

1995 EURO CHAMPS-ROME

tarmac TENTH

The French GP

The beginning of May saw a whole host of drivers converge on Amiens for the French Pro 10 Grand Prix. The British were the biggest foreign contingent with seven, there were also a pair of Danes as well as drivers from Holland, Belgium and Germany. The large track's unusual design meant that the main straight ran diagonally across it, a new one on us, and the wicked kerbs were guaranteed to launch you if you got it wrong. The trouble was you couldn't see some of them properly from the rostrum! It was also deceptively bumpy, requiring bigger tyres and an increased ride height from normal.

Tyre wear proved a little alarming using Greens on the front, with 3mm being taken off in a single run (!), so most drivers opted for Jap type rubber. On the equipment side, there wasn't much new to be seen, apart from Serge Maillard now using Epic 'Kinwald' cans for his SMT motors. As for cars, a couple of drivers were testing different chassis layouts, but these didn't really prove to be too successful. Believe it or not, the one with rear wheel steering wasn't run at all...

Qualifying

Saturday afternoon saw four Rounds of qualifying, with the Heats seeded so that the fastest drivers went out in the first three Heats. The first Round should have seen Germany's Marek Kaminski (Assoc) in top spot with a 17 lapper, but unfortunately for Marek his car was underweight so he lost the time! This left Oscar Jansen (NL-Corally) as TQ from French Champion, Sylvain Cachard, also driving a Corally. Chris Grainger and Graham Creasey were the best placed of the Brits in third and fourth, with young Marcus Epstein and Neil Mead also in the top ten, all four

of them driving Trinity Evo 10s. Somewhat surprisingly, all of the Trinity cars at the GP were British, with Corally and Associated chassis being the most popular. Round 2 saw four 17 lappers being posted, Marek taking over the top spot (no weight problems this time!) to lead from Oscar, Sylvain and Chris, whilst Graham just missed a 17 by 1/10 of a second to lie fifth.

With the afternoon sun heating up the track, the times slowed, so lot of times stood from the first two Rounds. Marek manage to knock 3/10s off his TQ time in Round 3, but there were no changes at all in Round 4, so at the end of Saturday's qualifying session we had four British drivers in the A, although Marcus and Neil were feeling a bit vulnerable in eighth and tenth respectively.

Sunday morning saw a final last chance SOB qualifying Round, in which Neil's worst fears were realised when he was bumped into the B Final, but actually, the end result was a truly 'International' A Final line up, which is just how it should be. As for young Marcus Epstein, he drove very well indeed, so well done Marcus!

Qualifying Times

1. Marek Kaminski (D)	17/16.70
2. Oscar Jansen (NL)	17/18.10
3. Sylvain Cachard (F)	17/18.90
4. Chris Grainger (GB)	17/22.40
5. G. Creasey (GB)	16/0.10
6. A. Bascop (F)	16/1.50
7. Jimmy Bigum (DK)	16/3.80
8. Vincent Poteau (F)	16/4.50
9. Marcus Epstein (GB)	16/6.60
10. T. Andersen (DK)	16/6.70

The Rest Of the Brits...

11. Neil Mead	16/7.00
14. Paul Isaac	16/8.10
16. Mike Haswell	16/10.50
24. Gareth Orriss	16/19.80

The Finals

The practice Finals saw a clean sweep of the A, B and C Finals by Chris, Neil and Gareth respectively, but could they repeat it when it came to the real thing? Cedric Froment took the E Final with two wins and a second from Olivier Courillon, who had a win and a second, then the D Final was taken by David Mangin whilst there was a three way tie on points for second, which went in Laurent Havet's favour from Frederic Briens and Franck Chapouilly.

The C Final saw Gareth Orriss win two legs to take the overall from Simon Rubet and Mr SMT himself, Serge Maillard. The B Final saw the first three all tied on points with a win and a second place apiece, France's Cedric Lemarie (Corally) getting the verdict over Neil Mead and Christophe Remy's Yokomo. Mike Haswell took a consistent fourth, while Paul Isaac wound up ninth after some problems. The driving penalties were operated on a F1 style 10 second stop-go principle, with a maximum of three allowed - one French driver managed to use his three 'lives' up and was then prevented from taking any further part in the proceedings!

There was drama at the start of the first A Final when Marek's car didn't move off the line, to be collected at speed by Graham, leaving Graham's Trinity severely damaged. This put Oscar into the lead from Chris and that was how they finished, with Vincent Pouteau taking third ahead of Sylvain. The second leg saw Oscar pass Marek early on with Chris in third, then Chris got past Marek only to suffer a radio glitch which dropped him down the field. Undeterred, Chris charged back through the field to claim second behind Oscar, who'd now won the GP, whilst Marek took third. The last leg saw Oscar try to go around the outside of Marek at the end of the straight after the start, but it didn't quite come off, his Corally flipping over. Chris saw his chance and grabbed it, nipping past Marek and then continuing on his merry way to take a convincing win. Marek finished some way back in second, followed home by Oscar.

So, Oscar took the win from Chris and Marek, with both Chris and Oscar getting the custard pie treatment for their troubles, whilst Marcus was more than pleased to get to kiss one of the trophy girls! The performance put up by the

Brits was really very good (Neil's drop kick, performed on his wayward Evo 10, was well worthy of an on-form Rob Andrew!), the only question now is, can we pull off another British win at the Euro's? Read on...

The 1995 On Road European Championships

This year's Euro's took place at the Circuito Automodelli Mini Valley, at the Vallelunga full size race circuit just north of Rome. A 1/8 IC circuit, complete with a nice black racing line all the way round, it was very, very quick, even if the grip level was a bit strange. More on this later...

Friday saw every driver have just three Rounds of open practice, before moving into controlled practice. The Italians were immediately very quick, but then again they should have been considering there had been an Italian National meeting there just a couple of weeks before! Umberto Pernice, Marco De Marchi and Andrea Efficace all cracked the 17 lap barrier with their Associated RC10LS cars. Fastest lap however went to Team Lombard/Trinity's Giuseppe De Liguori at 17.738 seconds, with David Spashett the best of the British drivers on a quick 16 lapper. The Trinity drivers had Ernie Proveti, Rich Icker and Jim Dieter (the designer of the Evo 10) over from the States to support their drivers, along with George Land, Trinity's European importer. There wasn't anything new on the car front apart from a new chassis from Corally which allows the cells to be mounted further forward.

Trinity had their new Euro Dirtinator motors available to their drivers, which feature epoxy balanced armatures (a la Corally and SMT) in a black Kinwald can. Mike Merrick of M-troniks was also in attendance, and had quite a number of drivers using the new 10khz 900 VHF Turbo, as well as a couple of prototype Ultra-Sonic controllers, which outwardly look no different to a 900.

Qualifying

Long time Pro 10 enthusiast Marco de Marchi was on provisional pole after Round 1,

Top Ten Qualifying Times

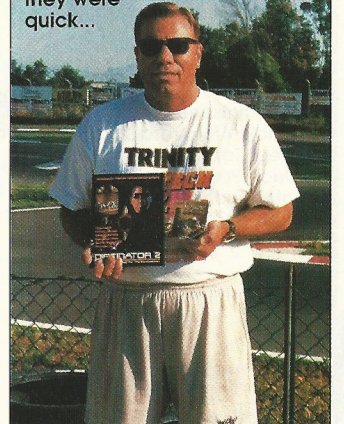
1. MARCO DE MARCHI (I)	17/8.46	17-17.36
2. CRISTIANO NASSETTI (I)	17/10.33	16-0.94
3. GIUSEPPE DE LIGUORI (I)	17/10.87	16--98
4. ANDREA EFFICACE (I)	17/12.69	16-4.00
5. MAREK KAMINSKI (D)	17/13.35	16-15.16
6. UMBERTO PERNICE (I)	17/13.95	16-16.53
7. DAVID SPASHETT (GB)	17/14.83	16-18.57
8. MARTIN FLIESSBACH (D)		17/15.00
9. WERNER BERGBAUER (D)		17/16.37
10. ALESSANDRO NICOTRA (I)		17/16.37

from Giuseppe, Oscar Jansen, David Spashett, Graham Creasey and Markus Mober, Markus rounding out those on 17 laps. A slight hiccup in Round 2 meant there would be a re-run for Heat 7 at the end of the day, and in slightly cooler and more advantageous conditions, but meanwhile Marco and Giuseppe upped the pace still further, with only half a second separating the pair of them, but some four seconds clear of Marek Kaminski (10LS) in third place. There were no changes to the top three in Round 3, but Martin Fliessbach and Umberto Pernice, again both driving the Associated RC10LS, moved up to fourth and fifth respectively. Round 4 saw Cristiano Nasseti and Andrea Efficace get it together to go fourth and sixth, and despite the afternoon's heat! Andrea improved still further in Round 5 to go third, just ahead of Marek and Cristiano. The last round saw Marco take nearly two seconds off his FTD time to consolidate his pole position, and taking full advantage of the re-run Heat 7 were Cristiano to take second on the grid from Giuseppe, and Werner Bergbauer and Alessandro Nicotra at the expense of Ralf Krause and Graham Creasey.

Giuseppe De Liguori set fastest lap of the meeting and finished 2nd overall with his deluxe spec Trinity Evo 10, powered by the new Trinity 'Dirtinator' epoxy balanced motor and an M-troniks 900VHF Turbo speedo.



Trinity's Ernie Proveti travelled to Rome to oversee his drivers and debut the new epoxy balanced 'Dirtinator' motors - they were quick...



second on the last lap from Petri and Ralph Helbing. In fact, the three of them were covered by just .16 of a second! Leg 3 saw Graham fail to start, whilst Ralf went on to win from Ralph and Erik Jonk, so the overall win went to Ralf from Petri, with Graham in third place.

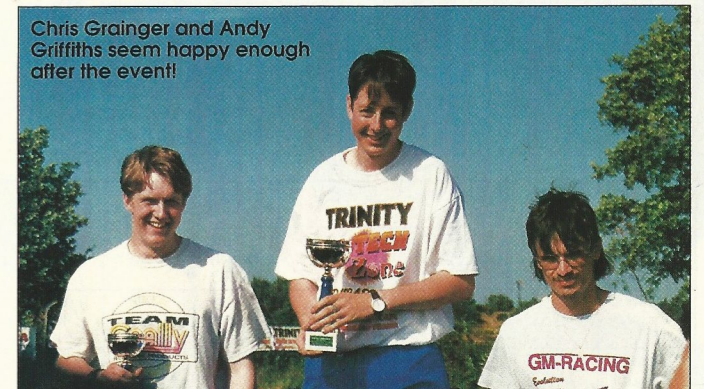
The Brits

- 12. Graham Creasey
- 21. David Gale
- 22. Chris Grainger
- 24. Andy Griffiths
- 50. Marcus Epstein
- 52. Neil Mead
- 56. Mike Haswell

The Finals

The first Final out with any British interest was the F, in which Neil Mead, having sorted out his radio problems and recovered from the previous night's discovating, came through to win with two firsts and a second. Marcus Epstein took third overall in the E Final with a win in the second leg, and was then most unfortunate in the third leg to collect an ongoing accident which ripped the bodyshell and upset the handling. The first of the C Finals saw a great battle between Andy Griffiths and Chris Grainger, including a side-by-side manoeuvre through the sweeper onto the straight. Chris eventually took the win from Andy with defending European Champion, David Gale, in fourth. The second leg saw a win for Andy, whilst Chris had to stop to make running repairs after being hit by another car. The third leg saw David Gale leading Chris until his Corally's spur gear stripped, allowing Chris to take the win with Andy fourth, Chris taking the overall win from Andy with Austria's Harald Wendy picking up third.

Petri Kyrolainen grabbed the lead at the start of the first B Final leg with Graham Creasey hounding Petri all race long until 'soft' cells on the last lap dropped Graham to third behind Ralf Krause. The second leg saw a win for Ralf, with Graham just pinching



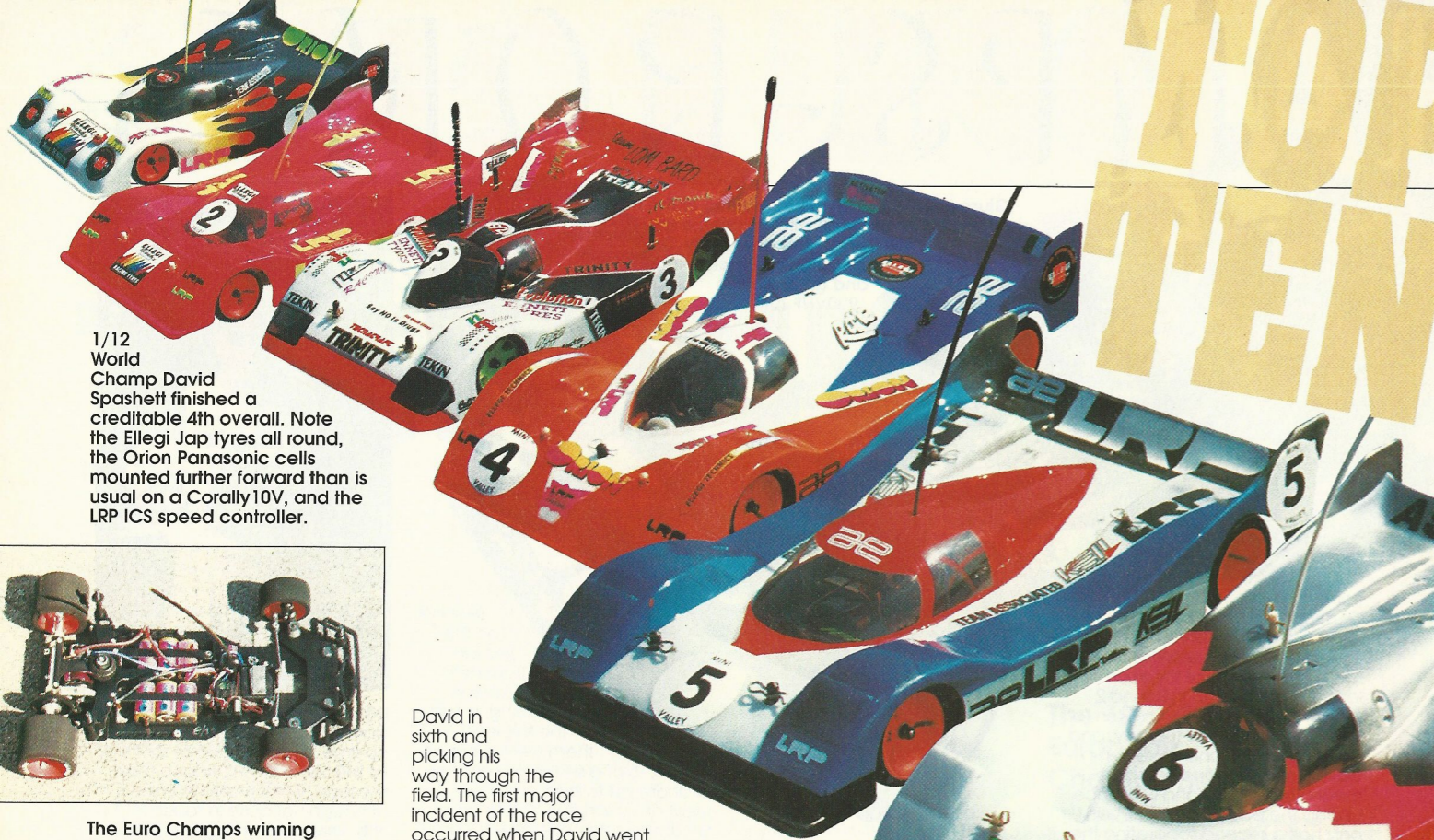
Chris Grainger and Andy Griffiths seem happy enough after the event!



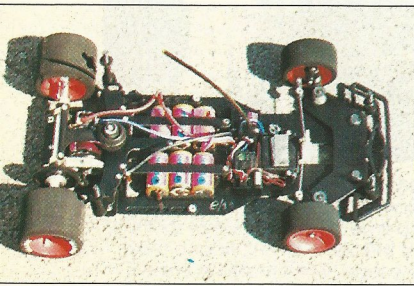
The 2nd and 3rd place drivers, Giuseppe De Liguori (left) and Cristiano Nasseti (right), flank the new Pro 10 European Champion Marco de Marchi.

The awesomely fast Euro's track at Vallelunga. Going off at speed usually meant you stayed off...

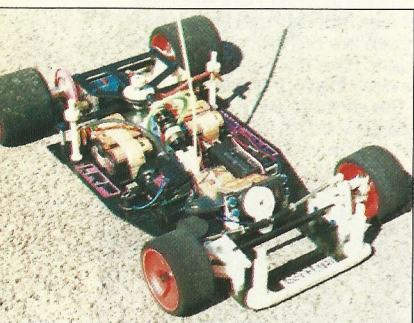




1/12 World Champ David Spashett finished a creditable 4th overall. Note the Ellegi Jap tyres all round, the Orion Panasonic cells mounted further forward than is usual on a Corally 10V, and the LRP ICS speed controller.



The Euro Champs winning Associated RC10LS, driven by Marco de Marchi, used the latest LRP ICS speed controller and X-Generation motors.



David in sixth and picking his way through the field. The first major incident of the race occurred when David went round a couple of crashed cars, only to be nailed by one of them, requiring the assistance of a marshal to prise the cars apart. Cristiano and Giuseppe were having a ding-dong battle for second with no quarter being given. It looked likely to end in tears, which it did, the eventual clash handing Andrea second place from Giuseppe and Werner Bergbauer (up from ninth), whilst Cristiano dropped to sixth! Giuseppe quickly regained his second place, but couldn't catch Marco in the time remaining, the finishing order being Marco from Giuseppe, Werner and Andrea, who dumped big time on the last lap.

Before the all important third leg, all of the Team Managers of the drivers concerned were warned to tell their drivers that 'Team driving tactics' would definitely be penalised, but at the start Marco again shot into the lead from Giuseppe, Cristiano and David Spashett, this group again breaking away from the pack. David's challenge came to a sad end when he clipped the kerb going onto the straight, going off at high speed, then Giuseppe pulled a good move on Marco to

Driver	Nat	Team	Car	Nlccads	Motor	Speed Controller	Front Tyres	Rear Tyres	Radio	Servo	MM Per Rev	Body	Qual	Final	Notes
Marco De Marchi	I	Assoc, LRP Orion, Ellegi	Assoc 10LS	Orion Reedy SCRC	LRP Gold X	LRP ICS	Ellegi 30	Ellegi 28	JR X756	KO 1002	37.0	Assoc Nissan	1	1	Receiver pack In-line Steering Blocks
Christiano Nasseti	I	Assoc, LRP Orion, Ellegi	Assoc 10LS	Orion Reedy SCRC	LRP Gold X	LRP ICS	Ellegi 30	Ellegi 28	Futaba FF3	KO 1001	36.5	Assoc Nissan	2	3	Receiver pack In-line Steering Blocks
Giuseppe De Liguori	I	Trinity, Lombard G-1 Models Enneti	Trinity EV10	Trinity SCRC	Trinity Euro 13DSL	M.troniks 900VHF	Enneti 30	Enneti Green	Futaba FF3	Airtron 94145	34.0	Proto Form Nissan	3	2	Receiver pack Red Front Springs No side springs
Andrea Efficace	I	Assoc, LRP Orion, Ellegi	Assoc 10LS	Orion Reedy SCRC	LRP Gold X	LRP ICS	Ellegi 30	Ellegi 28	JR X756	KO 1001	37.0	Proto Form Nissan	4	6	Receiver pack In-line Steering Blocks
Marek Kaminski	D	Assoc, LRP, Keil Ellegi	Assoc 10LS	Keil SCRC	LRP Gold X	LRP ICS	LRP Grip 30	LRP Grip 28	KO EX-1	Futaba 9101	38.4	Assoc Nissan	5	9	Receiver pack In-line Steering Blocks
Umberto Pernice	I	Assoc, LRP, Orion Ellegi	Assoc 10LS	Orion Reedy SCRC	LRP Gold X	LRP ICS	Ellegi 30	Ellegi 28	JR X756	KO 1001	37.0	Assoc Nissan	6	7	Receiver pack In-line Steering Blocks
David Spashett	GB	Corally, Orion, KO Intronics, Goleforce Ellegi, LRP	Corally 10V	Orion Reedy Panasonic	Corally 13 Dbl	LRP ICS	Ellegi 32	Ellegi B-60	KO Espriff II	KO 1001	34.5	Andy's Nissan	7	4	New chassis with cells further forward
Martin Fliessbach	D	Assoc, Reedy, Keil Novak, LRP	Assoc 10LS	Keil SCRC	Reedy 14 Quad	LRP ICS	Ellegi 30	Ellegi 28	KO Precious EX1	KO 1004	38.7	Assoc Nissan	8	8	Receiver pack In-line Steering Blocks. One piece motor pod
Werner Bergbauer	D	GM Racing, Helbing	Trinity EV10	GM-Mega Panasonic	Evolution 14 Dbl	GM 3000	Ellegi 30	Ellegi 28	KO EX1	KO 702	37.0	Andy's Nissan	9	5	Red front springs Kit side springs Assoc Steering Blocks
Alessandro Nicotra	I	Trinity, Lombard, Enneti	Trinity EV10	Trinity Panasonic	Trinity Euro 14 Dbl	M.troniks 900VHF	Enneti 32	Enneti Green	JR X756	Airtron 94145	33.5	Andy's Short Nissan	10	10	Green front springs. No side Springs

Where Were The Brits?

Taking part in 'Foreign' race meetings always poses a problem concerning tyres. Without any idea of what rubber works at the track in question, sometimes it's a case of taking as much different rubber in the car as possible (Off Roaders know exactly what's being said here), or hoping that once the correct compound has been found, being able to buy it trackside. Perhaps it would help if in the future, organisers relay information to entrants regarding what works and what doesn't? The reasons for the comparatively poor showing for our drivers at this meeting were: (1) Inadequate track time to find the right tyres, and (2) the use was allowed of tyre additives we previously thought to have been ineligible for use at EFRA meetings. The Italian drivers in the know ran 30" to 34" shore Jap rubber on the front, dependent on the track's temperature, with 28" Jap rubber on the back, either of the Ellegi or Enneti variety, 28" rear tyres are hard by our standards, but using certain additives, they worked very well... The quick guys were using Paragon Ground Effects, which contains Wintergreen, and were applying it anything up to an hour before each run, then smothering their tyres in Coppertone Factor 15 suntan oil to prevent the additive evaporating. Wintergreen and Factor 15 as an additive is nothing new (we used this mixture at the 1982 1/12 World's! Ed), but we'd been led to believe we couldn't use them. Oh well...

take the lead, with Cristiano now a little way back in third. That was the order until the last lap, when Marco started to slow and Cristiano began to close in on him for that vital second place. Cristiano was then told (shouted at!) not to pass Marco by his pitmen, as this would take the overall win away from Marco, so he dutifully followed him in. Marco thus took a very well deserved European Championship title (he was the only driver to run 17 laps every time he hit the track) from Giuseppe and Cristiano, whilst David Spashett took fourth and best non-home country driver. Next year's European Championship will most likely be held in France or Holland, where the tables won't be 'live' and where we won't have racing cars and bikes drowning out the start signal and P.A. announcements!



mike HASWELL