

David Gale put up a great show for England.



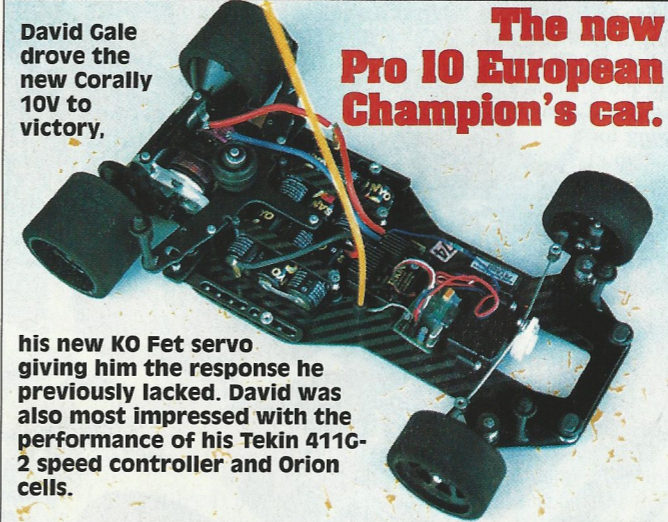
This year's Pro10 European Championships took place in Denmark, at the Naestved circuit which is situated on the same island as Copenhagen but in the South-Western corner (here endeth the geography lesson!). This meant two different ferry crossings (the tunnel not being open yet) for the Brits travelling there, with most of them plumping for the economy package (i.e. tenting it and playing happy campers). Our generous hosts had laid on food, power and showers at the trackside, so what more could you want? It was a pity that they couldn't do anything about the 'stereo snoring' experienced at night in the camping area though, which made a diesel engine seem quiet in comparison....

The track itself was quite nice, being fairly flowing with plenty of grip, with the key to a fast time being the hairpin at the end of the straight, complete with a nice hot-dot to launch those who didn't get it right

nically airborne. The only sore point was the decision by the organisers to allow 'non-smelling, undetectable tyre additives' (?), which was forced upon everyone by a couple of European drivers. At least the widespread use of additives prevented those few who intended to bend the rules (that's being polite) from gaining an unfair advantage over the rest of the field.

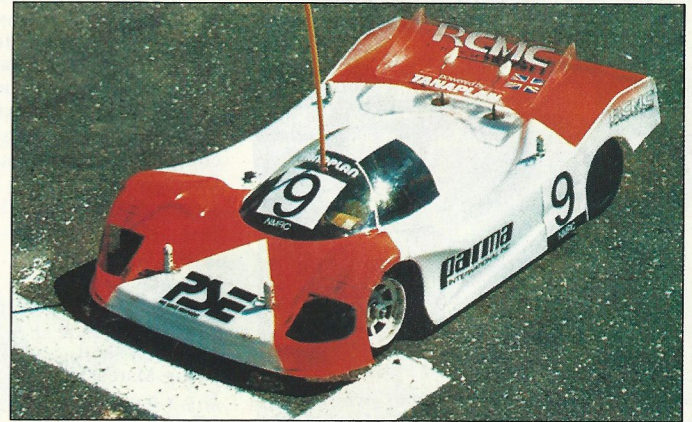
Practice

The Open practice session on Friday morning was followed by three Rounds of controlled practice in the afternoon, with Holland's Oscar Jansen driving a Corally 10V setting the initial pace with a good 18 lapper. Next up were the German duo of Jurgen Lautenbach

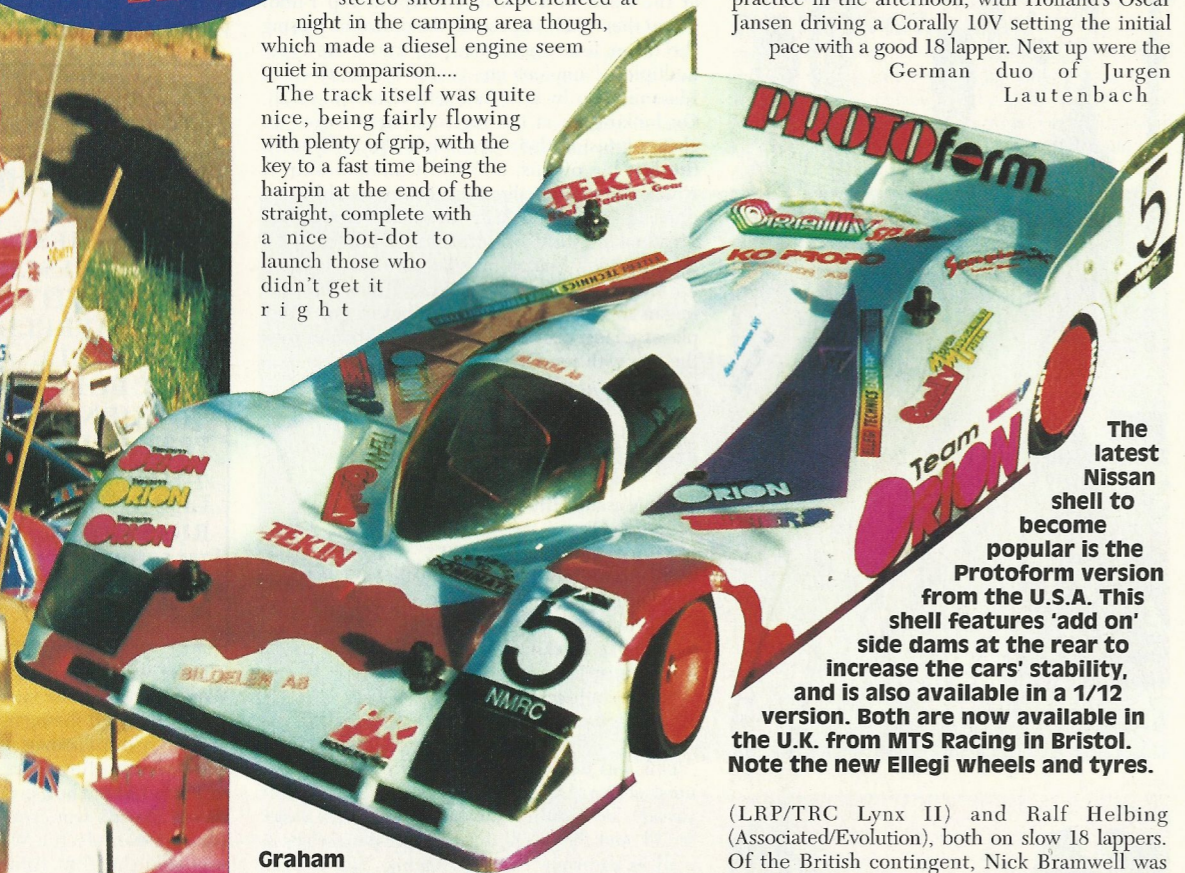


The new Pro 10 European Champion's car.
David Gale drove the new Corally 10V to victory.

his new KO Fet servo giving him the response he previously lacked. David was also most impressed with the performance of his Tekin 411C-2 speed controller and Orion cells.



Graham Creasey's Trinity Evo 10 qualified 9th and finished a good 6th overall powered by Tanaplan, and using Clive Stockham's new MRT HFX touch programmable speed controller.



The latest Nissan shell to become popular is the Protoform version from the U.S.A. This shell features 'add on' side dams at the rear to increase the cars' stability, and is also available in a 1/12 version. Both are now available in the U.K. from MTS Racing in Bristol. Note the new Ellegi wheels and tyres.

Graham Creasey looks quite happy with his 6th place finish.



Mike Haswell reports



What a Hero!

Qualifying

The first Round of qualifying saw our hero, David Gale, immediately set himself up as the TQ man with 18 laps 3.03 seconds, nearly two seconds ahead of Oscar Jansen, with Martin Fliessbach (Reedy/Associated) in third. Chris Grainger was in sixth, with Gareth Orriss (MG/Corally) right behind him in seventh. The rest of the Brits were showing very well, with Graham Creasey (Tanapan/Trinity), Nick Bramwell (MG/Corally) and Mike Haswell (Trinity/Corally) all in B Final positions. Round 2 saw Oscar take over at the top, just under a second shy of a 19 lapper, from David Gale in second and Germany's Marek Kaminski (LRP/Assoc) in third. Gareth Orriss was now in tenth and Graham Creasey eleventh despite both



After trying for so long, David Gale took the European Pro 10 title, with '93 champ Oscar Jansen 2nd and Ralf Krause 3rd. All three drivers drove Corally 10V chassis....

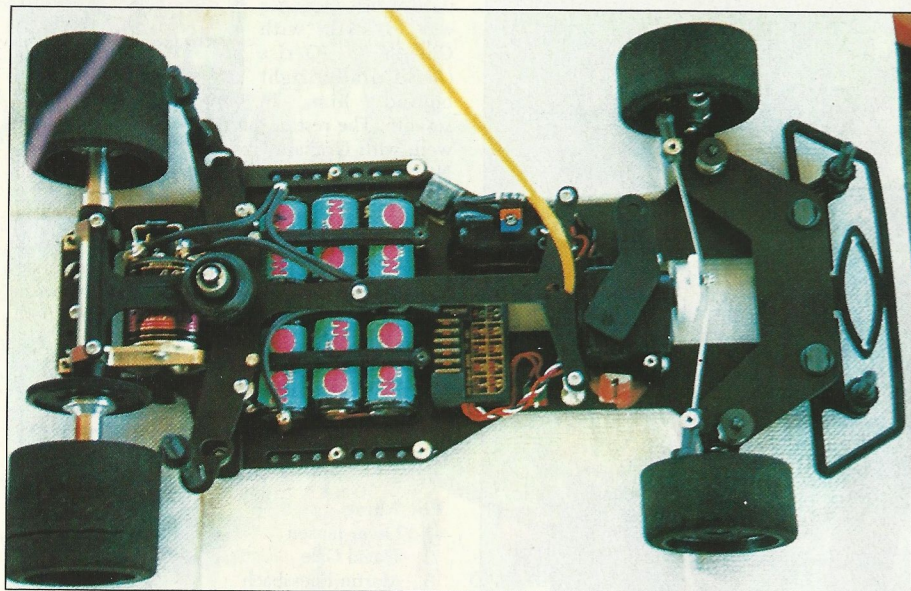
Pos	Name	Laps	Time
1	Oscar Jansen	19	5.15.86
2	David Gale	19	5.16.37
3	Martin Fliessbach	18	5.00.03
4	Gareth Orriss	18	5.02.91
5	Marek Kaminski	18	5.03.57
6	Ralf Helbing	18	5.04.77
7	Ralf Krause	18	5.04.94
8	Constant Paul	18	5.05.13
9	Graham Creasey	18	5.06.16
10	Karsten Lautenbach	18	5.06.48
11	Nicky Bramwell	18	5.09.81
12	Martin Mostl	18	5.09.86
13	Soren Christiansen	18	5.10.09
14	Thomas Pumpler	18	5.10.10
15	Tony Raikas	18	5.10.17
16	Robert Mildner	18	5.10.61
17	Tonni Andersen	18	5.10.85
18	Roger Sandberg	18	5.11.58
19	Chris Grainger	18	5.11.70
20	Jurgen Lautenbach	18	5.12.51



of them improving their times, whilst Chris Grainger had dropped to thirteenth, two places ahead of Nick Bramwell.

Round 3 saw no change to the top five, but Graham Creasey had charged up to sixth place and was looking good. It was 'all change' at the top in Round 4 though, with Martin Fliessbach going top, only 3/100ths short of a 19 lapper, whilst Dave Gale moved up to second demoting Oscar to third. Gareth Orriss had gone ahead of Graham to take sixth, whilst Chris Grainger and Nick Bramwell were both within a couple of seconds of making the top ten. The fifth Round saw Dave Gale the first to break the 19 lap barrier to become TQ. Unfortunately for Dave

Corally motorman Oscar Jansen took the TQ and finished a close second with his Corally 10V, fitted with the latest spec carbon front beam and a Helbing RH3000 programmable speed controller.



though, Oscar Jansen then went out and beat his time by half a second! Martin Fliessbach was now down to third with Gareth Orriss up to an excellent fourth place ahead of Marek Kaminski. Graham Creasey was now sitting on the bubble in tenth, just one place ahead of Nick Bramwell.

So, with Saturday's interesting qualifying session over, and only the 'S.O.B.' run in the morning to come, it was time to attend the banquet in the evening. Our Danish hosts laid on an excellent three-course spread which was enjoyed by all and some even went back for seconds and thirds. In David Gale's case probably even more! I wonder if the vast quantity of the prawn cake (that's what he reckoned it was) that Dave consumed was

responsible for his performance the following day? If so, we should adopt this dish!

Sunday morning saw all of the drivers really 'going for it' in the last qualifying run, but there were no new names in the overall top ten, although the order changed slightly thanks to improved times from Constant and Graham.

So the A Final consisted of five Germans, three Brits (our best showing for a couple of years) and two Dutchmen, making it a 100% success rate for them. The rest of the British drivers also showed up very well, with Nick Bramwell and Chris Grainger in the B Final and young Marcus Epstein (Trinity) surpassing most people's expectations by smacking it into the D Final.

The Finals

After the practice Finals had been run, allowing drivers to check for any frequency clashes, the first Final on the line was the first leg of the A Final (run over

Martin Fliessbach's Associated 10LS sitting in 3rd place on the grid. The paintwork on Martin's Nissan shell was stunning!



Fliessbach going into the sweeper and set about closing the gap to David, but it all came to naught as Dave held out to take the win from Oscar, Martin and Marek.

The G Finalists were out next, with all of the non-A Finalists running in two Finals with the best result to count and any tie-breaks to be settled by fastest times. This saw a comfortable win for Czech driver Ivo Kavanek, from Mankus Zbigniew of Poland, with another Czech, Roman Stalmach, in third. Adamo Grilli of that was the F Final from Danish driver Peter Lindenskov, and Sweden's Marcus Landen. The E Final was won by Austria's Christophe Stoiber from GB's Mark Passingham and France's Eric Fefer, whilst 'Big John' Hyde finished fourth having dumped on the last lap.

Mike Haswell and Neil Mead made it a British one-two in the D Final with Michael Johnsen of Denmark taking third, then the C Final featured a good battle between Austria's Michael Kramer and Per-Ola Hard of Sweden, which went Michael's way when Per-Ola clipped a dot, allowing another Austrian, Harald Wendy, through to take second place.

The second A Final saw a much cleaner start, with Oscar jumping straight into the lead from David and Gareth, with Ralf Krause making his way up to fourth. Dave was soon putting Oscar under a lot of pressure, and finally got by when the back end of Oscar's car squirmed under power coming out of the hairpin towards the sweeper, then Oscar clipped the kerb by the AMB loop on the next lap with the car ending up over the barrier, giving us a British one-two at the front. Ralf Krause was soon up into second place though, whilst Graham Creasey also made it into third, demoting Gareth to fourth in the process. Then suddenly, disaster struck for David Gale, his car hurtling off the track at high speed going around the sweeper, allowing Ralf Krause to take the lead! A tangle between Constant and Gareth soon saw David back up into third so he began chasing the leaders down in a hurry. Third became second when Dave passed Graham, but despite his best efforts, he couldn't catch Ralf in time, so the second A Final leg went to Ralf

Gareth Orriss settled for 8th overall after qualifying 4th.



Marek Kaminski's Associated 10LS ran with the shell cut down at the rear plus a separate wing. His Nissan bodysell really was superb....

Driver	Team	Car	Nicads	Motor	Speed Cont	Front Tyre	Rear Tyre	Radio	Servo	MM per rev	Body	Qualify	Final	Legs		
													1	2	3	
Oscar Jansen NL	Corally, Orion Helbing, Sanwa	Corally 10V	Orion SCRC	Corally 14 Triple	Helbing 3000	Corally Gold Star*	Corally Green*	Sanwa Exerd	Sanwa ERG-XS	40.9	PK Jaguar Trim Tab	1	2	2	3	1
David Gale GB	Corally, RRC/CML Intronics Galeforce	Corally 10V	Orion SCRC	Corally 15dbl	Tekin 411G2	Corally Green*	Corally Green*	JR Apex	KO 902 Fet	43.0	Frewer Jaguar Trim Tab	2	1	1	2	2
Martin Fliessbach D	Keil/Jaco, Assoc. Reedy, Novak	Assoc. 10LS	Keil SCRC	Reedy 13 Quad	Novak Hammer Pro	Jaco Pink*	Jaco Green*	KO EX-1	Robbe RS700	39.0	Assoc. Nissan Wing	3	5	3	8	5
Gareth Orriss GB	M-troniks, Corally Power Products Chris Grainger Racing	Corally 10V	M-troniks Power Products SCRC	Corally 16 Triple	M-troniks 900	PB Lilac	PB Jap Med	JR X756	Sanwa 141HS	45.5	PSE Mazda Wing	4	8	6	10	7
Marek Kaminski D	Keil, LRP	Assoc. 10LS	Keil SCRC	LRP Orange AE	LRP LE25AMS Mk3	Assoc. Green	Assoc. Green	KO EX-1	Futaba 9101	38.7	Assoc. Nissan Wing	5	4	4	9	3
Ralf Helbing D	Helbing, Keil GM Racing Multiplex	Assoc. 10LS	Helbing SCRC	Evolution 16dbl	Helbing 4000	Yokomo*	Assoc. Green*	Multiplex EX-10	KO 1001	42.5	Racecraft Nissan Wing	6	9	10	6	8
Ralf Krause D	Corally, Helbing GM Racing	Corally 10V	Helbing SCRC	Evolution 15dbl	Helbing 3000	Ellergi 28*	Corally Green*	KO EX-1	KO 1001	39.6	Frewer Jaguar Trim Tab	7	3	5	1	4
Constant Paul NL	Corally	Corally 10V	Orion SCRC	Corally 15dbl	Tekin 411G2	Corally Gold Star*	Corally Green*	Futaba Mega	Sanwa ERG-XS	42.2	PK Jaguar Trim Tab	8	7	7	5	10
Graham Creasey GB	Tanaplan Parma/PSE MRT/RCMC	Trinity EV10	Parma SCRC	Tanaplan 15 Triple	MRT HFX	PB Lilac	PB Lilac	Sanwa Gemini	Futaba 9601	42.9	PSE Mazda Wing	9	6	9	4	6
Karsten Lautenbach D	LRP, TRC Logic	TRC Lynx II	LRP SCRC	LRP Orange AE	LRP LE25AMS Mk3	TRC Purple*	TRC Green*	KO EX-1	KO PS301BH	38.5	Assoc. Nissan Trim Tab	10	10	8	7	9

* Used Tyre Additives.

Ossberger, taking the overall win in the process. Mark Passingham took the E Final, but not quite in a fast enough time to take the overall win from Christoph Stoiber, with the French duo of Eric Fefer and Michel Borghese taking second and third. The D Final saw Belgium's Luc Du Breuca take a narrow win over Michael Johnsen, with Gil Deret in third. Luc took the overall win by virtue of his faster time from Mike Haswell, with Neil Mead in fourth. The G Final again saw a good battle between Michael Kramer and Per-Ola Hard, with victory going to Per-Ola this time, along with the overall win.

Nicky Bramwell really got it together to win the B Final and thus the overall win from Tony Raikas, with the first leg winner, Soren Christiansen, in third and Chris Grainger fourth.

Going into the third and last leg of the A Final, the title contenders were down to three: David Gale, Oscar Jansen and Ralf Krause, with David looking the safest bet. Blasting off the line and going straight into the lead went Oscar from David, Martin and Marek, Oscar really pouring on the coals to make a break. David Gale had other ideas though, and gradually reeled Oscar in and spent the last minute glued to Oscar's tail, secure in the knowledge that second place would ensure him of the 1994 Pro 10 European Championship title (and about time too!). On the line, Oscar took the win by just a quarter of a second from David, with Marek Kaminski third and Ralf Krause in fourth. David Gale was our Hero, finally taking the title that has eluded him for so long, followed by Oscar Jansen and Ralf Krause, with 'Big John' Hyde (BBJ Racing) also very happy as he'd painted the bodysells for the first three finishers, whilst Chris Grainger also well pleased as he'd won the sweepstake for 100 kroner! Smiles all round!

A good weekend's racing was had by all, and all due credit must go to the Danish organisers for

Other British Qualifiers

11	Nick Bramwell	18-9.81
19	Chris Grainger	18-11.70
31	Neil Mead	17-0.13
35	Mike Haswell	17-2.02
39	Marcus Epstein	17-6.20
42	Mark Passingham	17-7.95
45	John Hyde	17-9.48

Final Finishing Order

11	Nick Bramwell
15	Chris Grainger
32	Mike Haswell
34	Neil Mead
38	Marcus Epstein
42	Mark Passingham
45	John Hyde

doing a really excellent job. Where will we be next year? Well, presently the top tip is Italy (either Rome or Milan), although the Appeldorn circuit in Holland is also in with a shout.

Next stop the 1/10 On Road World's at Sonnenburg. Will Masami make amends for the 1/12 World's? Will Joel Johnson perform some more 'Magic' to repeat his victory in 1992? We will see...

