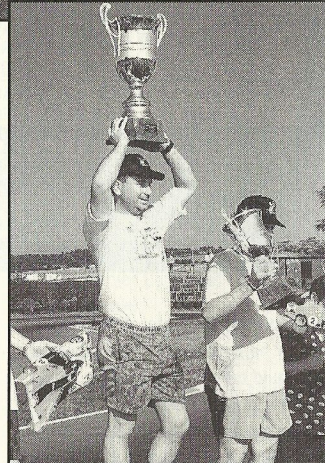
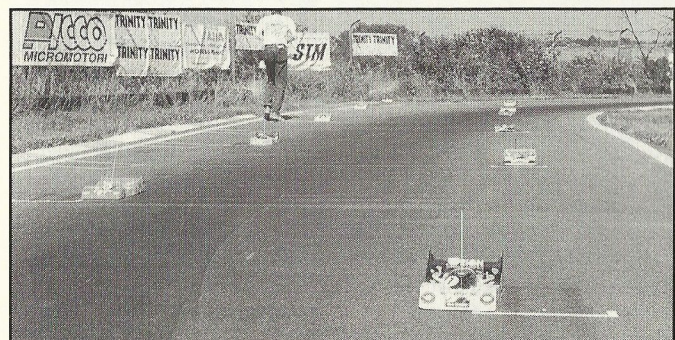
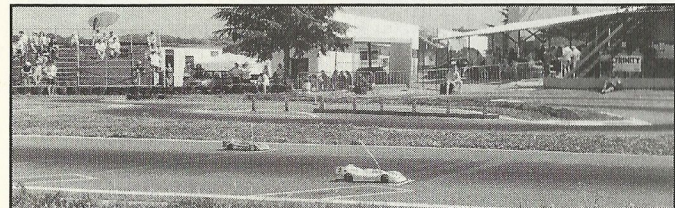
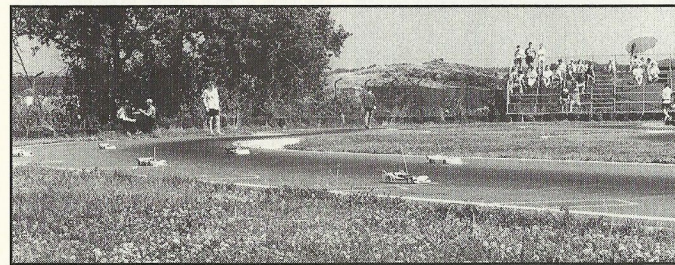
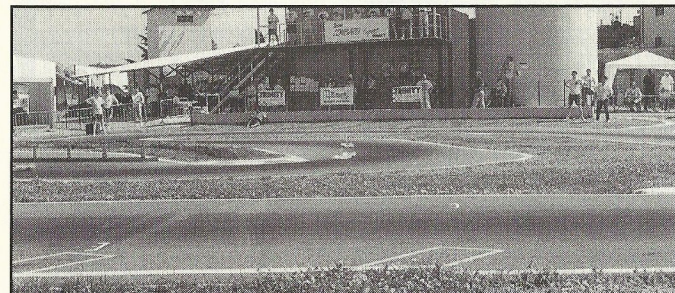


Italian drivers dominated this year's Pro-10 Euros, despite the best efforts of Britain's David Spashett



In the absence of a World Championship, the European Championship assumes a greater importance as the most illustrious Pro-10 event of the year. Italy hosted the 'big race' this time, their famous Vallelunga full-size race circuit providing an appropriate back-drop for this highly competitive event. The smart 'Mini Valley' model car track was hidden behind some grandstands on the Vallelunga pit straight and with the main circuit in use throughout the weekend for historic motorbike races, there was no shortage of atmosphere. Indeed, on finals day, it was sometimes difficult to hear the start tone for the model car races, contributing to some scrappy starts. The circuit itself was excellent, with fast, sweeping corners and some gentle undulations. The grip offered was very good too, helped in part by a black fuel line deposited by some

I.C. cars, although tyre choice actually proved to be extremely critical if a really fast time was to be set.

Practice proved to be rather shorter than expected, the Italian hosts playing by the rule book to give each driver three allotted sessions. The lack of track time this gave the visiting drivers caused some concern, especially when it was discovered that the Italians had hosted one of their Nationals at the circuit a fortnight prior to the event. While several Italian cars were soon rocketing round the circuit at breakneck speeds, most of the drivers from other countries were still struggling to find a balance, so at the end of timed practice, four Italian drivers headed the score sheets, with Germany's Martin Fliessbach the top 'visitor'.

It wasn't long before qualifying saw Italian domination too. Marco De Marchi headed the score sheets at the end of the first round with a 17-312.09, followed by Trinity's Giuseppe De Liguori. Oscar Jansen did well to hold third at this stage, just ahead of the British pairing of David Spashett and Graham Creasey. There was some controversy in round two when the lap counting equipment decided to fail momentarily in one of the heats, giving the drivers lap-scores that were about five seconds too slow. After a team manager's meeting, it was agreed that the times should be wiped and the heat re-run at the end of the day.

By now, the German Associated team had started to perfect the set-up of their cars, with Marek Kaminski and Martin Fliessbach both moving up into the top five. Tyre choice was proving to be the trickiest thing to get right, with different compounds working at different stages during the day, and some types of tyre additive not working well at all. Experience or experimentation was the key to success, and by round four a clear pattern was emerging of drivers who had either guessed correctly, or already knew the right rubber to use. Round five ended with Marco De Marchi still on pole, but now followed very closely by Giuseppe De Liguori and Andrea Efficace, while Marek Kaminski was the top 'visitor', a fraction clear of Cristiano Nasseti. The final qualifying round saw a number of drivers really going for it. Marco De Marchi was one of these, successfully knocking a further two seconds off his TQ time. Umberto Pernice and David Spashett both set their fastest times of the meeting to secure an A-final position, while Trinity's latest recruit, former Euro-Champ Ralf Krause, also managed to sneak into the top ten.

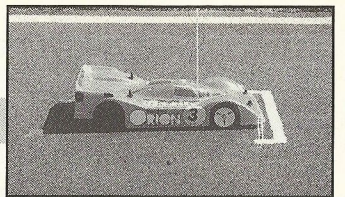
Qualifying therefore ended with both David Spashett and Graham Creasey in the A-final but, wait a minute, there was still the controversial re-run to go. Cooler conditions meant faster times were a definite possibility, and sure enough several improvements were made, with Werner Bergbauer and Alessandro Nicotra both jumping into the A-final, bumping both Graham and Ralf Krause down to the B. So the Brits ended up with only David Spashett to cheer on in the A, he of stick-on side-burns fame having to defend the honour of Corally single handedly from the might of Trinity and Associated? Could he do it?

Finals

Audible start tones have always seemed to me to be the best way to start finals, a view that unfortunately doesn't seem to be shared by Euros organisers. After last year's 'man with a flag' debacle, this year we had starting lights to contend with. The green light was accompanied by an audible signal, but this tone was actually triggered trackside by a man watching the lights! Listening for the buzzer was a sure way to get a slow start, while watching for the green light meant you couldn't see your car; an unfortunate dilemma.

RCMC's Neil Mead blitzed the F-final, having finally cured the terrible interference that had plagued his car throughout qualifying. Neil's performance was all the more remarkable considering the state he was in, some overly aggressive partying the night before leaving him rather the worse for wear and almost

PRO 10 EUROS
Report by Graham Creasey

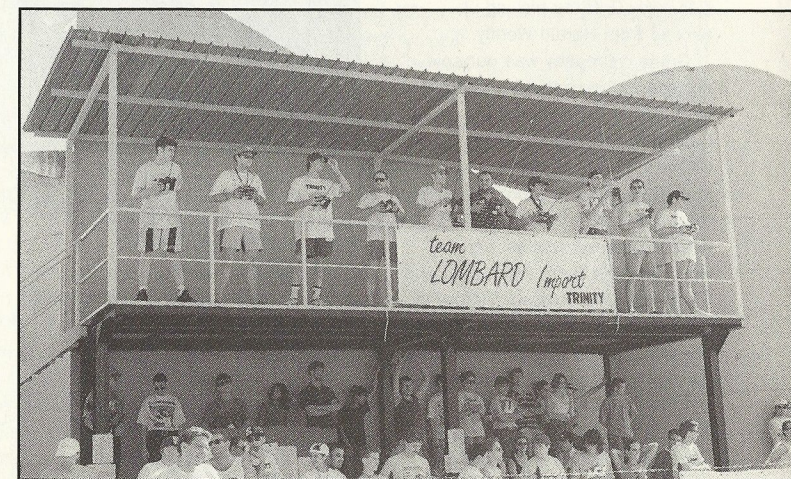


performance in the E-final, winning the second leg outright on his way to an overall third place. Marcus had struggled to make the race duration during qualifying, but a switch to Panasonic cells on finals day worked wonders. Now he was able to 'blat' the throttle as much as he liked and still finish the race, which certainly made his Dad

a lot happier. The big race for the Brits was the C-final, where last year's Euro-Champ David Gale was up against reigning BRCA champion Chris Grainger and 1/12th World's star Andy Griffiths. Dave hadn't managed to get his car set-up right during qualifying, complaining of inconsistent grip, while Andy

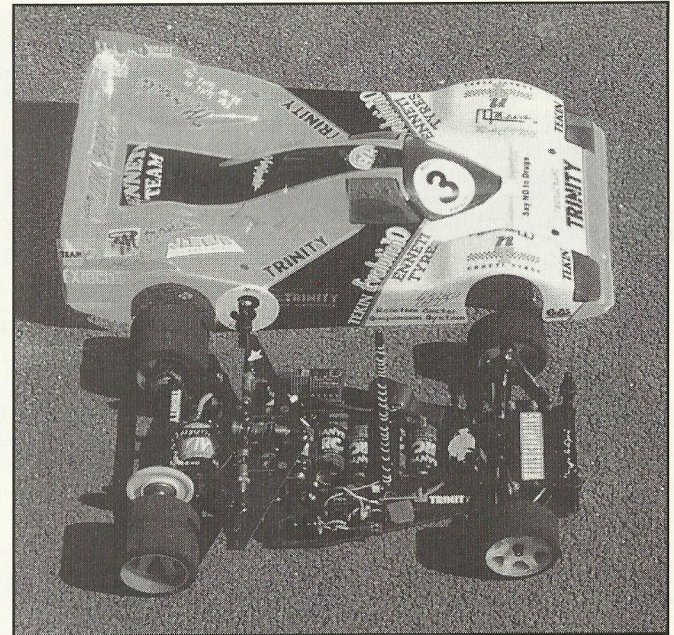
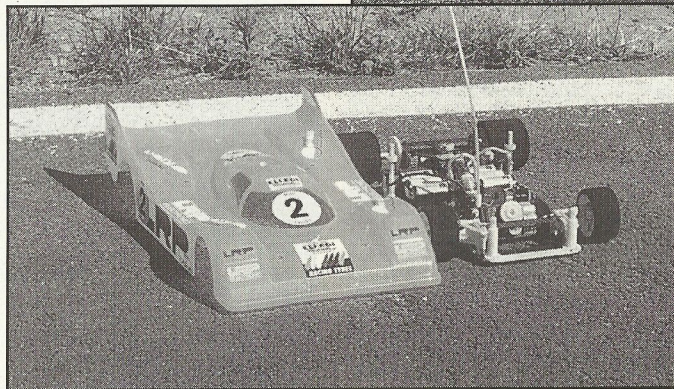
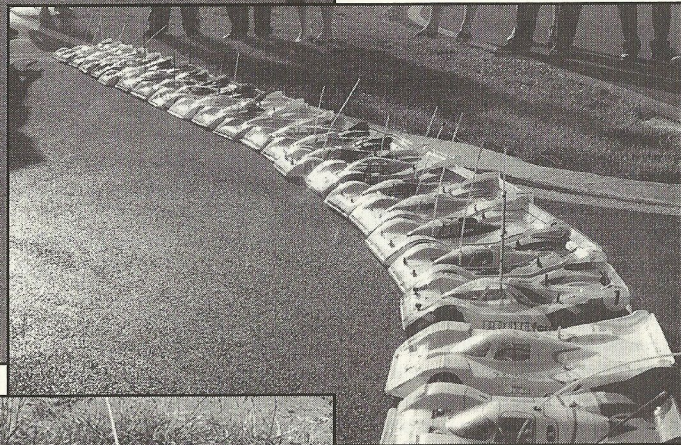
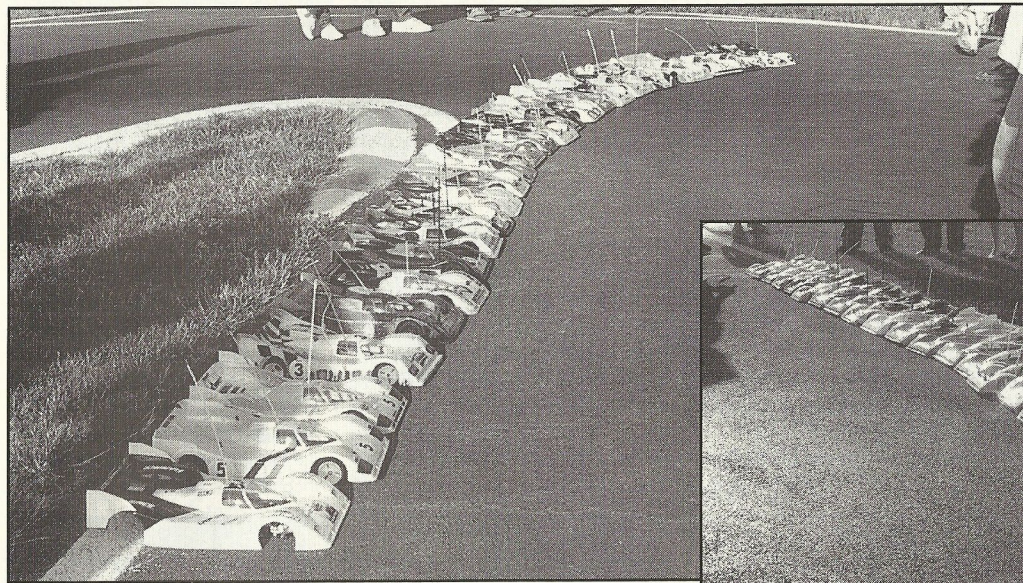


sporting a tattoo! Mike Haswell came in seventh after a busy weekend of wandering round the pits; an activity Mike seems to enjoy even more than the racing. Marcus Epstein put up a fine



The Italian

Job



catch right up. Into the sweeper, David went round the outside of one car and dived down the inside of the other, taking an amazing win. Cristiano picked up second from Marco, with Giuseppe taking third.

Marco took an early lead in the second leg, hotly pursued by Cristiano and Giuseppe. Behind these three came the main battle, with David Spashett challenging hard for fifth. David's progress was stopped abruptly when he tried to move round the outside of a crashed car coming onto the back straight. The stricken car recovered suddenly and drove straight into the back of David's Corally, leaving those watching in some doubt about whether they had just witnessed a racing accident or a deliberate take-out. Victory therefore went to Marco from Giuseppe, with Werner Bergbauer picking up a surprise third after most of the lead cars engaged 'dump mode' on the last lap.

Suspensions of 'team-driving' were heightened in the final leg, when a car crossed the bows of David Spashett's Corally by apparently steering the wrong way for the first hairpin. David survived the encounter unscathed though and quickly set about closing in on the leading Italian trio of Marco, Giuseppe and Cristiano. Marco's Associated didn't seem to be handling quite as well this time and, after a few ragged corners, Giuseppe De Liguori powered his Trinity through into the lead. Meanwhile, Britain's chances of success evaporated in a split second when fourth place man David Spashett binned it big time at the fast chicane. "I was running Panasonics, so I only had to stay

corner of the race, knocking Petry down to third. Another victory for Ralf in the last race clinched him the overall win, with Petry ending up taking second overall from Graham.

A-final

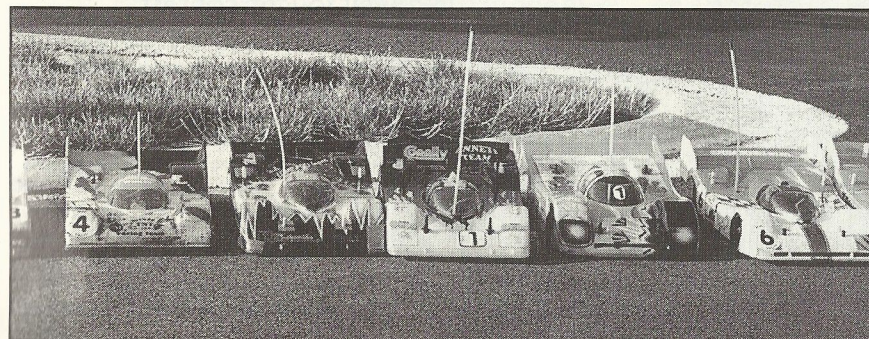
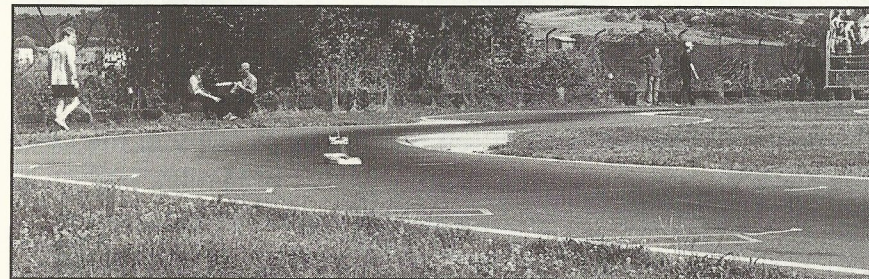
The first leg of the A-final saw a blistering start from David Spashett, the 1/12th scale World Champion finding himself in fourth

place behind the Italian trio of Marco De Marchi, Cristiano Nasseti and Giuseppe De Liguori. An astonishing move on Giuseppe through the fast chicane put David into third place, the incredible manoeuvre setting us up for a tremendous last lap. Coming onto the back straight for the last time, the two lead cars suddenly dumped badly, enabling David to

where I was and wait for the others to dump to win" explained David. "The trouble was I suddenly said to myself 'you're going to win this' and the next thing I knew I had gone flying off into the bushes!" Even World Champions make mistakes sometimes.

More drama was reserved for the last lap when Marco De Marchi's car slowed rapidly with dumping cells. Cristiano Nasseti closed in quickly and had to be shouted at by his team to slow down and protect Marco's position, otherwise Giuseppe would take the Euros victory for Trinity. Cristiano followed the team orders to perfection and so it was Marco De Marchi who took the 1995 European Pro-10 title from Giuseppe and Cristiano.

Marco's win brought Corally's four year streak of success to an end, the Dutch team missing out on the Euros victory for the first time since 1990. What made matters worse was that the car that did the business this year actually came out way back in 1989. Aged it may be, but the latest version of the classic Associated RC10L is still capable of delivering the goods. There was disappointment for Trinity too, the US team having been pipped to the post a week earlier in the competitive US Nationals. And the car that beat them there? Yes, you've guessed it, it was another Associated RC10LS!

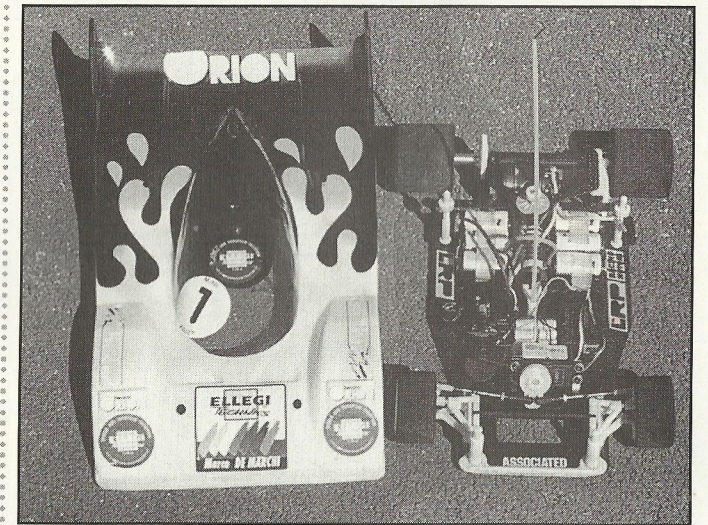


EFRA PRO - 10 Euros Tech Chart - Autodromo di Vallelunga, Italy

Pos	Driver	Sponsors	Car	Tyres F	Tyres R	Cells	Motor	Speedo	Servo	Radio	MMPR	Bodyshell
1	Marco De Marchi (I)	Assoc/LRP Orion/Ellegi	Associated RC10LS	Ellegi 30	Ellegi 28	Orion Reedy SCRC	LRP Gold-K	LRP ICS	KO 1002	JR X-756	37.0 Nissan	Associated
2	Giuseppe De Liguori (I)	Trinity/Lombard G-T Model/Enneti	Trinity Evolution-10	Enneti Green	Enneti Green	Trinity SCRC	Trinity 13x2	M-Tronics 900 VHF	Airtronics 94145	Futaba FF3	34.0	Protoform Nissan
3	Cristiano Nasseti (I)	Assoc/LRP Orion/Ellegi	Associated RC10LS	Ellegi 30	Ellegi 28	Orion Reedy SCRC	LRP Gold-X	LRP ICS	KO 1001	Futaba FF3	36.5	Assoc. Nissan
4	David Spashett (GB)	Corally/Orion/KO/LRP/Intronics/G.Force/Ellegi	Corally SP10V	Ellegi 32	Ellegi B-60	Orion Reedy Panasonic	Corally 13x2	LRP ICS	KO 1001	KO Esprit II	34.5	Andy's Nissan
5	Werner Bergbauer (G)	GM Racing Helbing	Trinity Evolution-10	Ellegi 30	Ellegi 28	GM-Mega Panasonic	Evolution 14x2	GM 3000	KO 702	KO EX-1	37.0	Andy's Nissan
6	Andrea Efficace (I)	Assoc./LRP Orion/Ellegi	Associated RC10LS	Ellegi 30	Ellegi 28	Orion Reedy SCRC	LRP Gold-X	LRP ICS	KO 1001	JR X-756	37.0	Protoform Nissan
7	Umberto Pernice (I)	Assoc/LRP Orion/Ellegi	Associated RC10LS	Ellegi 30	Ellegi 28	Orion Reedy SCRC	LRP Gold-X	LRP ICS	KO 1001	JR X-756	37.0	Associated Nissan
8	Martin Fliessbach(G)	Assoc/Reedy Kell/Novak/LRP	Associated AC10LS	Ellegi 30	Ellegi 28	Kell SCRC	Reedy 14x4	LRP ICS	KO 1004	KO EX-1	38.7	Associated Nissan
9	Marek Kaminski (G)	Assoc/LRP Kell/Ellegi	Associated RC10LS	Ellegi 20	Ellegi 26	Kell SCRC	LRP Gold-X	LRP ICS	Futaba 9101	KO EX-1	38.4	Associated. Nissan
10	Alessandro Nicotra (I)	Trinity/Lombard Enneti	Trinity Evolution 10	Enneti 32	Enneti Green	Trinity Panasonic	Trinity 14x2	M-Tronics 900 VHF	Airtronics 94145	JRI X-756	33.5	Andy's Nissan

tech chart

Another eventful and very competitive Euros then, and one many people will remember for some time. Full marks must go to the Italian drivers for making the most of their home advantage; as they say 'practice makes perfect'. David Spashett once again put up a superb showing for the Brits though and with a little more luck, he could even have won. Next year should be David's big chance for victory though, for if the rumours are true, we will be off to Oscar Jansen's local circuit in Holland. Now with all the hours of practice Corally have put in there, who's going to bet against them getting their revenge and winning the Euros again in 1996?



EFRA Pro-10 Euros - Rome

Top 20 in Qualifying

1.	Marco De Marchi	17-308.46
2.	Cristiano Nasseti	17-310.33
3.	Giuseppe De Liguori	17-310.87
4.	Andrea Efficace	17-312.69
5.	Marek Kaminski	17-313.35
6.	Umberto Pernice	17-313.96
7.	David Spashett	17-314.83
8.	Martin Fliessbach	17-315.00
9.	Werner Bergbauer	17-316.37
10.	Alessandro Nicotra	17-316.37
11.	Ralf Krause	17-316.87
12.	Graham Creasey	17-317.36
13.	Erik Jonk	17-317.49
14.	Petry Kyrolainen	17-317.53
15.	Ralf Helbing	17-317.58
16.	Markus Moberg	17-318.79
17.	Oscar Jansen	17-318.90
18.	Herman Bohz	17-319.66
19.	Reto Konig	17-325.65
20.	Alessandro Manciocchi	16-300.44