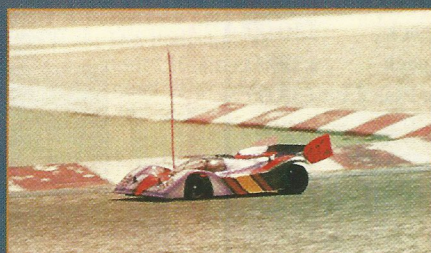


One more for Moore

The top three, Marcus, Andy and David



Pro10 European Championships



The infield was fairly slow

amends for a last lap crash in 1999 that cost him the title. Last years runner-up, Holland's Jillies Groskamp, who won the warm up meeting earlier on in the year for Corally was also in attendance along with Germany's Markus Mober.

With only 40 drivers entered and 32 eventually appearing, this was an exceedingly poor turnout for this event and contrasted sharply with full entry of the Touring Car Euros three weeks earlier. Having two major On Road Championships so close together is not the best plan in the world, particularly with the Off Road Euros taking place the week before, and the Pro-10 Euros was bound to suffer. With the World Championships starting in Japan some five weeks later, there is only so much a driver can do and most opted to skip this event.

Markus and Jillies showed the way in controlled practice with 15 lappers but Andrew Moore was suffering from a severe bout of tonsillitis and was having to sleep in the van between races. Some forty percent of the field were running Corallys with Trinity being the next most popular car at twenty two percent and Associated were third with nineteen percent. Most drivers were using ten turn or eleven turn motors with some even trying seven and eight turn. On the battery virtually the entire field were running NiMH 3000 cells with most using Panasonic's, with Sanyos being used by the Corally Team and Orion's Oscar Jansen, but still wasn't enough to stop some of them from going flat.

Qualifying

First blood went to the Corally's of Markus Mober and Jillies Groskamp, which showed what a little bit of practise can do.

The Trinity duo of David Marmand and Simon Rubet made it an all French second row with an all British third row with David and Marcus.

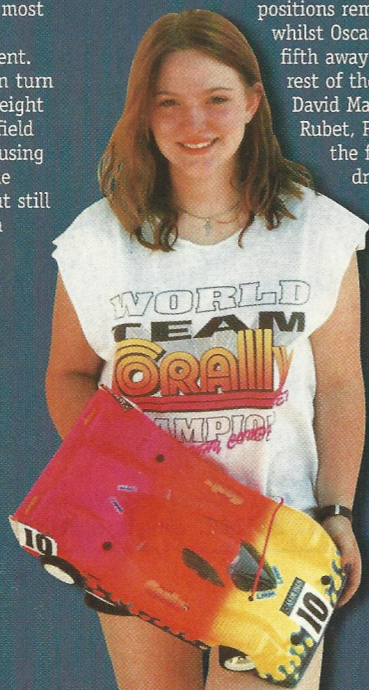
How were the rest of the Brits faring? Well Andy Moore was bottom of the timing sheets having broken down in the first run and not going out in the second, whilst Mike Haswell was struggling down in twenty third.

Saturday morning and Markus improved TQ, now had a three second lead over Jillies with David Spashett now third with Oscar Jansen, driving a Corally, in fourth.

Round four and Markus improved TQ still further but the man on the move was Andy Moore, who vaulted all the way up to second, just over a second adrift of Markus and a second ahead of David. Andrew now had the bit between the teeth and took some three seconds off the previous TQ time of Markus to head the timing sheets. Markus also managed to improve his time but had no answer to Andrew and David improved his time to remain third from Jillies, whilst Marcus Epstein had moved into fifth.

The final round saw the top four positions remain unchanged, whilst Oscar managed to grab fifth away from Marcus. The rest of the A Final were: David Marmand, Simon Rubet, Phillipe Vialla and the fifteen year old lady driver, Lena Schleppe.

'A' finalist Lena Schleppe



Finals

The D final win went to Spain's Manuel Evangelista from Portugal's Fernando Sanchez by two wins to one.

Portugal took the C final courtesy of Nuno Carriço, from Spain's Guillermo Palmaert, with Jesus Davila.

Spain's Francisco Castillo took the B final with Portugal's Miguel Maciera taking second from Jamie Ramalho, by virtue of winning the last final. Mike Haswell had a pair of fifth places to finish up in seventh place.

For the A final Andrew, as polesitter, had opted to choose to start from the inside. Andrew took an immediate lead from Markus, David and Jillies, Oscar had slipped down a few places and was behind the David Marmand/Marcus Epstein battle for fifth. Marcus tried to go down the inside of David M at the end of the straight, they touched going through the high speed sweeper and David was able to retain his place. Back up at the front, Andrew had opened up a second lead over Markus and these two were easing away from the rest. David S ran over the kerb at the end of the short straight and went onto the main straight, voltage drop to the servo was suspected, and he slipped down to seventh. Whilst David S was having his moment, David M had managed to slip past Jillies for third. Late in the race Marcus ran wide going onto the straight losing positions to Oscar and David, he almost managed to get them back but ran wide and took a trip over the kerbs costing himself even more time. So the first leg win went to Andrew from Markus with third to sixth being very tight. It was Jillies who snatched third from David M on the last lap with Oscar in fifth, David S in sixth and Marcus finished in seventh.

The second A final saw Andrew make a clean getaway, whilst Markus car squirmed to the left off the line and it was tagged by David Spashett. This started a chain reaction of incidents and when the dust had settled it was Marcus Epstein who emerged in second from Oscar and David. David was soon past Oscar and we had a British 1-2-3, whilst Markus had now recovered to fifth. David had to battle to get past Marcus before finally getting by him going down the straight and into the sweeper. Whilst Andrew was cruising out front, Oscar and Markus were able to get the jump on Marcus when he was slow going onto the straight. So it was Andrew who took the second leg and with it a thoroughly deserved European Championship. Behind him it was David from Markus, who'd got the better of Oscar on the last lap and Jillies got Marcus for fifth when his cells went soft.

The final leg was all about who would take second, Markus or David? Andrew was slow off the start allowing Markus to snatch the lead. David wasted no time in getting up into second and set about challenging Markus for the lead. David got a better run on to the straight and he and Markus touched with Markus putting the squeeze on David all the way down the straight, but managed to keep his nose in front for the lead. Andrew had slipped to the back on the pack but still managed to put in the fastest lap, whilst Oscar, Jillies and David Marmand were having a fight over third. David M lost touch when he launched his car over the kerbs. David S slowed slightly allowing Markus through and then he clipped the kerb going onto the straight, launching his car into the barrier. So it was Markus who took the win and with it second place, David S was second with Jillies in third and Oscar fourth.

So it was Andrew who took his first European title with Markus Mober in second, always the bridesmaid but never the bride, David Spashett in third, Jillies was fourth and Marcus was seventh. So thanks go to our hosts for an event well run and for next year who knows, Spain maybe?

RRCI

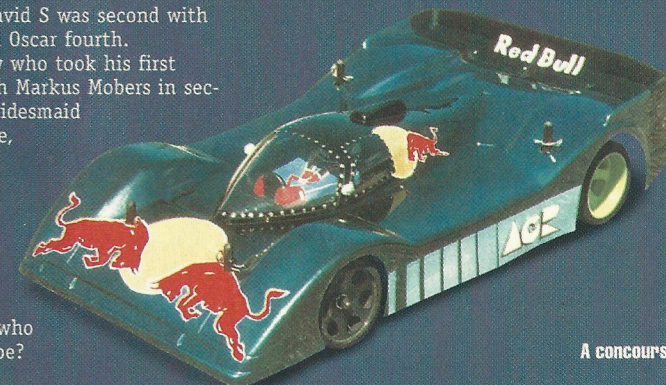
Andy Moore's Trinity



Markus Mober's Corally



The Trinity of third place David Spashett

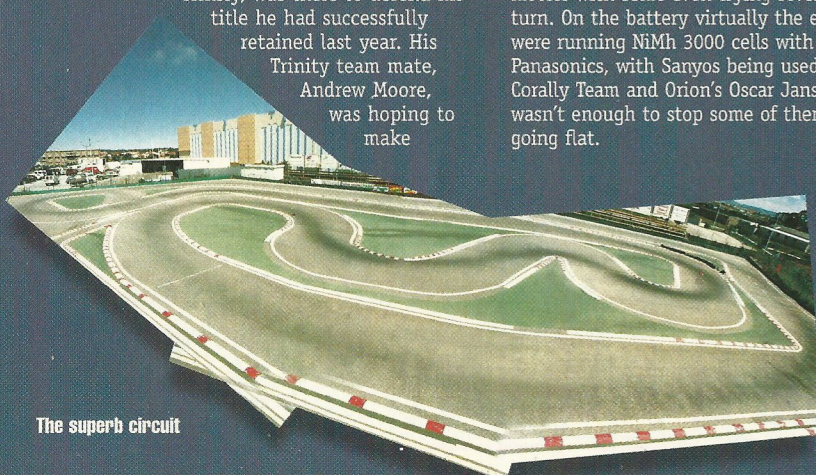


A concours' entrant

Driver Nat Age	Team	Car	Nicads	Motor	Speed Controller	Front Tyres	Rear Tyres	Radio	Servo	Gearing	Body	Qualify	Final
Andrew Moore GB 20	Trinity, TRC, LRP, KO	Trinity Switchblade	Trinity Panasonic 3000	Trinity 20 Dbl	LRP V7.1	TRC Purple	TRC Green	KO Vantage	KO 912 Fet	35.9	Andys Nissan	1 15:306.29	3 1,1,10
Markus Mober D 24	Corally, LRP, Momo Carson, Robitronic Sanwa	Corally C10X	Corally Sanyo 3000	Corally 10 Triple	LRP V7.1	Corally Purple	Corally Green	Sanwa M8	Sanwa ERGRR	36.6	Andys Nissan	2 15:307.81	2 2,7,1
David Spashett GB 24	Trinity, TRC, LRP, KO Yokomo, Intronics	Trinity Switchblade	Trinity Panasonic 3000	Trinity 8 Dbl	LRP V7.1	TRC Purple	TRC Green	KO Vantage	KO 2004	34	Protoform Peugeot 905	3 15:309.75	3 3,2,2
Jillies Groskamp NL 20	Corally, LRP	Corally C10X	Corally Sanyo 3000	Corally 9 Dbl	LRP V7.1	Corally Pink	Corally Green	Sanwa Super Exzes	KO 1012	33.7	Protoform Peugeot 905	4 15:311.17	4 3,4,4
Oscar Jansen NL 32	Orion, HPI, KO, LRP Corally, Carson	Corally C10X	Orion Sanyo 3000	Orion 11 Dbl	LRP V7.1	Corally Pink	Corally Green	KO Vanage	KO 2173	42.7	Hot Bodies Toyota	5 15:313.09	5 4,3,7
Marcus Epstein GB 18	Assoc, Reedy CML, KO	Assoc 10LS	Reedy Panasonic 3000	Reedy 9 Triple	LRP V6	Jaco Pink	Jaco Aqua	KO Vantage	Mikes KO 2143	35.6	Andys Nissan	6 15:316.50	7 5,6,3
David Marmand F 24	Energie, DS	Trinity Switchblade	Trinity Panasonic 3000	Trinity 10 Triple	LRP V7.1	Jaco Purple	Jaco Green	Sanwa M8	KO 2143	35.2	Protoform Nissan	7 15:317.32	7 7,5,6
Simon Rubert F 25	LRP, L'Albatros	Trinity Switchblade	LRP Panasonic 3000	Orion 11 Triple	Novak Cyclone	Jaco Purple	Jaco Aqua	KO Vantage	KO 2143	41.5	Protoform Nissan P35	8	9
Phillipe Vialla F 25	JTN, Corally, RMD Minigrafex	Assoc. 10LS	Corally Panasonic 3000	Corally 11 Triple	LRP V7.1	Corally Purple	Corally Green	Futaba FF3	KO 2015	42	Protoform Nissan	9 15:321.59	8 6,9,9
Lena Schleppe D 15	Corally, LRP	Corally C 10X	Corally Sanyo 3000	Corally 11 Dbl	LRP V7.1	Corally Gold Star (H)	Corally Green	KO Mars EX1	Sanwa ERGRR	36.8	Hot Bodies Toyota	10 14:300.98	10 9,8,10

The 2000 Pro-10 European Championships took place at the CRO Track in Granja, Sintra, Portugal on July 28th to 30th. Hosted by the FEPRA (Federação Portuguesa de Radiomodelismo Automóvel) and CRO - Clube de Radiomodelismo, this permanent facility is located approximately 20 km to the west of Lisbon and 10 km to the north of Estoril and has previously held the Senior (over 40s) 1/8th Gas Euros, as well as the 1/8th and 1/10th Gas Saloon Euros. The track was quite fast but with a slow in-section and the track surface was a bit different with drivers struggling to get their grip to last.

Britain's David Spashett, driving for Team Trinity, was there to defend his title he had successfully retained last year. His Trinity team mate, Andrew Moore, was hoping to make



The superb circuit