tyre

additives would mean the end of cheating were in for a surprise in Austria. You could get ample grip from the additives the organisers had allowed, but still many of the drivers that made the A-final didn't play by the rules. One was using a spirit based additive with a strange smell and proceeded to spray the inside of his bodyshell with Caramba Blue before each run, so that the organisers wouldn't get suspicious! Another top driver was pre-treating his tyres with Wintergreen the night before, before applying Caramba and suntan cream at the track. Deceiving the scrutineers it seems, is sometimes almost as important as driving well.

Finals

Sunday was finals day and for the first time at the Euros there were three finals for all. First off were the

Below; David Gale's Corally was fourth on the grid but worked his way up to a magnificent second overall.



1993 EFRA Pro-10 Euro-Champs

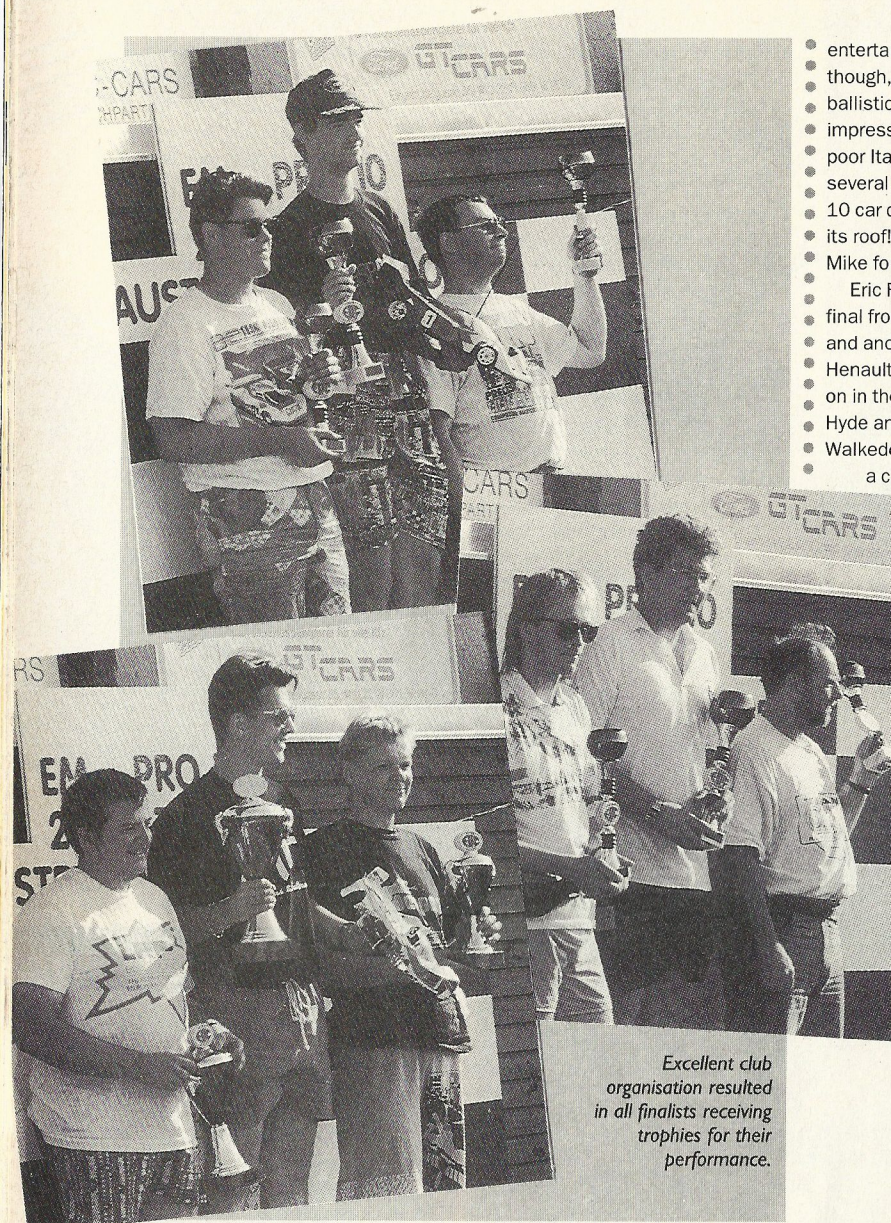
Top 20 in Qualifying

1.	Oscar Jansen	21-310.2
2.	Roman Stopka	20-300.5
3.	Thomas Pumpler	20-302.4
4.	David Gale	20-302.9
5.	Ralf Krause	20-303.8
6.	Martin Fliessbach	20-303.9
7.	Umberto Pernice	20-304.0
8.	Jurgen Lautenbach	20-304.3
9.	Markus Mober	20-304.4
10.	Cristiano Nasseti	20-304.9
11.	Antti Pekka Jakonen	20-306.8
12.	Martin Moesti	20-307.1
13.	David Delapierre	20-307.2
14.	Christophe Remy	20-307.4
15.	Stefan Danz	20-308.0
16.	Jason Bohin	20-308.9
17.	Karsten Lautenbach	20-309.5
18.	Marco De Marchi	20-309.5
19.	Alfred Fabl	20-310.4
20.	Hermann Bohz	20-311.1

1993 EFRA Pro-10 Euro-Champs

A-Final Points Table

Pos	Driver	R1	R2	R3	Total
1st	Oscar Jansen	4	1	1	2
2nd	David Gale	1	10	2	3
3rd	Jurgen Lautenbach	3	2	3	5



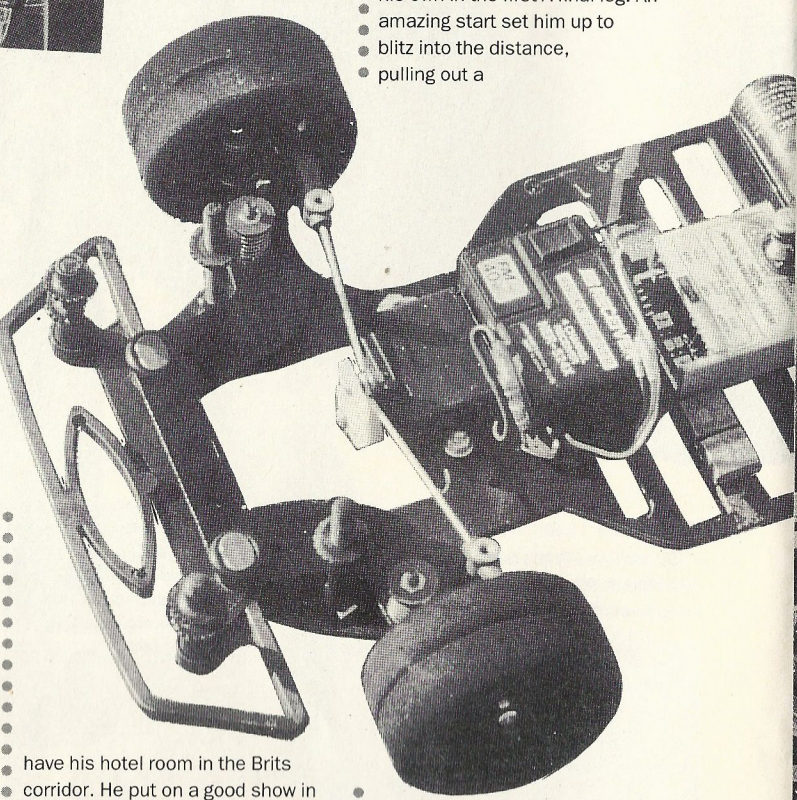
Excellent club organisation resulted in all finalists receiving trophies for their performance.

practice finals, the races British drivers all too often win before getting thrashed in the proper finals. The most important practice final was of course the one for the A-final guys and this saw Oscar Jansen getting a storming storm from pole with Roman Stopka bravely trying to keep up with the flying Dutchman. Drama was reserved for late in the race when Oscar made a mistake going through the top chicane, which let Roman through into the lead, only for Roman to crash at the very next corner! Oscar won.

By the time the real finals started it was hot. Very hot. The track temperature was a whopping 53 degrees Centigrade, and most drivers were very thankful for the sheltered pit area. It was Romania vs. Slovakia in the K-final, the friendly crowd with the tight budget keeping us all entertained with their Tamiya cars, Christian Faur taking the win. Adamo Grilli from Italy then won the J-final. The first British

interest came in the I-final with Dickie Mee ready to strut his stuff. He borrowed a Parma motor from John Hyde and blitzed the first run, only to change back to his favourite Corally motor for round two and proceed to crawl round like a demented snail! The problem was traced to an internal short in the motor so Dickie had it all to do in his final run. Luck was not on his side though and after managing to avoid it for two whole days, he finally became a true member of the British team – he stripped a spur gear! Friedrich Fink, an Austrian, won the final.

It was a Belgian driver, Michel Friedmann who came up trumps in the H-final with our representative, Mike Haswell, having to settle for 8th. Mike didn't really have his mind set on the racing at this event, he seemed to spend most of his time wandering round the pits chatting to all his European friends – I don't think he stopped talking since we arrived in Austria! He provided some



have his hotel room in the Brits corridor. He put on a good show in the final, taking 2nd overall behind Roman Drbusek of Austria. There was a British Trinity trio in the D-final, Neil Mead, Chris Grainger and Rob Marshall all looking for some success on the track. It was Oscar Jansen's Belgian friend, Benaut Thomaes, who won two legs to take

entertaining moments in his finals though, using one of Neil Mead's ballistic AGR motors to perform an impressive high-speed wipe-out of a poor Italian driver and to show us several times just how quickly a Pro-10 car can go down the straight on its roof! They don't call him 'Mad' Mike for nothing.

Eric Fefer from France won the G-final from Tonni Andresen, Denmark, and another French driver, Gilles Henault. We had two drivers to cheer on in the F-final – 'Kamikaze' John Hyde and team manager Jonty Walkeden (aka Mark Passingham in a cunning disguise). They didn't fare too well, both getting stuffed out several times by some rather aggressive traffic. Michael Kramer from Austria took the win from Roger Eifler, the Swiss driver, with John having to settle for 7th and Mark for 10th.

We had an adopted Brit in the E-final, Teemu Saarine from Finland, 'Tim' to his mates, who had the misfortune to

the overall victory though, with Alessandro Nicotra of Italy 2nd and Neil doing well to take 3rd having won the 2nd leg outright. Chris had to settle for 7th overall with Rob 9th.

Adam Stephenson and Graham Creasey were next up in the C-final. Adam won the first leg of this in some style with Graham managing to equal Mike Haswell's spur gear record by stripping his fourth spur in a row! Another victory for Adam in the 2nd leg gave him outright victory, with Roger Sandberg of Sweden taking 2nd from Georges Bohdanowicz of France. Graham finished 4th overall, still struggling with radio interference, albeit on a different section of the circuit to the day before.

It was a case of 'take no prisoners' in the B-final, some very scrappy overtaking manoeuvres not helping out our British representative Jason Bohin. 'Boner' is definitely one of the most aggressive British drivers around but even he looked tame amongst this crowd! David Delapierre, an A-finalist in last year's Euros, took the overall win after finishing 1st in two of the B-final legs. Stefan Danz took 2nd from Antti Pekka Jakonen of Finland. Jason came in 7th.

Oscar Jansen was in a class of his own in the first A-final leg. An amazing start set him up to blitz into the distance, pulling out a



straight battle between Oscar Jansen, David Gale and Jurgen Lautenbach for the championship title. Once again, Oscar stormed off into the distance, with Roman Stopka holding off David Gale and Jurgen Lautenbach. Mid-way through the race Dave pulled off one of the most amazing overtaking manoeuvres I have ever seen as he proceeded to drive cleanly down the inside of Roman going round the sweeper while going flat out! While the crowd gasped, the British camp cheered wildly – could Dave now catch Oscar? Oscar was in amongst the backmarkers now and a misunderstanding with one of them suddenly gave us a real race to watch. With one lap to go Dave was

when Oscar's car suddenly dumped, lost radio contact and crashed onto the grass! There was a massive cheer from the Austrian spectators as Roman Stopka took the lead, only for Roman's car to go flat almost immediately. As the cars came into the final hairpin, who should come storming through into first but three times British Champion, David Gale – what a win!

Oscar took things a bit steadier in the second A-final leg and won easily, deciding that he didn't actually need to lap the entire field to become European Champion. Dave Gale stripped a spur gear in this round and was an early retirement from the race. So it was Jurgen Lautenbach who worked his way through the traffic to take a secure 2nd place, with Austrian driver Thomas Pumpler 3rd and Markus Mober 4th.

Into the final leg and it was a



planted firmly on the rear of Oscars Corally, with Jurgen closing up rapidly behind them. It was a race to the line, but Oscar didn't crack under the pressure and crossed the AMB loop a few feet ahead of Dave to

claim the 1993 Pro-10 European Championship. It was a very impressive performance by Oscar Jansen who had dominated the event from start-to-finish. Last year's European Champion, Jason Dearden, retired from Pro-10 racing after winning the title, everyone was hoping Oscar might do the same so that they would stand a chance next year! No such luck. David Gale did superbly to finish second, insisting that his car wasn't handling anywhere near as well as it does at a normal National!

There were some amusing moments during the results ceremony. Graham Creasey got a

new nickname when the announcer mis-pronounced his surname; he ended up being called 'Crazy Graham', which had everyone laughing. The best prank of the day was played on the top three drivers as they mounted the podium for their victory photos. Some of the German team had sneaked onto the rostrum with two large buckets full of water and proceeded to empty these over the champion's heads, completely soaking them! Excellent stuff. After the traditional champagne spraying contest it was time to pack the vans and head off home again. Another Euros was over.

