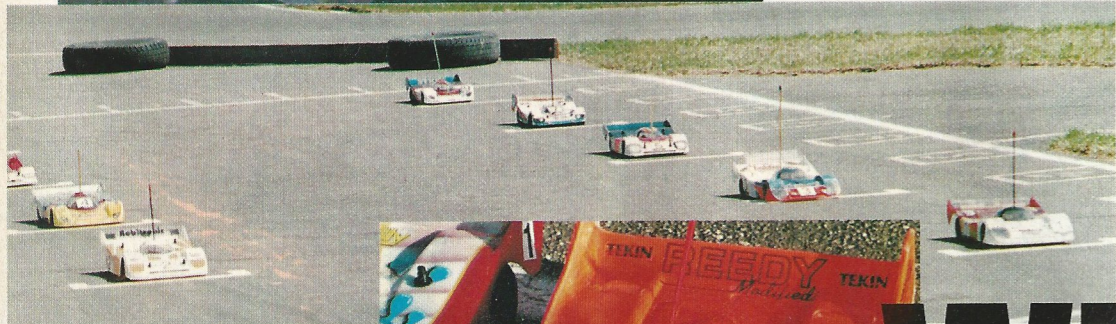


A run of success for British drivers continues with a European title falling to the smooth driving hands of David Gale

while others opted for the much more relaxing 24 hour ferry. All converged on the circuit complex and its large camping area and were most impressed to find some excellent facilities, including showers, a shop and a superb barn based restaurant that really did do some excellent food.

The action kicked off on Friday with a day completely devoted to practice. The change of rules regarding tyre additives brought a controversial start to the day (see separate story), but the organisers kindly allowed an extra open practice session in the evening to give everyone a chance to perfect the application of Agy-Grip.

Oscar Jansen was one driver who certainly didn't seem to need much practice to perfect the



# Windy

Euro-Champs have always been impressive. Third place in Germany, fourth at Ashby, then second in Austria, Dave was always at the top, but never quite in the position that mattered. This year

he hoped it would be a different story. This year's fun and games took us to Naestved, a quiet town on the Western side of Denmark. The ten strong British team arrived via a variety of routes, some choosing to take the Dover-Calais ferry and drive up, he hoped it would be a different story.

handling of his car. He went into this meeting as the undisputed on-road champion of Europe, his domination of last year's Pro-10 Euros and this year's 1/12th Euros leaving him as the first driver to hold both titles simultaneously; an incredible achievement. In Friday's timed practice session Oscar set the pace once again. An 18-305.59 was quick enough to leave him at the top of the score sheets for the whole afternoon, his closest challenge coming from the German speedo-king Ralf Helbing. The real surprise was the driver in third place though; none other than British Tamiya EuroCup champion Chris Grainger, exhibiting some sensational form at the Naestved circuit with his Trinity Evolution car. Chris was one driver who couldn't wait for the serious stuff to start.

The drivers had it all to do again on Saturday though, for before qualifying started, the slate was wiped clean and everyone had to try to set a fast time again. The real highlight of qualifying was undoubtedly the battle for the pole slot, fought out between Oscar Jansen, Martin Fliessbach and David Gale. All three were very evenly matched, although their styles of driving were actually quite different. Dave's driving was super smooth with no mistakes, every lap

After proving for three consecutive years that he was the best Pro-10 driver in Britain, Denmark 1994 gave David Gale the chance to prove that he was also the best in Europe. His performances in the

he hoped it would be a different story. This year's fun and games took us to Naestved, a quiet town on the Western side of Denmark. The ten strong British team arrived via a variety of routes, some choosing to take the Dover-Calais ferry and drive up,



exactly the same, the car never getting even slightly out of shape. Oscar looked a bit more on edge. He had more top speed than Dave and looked much quicker into the corners, but was often a bit ragged coming out. Then there was Martin Fliessbach, who just gave it absolutely everything. He was on the kerbs, off the racing line then back on it again, but always very fast - definitely the Nigel Mansell of Pro-10! Dave set the initial pace with an 18-303.03, but Oscar responded with an 18-300.98 in round two to take over at the top. Then, in round four, Martin beat Oscar's time by a fraction, setting us up for a superb final run of the day. First blood went to David Gale as he posted the first ever 19 lapper seen at Naestved, only for

end, the ten drivers who were in the A main on Saturday night were the ones that would fight it out for the Euros title on Sunday afternoon. The key to doing well in the finals was to get a good start, and this



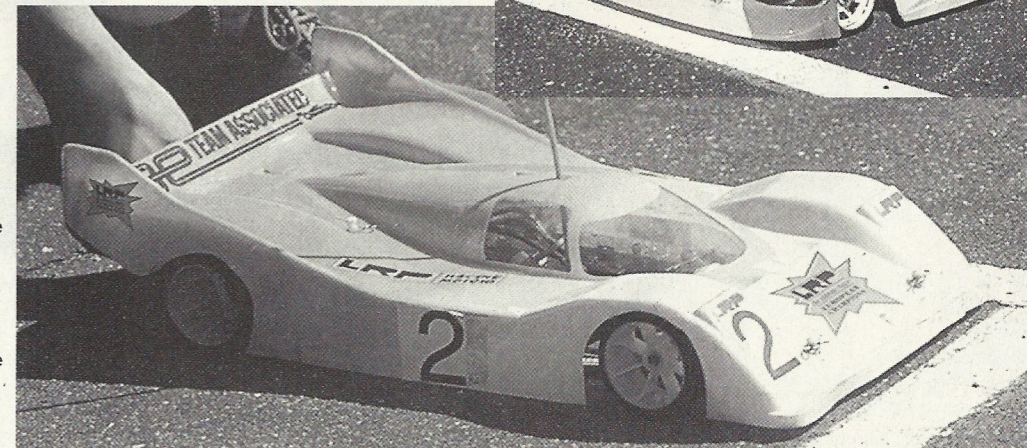
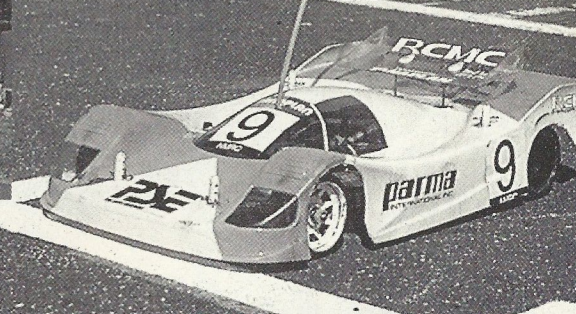
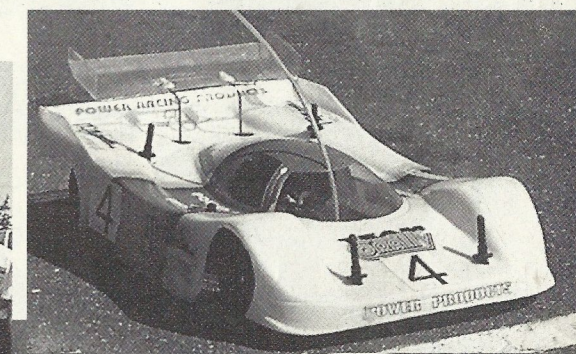
# Wins At Last!

Oscar to pip him by half a second a few minutes later. Excellent stuff. Behind them there was a superb performance by Gareth Orriss, driving quite brilliantly with his Corally SP10V to snatch fourth overall from German Associated star Marek Kaminski, with Ralf Helbing and Ralf Krause not that far behind.

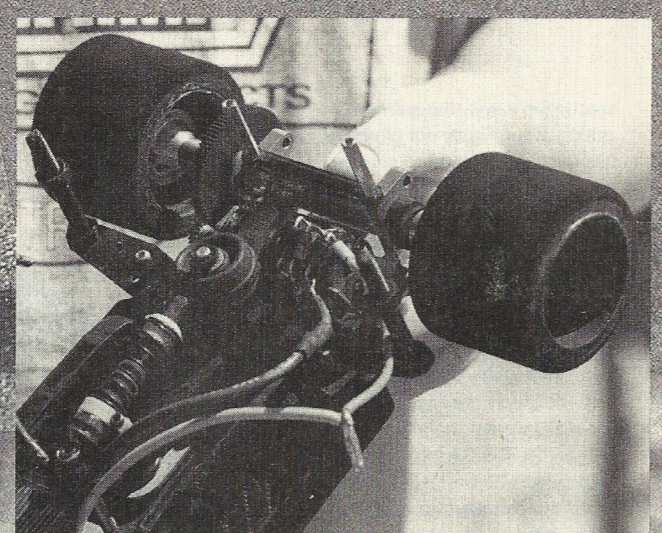
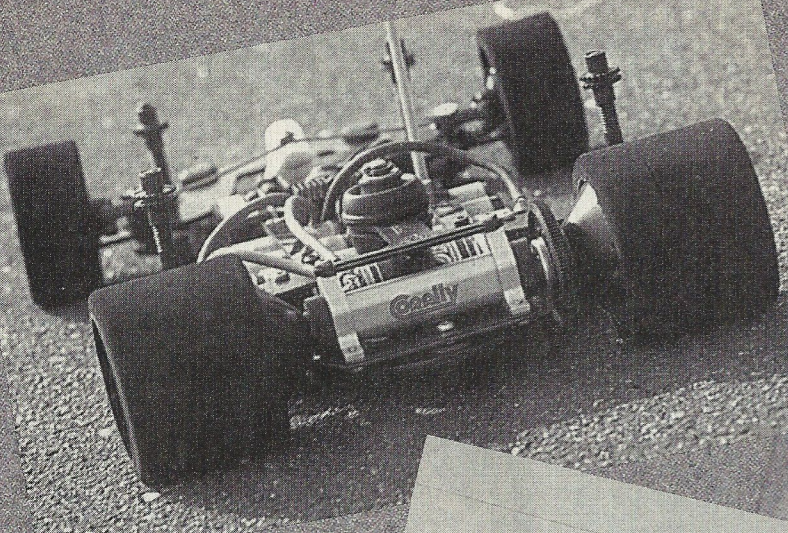
## Ready for the off

Saturday evening gave everyone the opportunity to unwind a little at the now traditional Euros banquet. Our Danish hosts really excelled themselves with this, providing an excellent three course meal and plenty of cold beer. It certainly impressed our gourmet connoisseur, John Hyde, particularly when he discovered he could have a plateful of strawberry flan topped with roast beef!

For the drivers that hadn't made it into the A-final, Sunday morning provided one last chance to go for it; SOB run time. In the cooler conditions, very few drivers managed to go quicker though, the only notable improvements at the top coming from Constant Paul and Graham Creasey. So in the





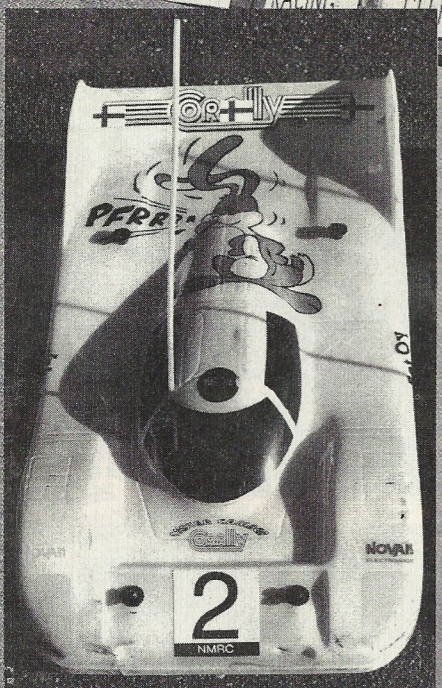


certainly wasn't easy in Denmark. The starting grid was marked out on an area of the circuit that hadn't been used for the entire meeting. It was dusty, covered in grit and gave absolutely no grip at all. Initially matters were made worse by the organisers deciding to start the finals off by raising a flag without an accompanied audible tone. There was only one driver who could see the start flag and his car, and that was the driver on pole. Drivers at the back of the grid had the impossible task of watching the flag move, then swinging their heads round to try to locate their car before it disappeared off the circuit! After the first few practice finals it became clear that this method of starting was a complete disaster so, thankfully, a start tone from the computer was used for the proper finals.

### Cross head

Due to a rather restrictive computer program and the limited time available, there were to be three A-final legs, but only two finals for everyone else. Even this was to cause plenty of hassle though, for the way the results were calculated by the computer turned out to be completely different to the method described at the team manager's meeting on Friday, leading to a protest by the team managers when the results were posted and a big delay before the trophy presentation.

Anyway, events kicked off with a win in the G-final for the Czech driver, Ivo Kavanek, with Martin



Knoll from Austria taking the honours in the F. The first British interest came in the E-final as Mark Passingham and John Hyde set out to do battle. Mark put up the best performance, taking second behind Christoph Stoiber from Austria, while John had to settle for fourth, having suffered a repeat of the terrible interference

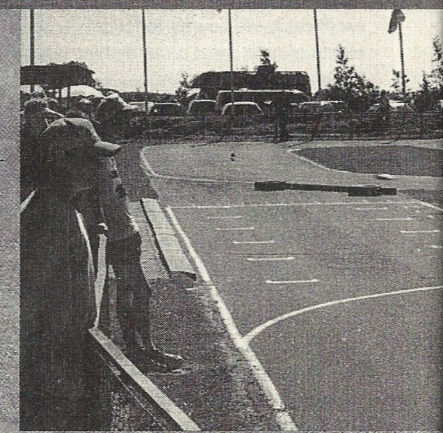
honours, pipping Michael Kramer by half a second in the last leg after an excellent battle. Michael certainly won the award for consistency in his finals; his two times differed by just one-hundredth of a second!

Nick Bramwell was the driver in the unlucky eleventh slot after qualifying, but his superb form promised him an easy E-final win. A disastrous start to the first leg looked set to ruin everything though, Soren Christiansen from



his car had been afflicted with since his arrival in Denmark.

We had three British drivers to cheer on in the D-final, 'Mad' Mike Haswell, Neil Mead and young Marcus Epstein. Things were looking good in the first leg as Mike took the first win from Neil, but both had a terrible second run, which handed victory to Luc Du Breuca from Belgium, with Mike picking up second. It was a Swedish driver, Per-Ola Hard, who snatched the C-final



Denmark coming through to take the victory from a hard-charging Jurgen Lautenbach. Nick made amends with a flag-to-flag victory in leg two though, setting a time quick enough to give him the overall win, with Soren picking up second from Tony Raikas.

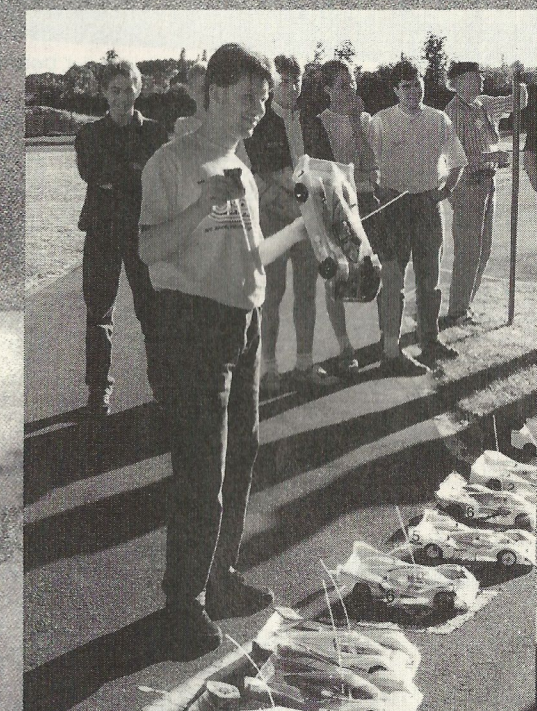
David Gale got into a huge slide at the start of the first leg of the A, triggering off an enormous first corner pile-up. Marek Kaminski grabbed the early lead but Dave was soon into his smooth style, taking over the front slot before proceeding to secure the win by two seconds from Oscar Jansen. Martin Fliessbach battled his way into third, with Marek settling for fourth ahead of Ralf Krause.

It was Ralf who turned out to be the surprise winner of leg two. A

very scrappy first couple of laps saw most of the field plonk their cars onto the grass, leaving David Gale in the lead from Ralf Krause and Graham Creasey. Dave then proceeded to hit the grass himself, dropping down to third behind Graham. While Ralf went calmly on his way, Dave charged back, eventually taking second, with Oscar Jansen also sneaking past Graham on the last corner for third.

So going into the final leg, victory was set to go to either Oscar Jansen, Ralf Krause or David Gale. This time we had a demonstration drive from the front row Corally cars, as Oscar Jansen led round David Gale as they scored the only 19 lappers of the finals. Marek Kaminski took third place this time, from Ralf Krause, with Martin Fliessbach coming in fifth.

When the points scores were totted up, this gave the overall victory to David Gale, a result that certainly pleased one section of the pits - no prizes for guessing which country was cheering the most! Compared to our previous efforts, the British team certainly put up a good showing in the Euros this time. After coming so close, so many times, no-one was going to object to a David Gale victory, although Dave himself actually seemed quite embarrassed to have won Graham and Gareth both proved that you didn't have to run tyre additives to make the



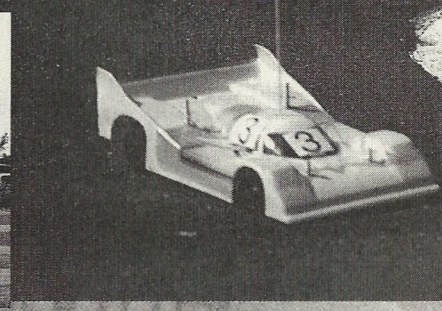
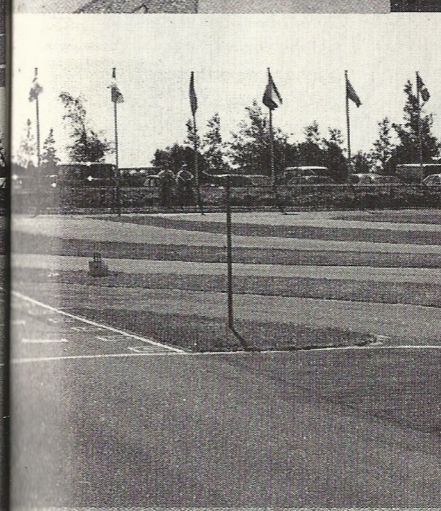
A final, Nick Bramwell proved that his UK National form was no fluke and Chris Grainger certainly had his moment of glory on Friday.

Thanks deservedly go to the Danish organisers for staging a superb European Championship. They were very friendly, always willing to listen and change things where appropriate, and even managed to organise some absolutely glorious hot Summer weather. With a British winner as well, the Euros don't come much better than this!



### 1994 Pro-10 Euros - Denmark Top 20 in Qualifying

1.	Oscar Jansen	19-315.86
2.	David Gale	19-316.37
3.	Martin Fliessbach	18-300.03
4.	Gareth Orriss	18-302.91
5.	Marek Kaminski	18-303.57
6.	Ralf Helbing	18-304.77
7.	Ralf Krause	18-304.94
8.	Constant Paul	18-305.13
9.	Graham Creasey	18-306.16
10.	Karsten Lautenbach	18-306.48
11.	Nick Bramwell	18-309.81
12.	Martin Mostl	18-309.86
13.	Soren Christiansen	18-310.09
14.	Thomas Pumpler	18-310.10
15.	Tony Raikas	18-310.17
16.	Robert Mildner	18-310.61
17.	Tonni Anderson	18-310.85
18.	Roger Sandberg	18-311.58
19.	Chris Grainger	18-311.70
20.	Jurgen Lautenbach	18-312.51



Left: Track that provided the venue for the racing - also the site of the off road Euros two years before...

		L1	L2	L3	Total
1st	David Gale	10	9	9	19
2nd	Oscar Jansen	9	8	10	19
3rd	Ralf Krause	6	10	7	17
4th	Marek Kaminski	7	2	8	15
5th	Martin Fliessbach	8	3	6	14
6th	Graham Creasey	2	7	5	12
7th	Constant Paul	4	6	1	10
8th	Gareth Orriss	5	1	4	9
9th	Ralf Helbing	1	5	3	8
10th	Karsten Lautenbach	3	4	2	7



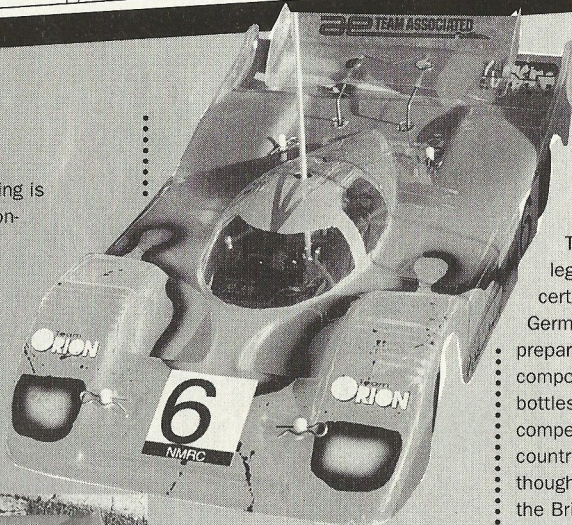
# tech chart

EFRA Pro-10 Euros Tech Chart - Naestved, Denmark

Pos.	Driver	Sponsors	Car	Front Tyres	Rear Tyres	Cells	Motor	Speedo	MMPR	Bodyshell
1st	David Gale (GB)	Intronics/Corally Galeforce/CML/RRC	Corally SP10V	Corally Green	Corally Green	Orion SCRC	Corally 15x2	Tekin 411G2	43.0	Frewer Jaguar
2nd	Oscar Jansen (NL)	Corally/Orion Helbling/Sanwa	Corally SP10V	Corally Green	Corally Gold Star	Orion SCRC	Corally 14x3	Helbing 3000	40.9	PK Jaguar
3rd	Ralf Krause (G)	Corally/Helbling GM Racing	Corally SP10V	Ellergr 28	Corally Green	Helbing SCRC	Evolution 15x2	Helbing 3000	39.6	Frewer Jaguar
4th	Marek Kaminski (G)	Keil LRP	Associated RC10LS	Associated Green	Associated Green	Keil SCRC	LRP Orange AE	LE25 AMS	38.7	Associated Nissan
5th	Martin Fliessbach (G)	Associated/Keil Reedy/Novak/Jaco	Associated RC10LS	Jaco Pink	Jaco Green	Keil SCRC	Reedy 13x4	Novak Hammer Pro	39.0	Associated Nissan
6th	Graham Creasey (GB)	Tanaplan/MRT Parma/PSE/RCCMC	Trinity Evolution-10	PB Lilac	PB Lilac	Parma SCRC	Tanaplan 15x3	MRT HFx	42.9	PSE Mazda
7th	Constant Paul (NL)	Corally	Corally SP10V	Corally Gold Star	Corally Green	Orion SCRC	Corally 15x2	Tekin 411G2	42.2	PK Jaguar
8th	Gareth Orriss (GB)	M-Troniks/Power Prod. Chris Grainger Racing	Corally SP10V	PB Lilac	PB Jap Medium	Power Products SCRC	Corally 16x3	M-Troniks 900VHF	45.5	PSE Mazda
9th	Ralf Helbing (G)	Helbing/GM Racing Keil/Multiplex	Associated RC10LS	Yokomo	Associated Green	Helbing SCRC	Evolution 16x2	Helbing 4000	42.5	Andy's Nissan
10th	Karsten Lautenbach (G)	LRP TRC/Logic	TRC/CC Lynx II	TRC Purple	TRC Green	LRP SCRC	LRP Orange AE	LS25 AMS	38.5	Associated Nissan

## Agy-Grip

When a race meeting is declared as being 'non-additive', you would expect all drivers to stick to the rules and not treat their tyres, but what happens when competitors come armed with completely undetectable tyre



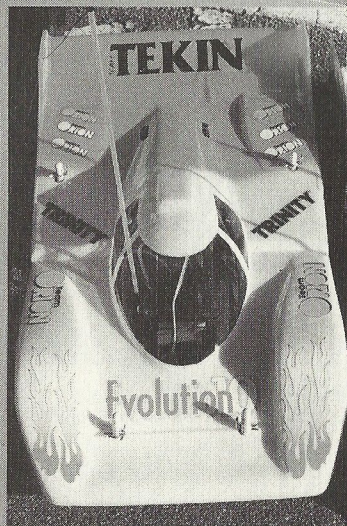
means of doing this, a vote was taken. The result was the legalisation of non-detectable tyre additives, which meant that using Agy-Grip or Keil Traction Lotion was perfectly legal at this meeting. This was certainly good news for the German team as they had come prepared with plenty of Green compound rubber and enough bottles of additive to supply all the competitors. Some of the other countries were less impressed though. Many, including most of the British team, had only brought 'non-additive' Jap rubber, which doesn't work at all well with Agy-Grip. It was definitely a case of 'advantage Germany'.



much the same way as conventional additive. It soaks into the rubber and softens it, but compared to normal additive, Agy-Grip takes longer to dry and requires much more vigorous rubbing with a towel in order to make the tyre tacky. Of course, being seen applying tyre additives at a non-additive meeting is a sure way to be sent home, so drivers used to treat their tyres the night before the event, then seal them in bags, bringing out a fresh set of tyres for each race.

## Find it out...

Detecting the use of this additive in post-race scrutineering has been proved to be next to impossible, so when the organisers in Denmark were unable to convince the team managers that they had a



additives?

Agy-Grip is the 'undetectable' tyre additive that was used to great effect by some drivers at the 1992 Pro-10 Euros and the 1992 Tamiya EuroCup final. It takes the form of a non-smelling pink or green fluid that is painted onto the tyres in



# Driver Profile

**Name:** Gareth Orriss  
**Age:** 22  
**Occupation:** Computer consultant  
**Home town:** Reading  
**Local club:** Aldershot (1/8th scale on-road track)  
**Began racing:** 1989  
**First car:** Mardave Meteor buggy  
**Best result:** In Denmark; 8th in the Pro-10 Euros  
**Sponsors:** M-Troniks, Corally, Power Products, Chris Grainger

## Racing Equipment used:

Corally SP10V  
 Power Products SCRC cells  
 Corally motors  
 M-Troniks speed controllers

**Tune-up parts:** Washers under front beam to reduce castor

Gareth had every reason to be delighted with his performance in Denmark. He worked extremely hard during the practice sessions, trying out three different bodyshells, additive and non-additive tyres and three different motors. By the time qualifying started, Gareth knew exactly what worked and what didn't, which meant he could really concentrate on getting that perfect run without worrying about whether his car set-up was correct. His big break came when the Corally team spotted how well he was driving, offering him a Corally 16x3 motor to run. Gareth reckoned this felt slow in the car, but it completely cured his duration problems and added almost a full lap to his race scores, so it obviously had the desired effect! Qualifying fourth was a superb achievement, especially as he wasn't running tyre additives, and earned him a motor sponsorship deal from Corally.