

Bob Errington's

PIT PATTER

This year it was the turn of the Italians to stage this prestigious event and they chose to run it at the Monsano circuit near to Ancona on the Adriatic coast.

The distance involved must have put many English drivers off and as a result we did not fill our allocation which may mean we lose numbers for future years. Three of our drivers had not been to a Euro Champs before and to these we should extend our thanks for trying to keep the quota up. Several of our drivers are concentrating hard on trying to qualify for next years World Champs in the much nearer location of Holland, but it should be remembered that, the only reason we get allocated the number of drivers that we do get is because of the number of competitors that we have always sent to major events! I.e. if no-one attends Euro Champs meetings then we will get no places allocated for World Class events.

For many years we had the largest numbers at these meetings, only to be eventually overhauled by the strong Italians. But here in Italy, we had sunk to a joint fourth.

Italy was top, as you might expect, with a grand total of 20 drivers with the fourteen countries participating turning up as follows:

Italy	20 Drivers
Germany	13 Drivers
France	11 Drivers
Switzerland	10 Drivers
England	10 Drivers
Sweden	7 Drivers
Holland	6 Drivers
Denmark	5 Drivers

Winner; Lamberto Collari.



Belgium	5 Drivers
Austria	3 Drivers
Luxembourg	3 Drivers
Spain	3 Drivers
Monaco	2 Drivers
Yugoslavia	2 Drivers

This being the first time that Yugoslavia had entered an EFRA meeting, they were officially welcomed at the opening ceremony.

The English team consisted of, in alphabetical order; Murray Collins, Dave Dixon, Roger Doran, Bob Errington, Dennis Jones, Paul Pagdin, Nigel Sayles, Mark Stockford, Colin Straus and last but not least, Steve White. Out of this ten we had 6 Serpent Sprints, 3PB Phoenix and 1 SG Space with consequently 6 'S' power engines, 3 Nova Rossi's and one Picco. Most of the team drove the 1100 odd miles each way, with Dave Dixon actually being brave enough to tow a caravan as well! The rest of the team elected to fly down to Bologna airport and then take a hire car for the mere 180 remaining miles.

Those that drove, started to encounter the much warmer temperatures from central Germany onwards and to give you some idea of the temperatures, just after our car load of four had entered into Italy, we stopped at a service point to take on liquid refreshment and had to part unload the rear of the car. Imagine the thoughts then when we noticed that the plastic wishbones on the Serpents were actually sagging with this heat and loading the suspension springs. Further investigation only showing that the plastic was more



Lone Englishman Steve White representing us in the final.

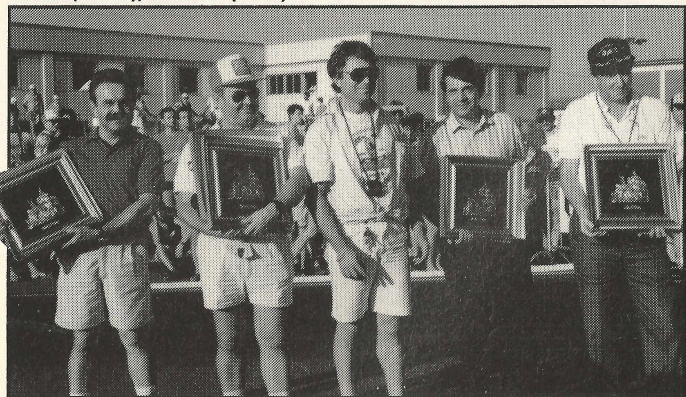
akin to the rigidity of a jelly baby! The temperature in the car? Well in the passenger area it was showing about 100°F, in the shade! Who knows what it was under the glass at the rear of the estate car!

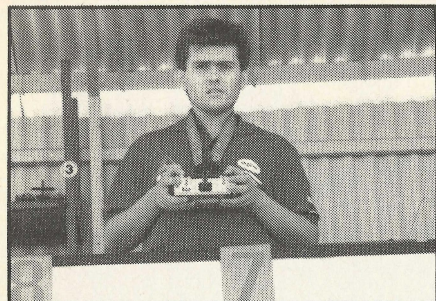
The journey south through Italy took us into Modena and we took the opportunity to try and find a Hotel for the night. To no avail, but we did pass the Maserati factory and one of Ferrari's, also pausing to stop and stare in the roadside showroom full of Testa Rossis, GTS's and a sole F40! And to think that only some two weeks later we would hear that Enzo Ferrari had passed away. The end of an era, perhaps things at Ferrari would change now!

To all of you who are now worried that we hadn't found a Hotel, let me tell you that all was well in the end. The Italians though do have some strange customs, like putting signs up showing the way to a Hotel and then suddenly there are no signs and no Hotels either! We followed several of these till we eventually concluded that either some silly had swopped all the signs about, or that this was like Spain where it is common place to find your booked Hotel doesn't exist. Either way, we eventually passed one on the 'A' road to Bologna which we duly stopped in. It was a pleasant surprise to find the rooms air conditioned and very cheap at that. The good nights sleep that we got was much appreciated, we wouldn't know how much so till later in the week!

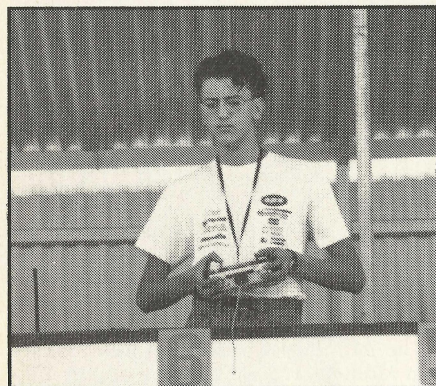
Two and a half hours in the morning concluded the journey once we had managed to escape the friendly clutches of the hos-

The four engine manufacturers/sponsors get their accolades. Left to right; Garoffoli (Super Tigre), Rossi (Nova Rossi), Track Owner, Picco (Picco), Mutzio (OPS).





Massimo Fantini settles the new 'Blitz' car in during the warm up.



Top qualifier, Daniele Cantarella in warm up.



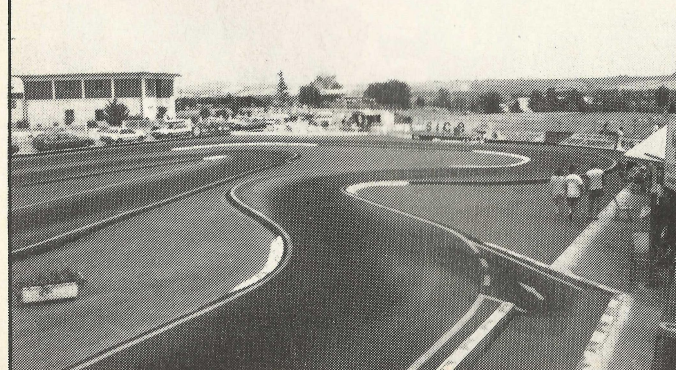
The 1987 winner, Albert Grob from Switzerland concentrates hard alongside Colin Straus.

pitable landlord, who was most insistant that we sampled each and every one of his local spirits!

On arrival at the circuit we found our own Dave Dixon busy rebuilding his PB Phoenix. 'Problems?' we asked. He smiled quietly to himself. "This is my third rebuild!" he replied, "And I only arrived yesterday!"

There was an air of resolve in his voice as he continued the re-build.

Circuit from rostrum.



"Going out to practice then?" he asked.

It was obvious that Dave knew something, but he wasn't going to tell. Still it was not long before we found out for ourselves. You see, we had been informed that the circuit had been re-surfaced, what we hadn't been told was that the re-surfacing was some nine inches above the old circuit! Not only that but the edging to this was in the form of Toblerone shaped concrete with the combined effect that if you made just one slight mistake, then you became part of the European space program and your car became somewhat distorted, just like Daves had been!

To say the circuit was destructive would be a gross understatement. True, it was fine if you drove slowly or managed a lap without a mistake, but the chances of that were remote to start with. The most difficult section was the chicane on the return back straight. There was no straight line through but you wouldn't have thought so to see the drivers who obviously know the circuit. However, as traction improved, so the number of wrecked cars reduced although there was still that mysterious interference which seemed to effect so many people, usually once (after that the car was no longer anyway!).

Enough of the problems though. The circuit was demanding in all respects with a 90 metre straight running into a flat sweeping bend which could be taken without lifting off (not for the faint hearted)! As we said earlier, the surface was some nine inches above the base and there was virtually no chance of getting back on if you should 'fall' off, thus the builders had placed some ramps around the circuit to facilitate the climb back. There were only about half a dozen of these around the circuit and so this in itself cost a lot of time trying to re-mount, such that it soon became obvious that if you 'fell' off the main straight, then you just ran full pelt down the gully, on the loose and then back up on the ramp at the end, providing you hadn't made contact with the metal fence!

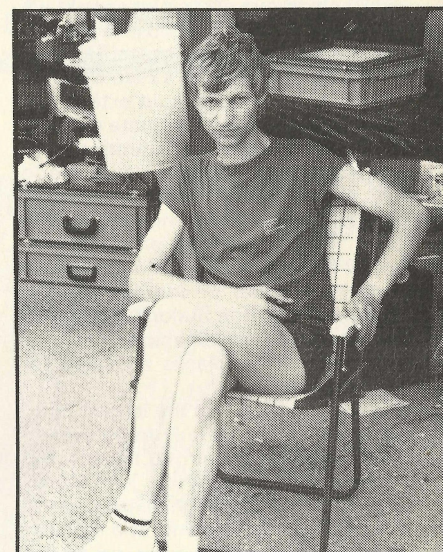
Friday was organised practice day, which meant that you were due four dummy rounds of heats to try and eliminate any potential problems. Whilst this was going on the cars were being scrutinised by the race officials, which is where a problem started to evolve.

Now EFRA has passed a rule regarding what tuned silencers are legal with a view to keeping the noise problem in check. An official list of approved silencers had been drawn up together with all the appropriate dimensions so that each silencer could be identified. First problem, many of the approved silencers were 1 or 2 mm short on the outlet pipe from the supposedly official

figures. Race officials would not therefore accept the silencer. New, wrapped, silencers were opened to find that these too did not comply! Some silencers were deemed to be 'near enough', but would that stand if the silencer was checked again later? Needless to say an official protest was made and the organised practice stopped whilst the Team Managers and the Race Officials sat down to try and sort this out.

Next stage was when EFRA decided that it was the installed length of the outlet pipe that mattered and that this should therefore be measured from within the silencer. At this, the Italian officials decided that this was too much, it was not an interpretation of the rules, but a change to the rule. They also decided that if this was to stand both they, the officials and the entire Italian team would withdraw from the whole event!!

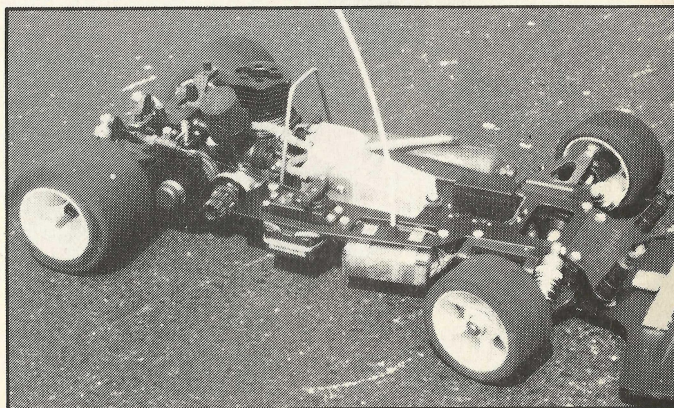
There then followed a short interlude of some two hours whilst a solution to this dilemma was sought. Everything meanwhile was static and all present just sat around in the early afternoon sun pondering as to whether there will still be a European Championships.



Germany's Jurgen Bahr caught semi-relaxing.

Finally a compromise was reached in the form of one millimetre. Yes a single mm became the answer to both sides stand. The original set of dimensions were still to stand but a tolerance of this one millimetre was now included. Amazing isn't it that if this 1 mm had not been agreed then the whole Championships would probably

Rody Roem's Serpent Spirit.



Anders Ljungquist from Sweden in the Final.



The English in action. Paul Pagdin and Murray Collins helping support the bar!

have been cancelled. The word ridiculous comes to mind!

Grateful as we all were that the meeting was back on, it had completely finished the rest of the day thus moving us straight into the qualifying heats on Saturday morning.

The very first heat set a blistering pace for the new 'Blitz' car of Massimo Fantini, who scored a near perfect run of sixteen laps in 13.1 seconds, a full lap upon Bernhard Haas, his nearest rival. This 'Blitz' car has been designed by former SG designers Agostino Caronello and Maximo Garofoli and bears more than a passing resemblance in several areas to the SG Space. Although there are many features on the 'Blitz' which are absolutely unique to model cars so far produced. This car is due to be released in February next year and could well be a replacement for the now **Serpent's Rody Roem working with Daniele Cantarella.**



apparently defunct SG. The front suspension has two novel features, one taken from the SG Space, namely the camber of King pins, the other being the angle of the top wishbone which many people thought most strange. Strange as it might be, it certainly worked for Fantini.

Heat two featured European Champion, Albert Grob who set off his chances with a 15 lapper in 10.1 seconds, nearly a lap away from Fantini. Heat three had a whole host of potentials and it was a credit to the new staggered EFRA start system that all got clean starts. Not only this heat, one should add, but 90% of all the heats had perfect starts, which in itself is 100% better than previously.

It was Rody Roem who won the heat on 16 laps in 8.4 seconds and Jurgen Bahr from Germany on 15.6 seconds. The sixteens were starting to clock up! Heat four had our Dave Dixon who didn't finish the heat but still managed fourteen laps. Not bad for a start but Dave was not to know that this would be his most trouble free heat!

The following heat five had Nigel Sayles score an opening 14 laps in 6 seconds but eclipsed some what by Lamberto Collari (who), a young local Italian driver who had clocked in a sixteen in 17.1 seconds with an SG Space!

Michael Mielke drove his Space to a 16 in 12.9 seconds in heat six followed by his fellow countryman, Klaus Hoeschen, one heat later with a 16 in 17.2 seconds. Klaus now running a Serpent in preference to last years Mantua.

Heat 8 was another all star line up but only Roberto Pezzini scored a 16 in 18.6 seconds. Paul Pagdin clocked a 14 in 7.1 seconds and like team mate Dave Dixon, this was to be Pauls only finish.

The last two of the heats could not better 15 laps although Roger Samli ran out of fuel on his last lap.

Thus at the end of Round One we had nine 16 lappers with Rody Roem heading the list. Straight into round two.

Roger Doran in heat one managed his best time of 14 laps and in this level of company that is very respectable. Albert Grob, in heat two, lifted himself into the 16's whilst heat three again saw four 16 lappers go in. Cantarella improving his time to 7.0 seconds, Bahr to 8.6 seconds and Jakob Buhler to 11.2 seconds.

Heat five again saw Collari with a sixteen, this one some 10 seconds quicker, with Renè Schar also going onto 16. Next quick heat was number eight with Stefan Habbecke on 16 in 7.6 seconds and Steve White opening his account with 16 in 17.1

seconds.

A few more sixteens did go in before the end of the round, so at the lunch break we had now seventeen people on sixteen laps with Daniele Catarella top qualifier and Lamberto Collari second, just 0.1 second behind. Rody Roem had slipped to fourth and Stefan Habbecke was holding on to that third spot (top four at end of qualifying being straight into the Grand Final without having to suffer the ordeal of semi or quarter finals).

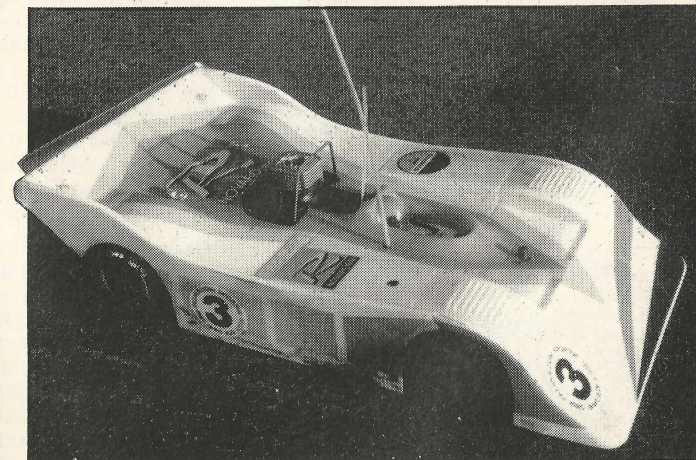
The third round got under way on time and up until heat six nothing blistering happened, except maybe if you had stood outside in the sun for the lunch break. The two Picco brothers had moved into the 16's with Lars Sonnerud, but in heat six Michael Mielke ousted Roem out of the top four with a 16 in 7.1 seconds. It was the turn of heat 8, this round to produce four 16 lappers, Anders Ljungquist surprising everyone with 7.1 seconds from nowhere, Steve White coming down to 12.5 seconds and Michele Baruzzi and Moris Margarucci both joining the club. The last 16 of round three came from Stefano Colombini whose Associated had always looked fast and stable throughout the weeks practice sessions. Now we had twenty four drivers on sixteen laps. Cantarella was still top with Collari and Ljungquist tied in second and Habbecke now holding on to that fourth spot.

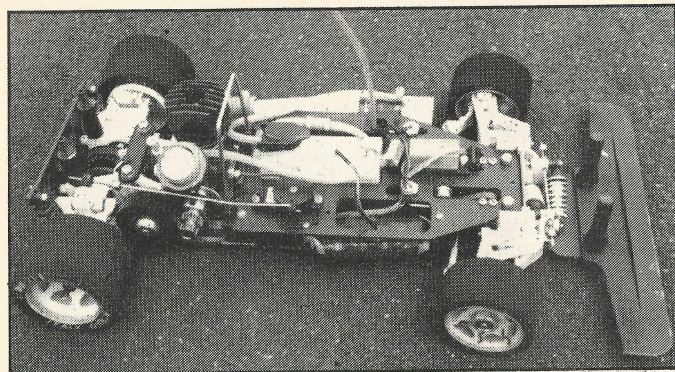
So into the fourth and final round with many drivers not yet happy with their performances. Fantini in heat 1 set the old

Rody Roem is presented prior to Final.



Collari's very stable SG Space.





The BP car of Italian Stefano Solaroli.

tongues wagging again by pedalling his new 'Blitz' round to a new FTD of 16 in 6.6 seconds and hence pushing Habbecke back out of the top four. It wasn't to last for long though as in heat 3, four drivers again scored 16. Cantarella had retaken pole with a time of 6.1 seconds whilst Domenico Calce finished his first heat with the second 'Blitz' car in a time of 16 in 8.9 seconds. Peter Warfvinge moved into the 16's whilst Jakob Buhler notched up another 16, making three in total, although not quite as quick as before.

Much had been expected from Germanys Michael Salven as his form over the last two seasons has gone from strength to strength. Here in Italy though, he had been seen little in practice and had certainly not had the best of luck in qualifying. Heat four seemed to be thus quite a relief as he clocked 16 in 7.9 seconds to assure himself of a place in the semi-finals (upto then he had not even been in the top 60!). Alberto Picco improved his time and Jacques Mouton joined the 16's to boost the heat four qualifiers.

Heat five this time was not as quick with Collari retiring early, although Englands Nigel Sayles used the heat to gain his best time of 15 in 2.7 seconds.

Heats six and seven saw two more join the 16's, whilst heat eight saw Steve White cut half a second off of his best time and Stefan Habbecke try to regain at least fourth slot, but fail even to match his previous best.

Mark Stockford on his first Euro Champs visit attained his best in heat nine to move onto a 15 in 14.9 seconds and with only one more sixteen in heat ten, this ended the qualifying. Drivers started to contemplate where they were lying and there were many long faces when the final qualifying list eventually arrived. Main list was as follows:-

1	Daniele Cantarella	I	Serpent/S Power	16	6.1
2	Massimo Fantini	I	Blitz/Nova Rossi	16	6.6
3	Lamberto Collari	I	SG/Nova Rossi	16	7.1
4	Anders Ljungquist	S	Serpent/Nova Rossi	16	7.1
5	Stefan Habbecke	D	Serpent/Nova Rossi	16	7.6
6	Michael Mielke	D	SG/OPS	16	7.7
7	Michael Salven	JD	Serpent/S Power	16	7.9
8	Rody Roem	NL	Serpent/S Power	16	8.4
9	Jurgen Bahr	D	Serpent/Mongal	16	8.6
10	Domenico Calce	I	Blitz/Nova Rossi	16	8.9

15	Steve White	GB	Serpent/S Power	16	12.0
36	Nigel Sayles	GB	Serpent/S Power	15	2.7
41	Bob Errington	GB	Serpent/S Power	15	4.9
60	Mark Stockford	GB	Serpent/S Power	15	4.9
64	Dave Dixon	GB	PB/Nova Rossi	14	
74	Paul Pagdin	GB	PB/Nova Rossi	14	7.1
78	Roger Doran	GB	Serpent/S Power	14	19.5
79	Colin Straus	GB	PB/Nova Rossi	13	
94	Murray Collins	GB	SG/Picco	12	
98	Dennis Jones	GB	Serpent/S Power	7	

As you may gather, our Dennis didn't have the best of luck, perhaps he was suffering from withdrawal symptoms as he was not allowed to even touch the official computer systems!

Out of the 100 entered, two did not actually compete, oops! Sorry Den! But out of this 98 we can analyse the entry as follows:-

Cars		Motors	
Serpent	63	Serpent 'S'	40
PB	12	Nova Rossi	26
Mantua	6	OPS	14
SG	6	Picco	14
Associated	3	Mondial	3
BP	3	Rossi	1
Delta	3		
Blitz	2		

Finally on the Saturday we had two consolation finals for positions 91 to 100 and 81 to 90. Our Murray Collins featured in the first with Dennis Jones. Den did not run and Murray only managed 16 laps in fifteen minutes, which just about summed up their weeks.

Saturday night was arranged as a 'Do' for the race officials and the team managers and judging by the staggered state of them all when they arrived back at 2.00 am, they must have enjoyed themselves.

Sunday morning seemed to dawn very quickly, especially when some silly so and so was running his car round the circuit just before 7.00 am!! Needless to say, a few of the competitors told him how to improve his chances of being alive at 8.00 am!

At 9.0 the 1/32 'B' Final got under way with England's Dave Dixon, Paul Pagdin and Roger Doran. Dave held onto second place for a few laps until the leader rolled and let Dave through to the lead with Roger up into fifth spot and Paul back in seventh. Then for a short while Dave was in the lead with Roger third and Paul fourth. At 1 1/2 minutes, Dave fell off the circuit letting Paul into first with Roger now in fifth. At 4 minutes Paul came in for fuel with Dave now down in fourth and Roger a little way behind. At this stage Dave came in early for fuel and an adjustment of his mixture, which in all cost him a full lap, thus leaving Paul now back in front with Dave in fourth.

Basically, from then on, positions didn't change, except that Paul's inevitable extra fuel stop dropped him to second, Dave finished fourth, half a lap down with Roger coming home a splendid fifth. Still at least Paul had moved up into the 1/16s finals.

The 1/32 'A' featured Colin Straus who, like Dave Dixon, finished out of the top three in fourth place, so we moved on to the 1/16's.

The SG of Michael Mielke.

The 'B' now featured Paul Pagdin and Mark Stockford, but it was to be the end of the line for both of them, as first went to Mantua driver Fulvio Lodi on 59 laps, second to Eric Vandereyt (that man from last year who had moved right on up into the main final — was he on his way again this year?) with Guy Dejean third, Mark Stockford had finished 5th with 53 laps and Paul 6th with 49 laps.

The 'A' had no English content and went to Alessandra Aspesi on 59 laps. Werner Rosenhammer second and Karl Heinz Shafer in third.

Nigel Sayles was running in the first of the 1/8 finals and after the twenty minutes he had held onto third spot behind Robert Hofmann on 60 laps and Harald Huhn. The second 1/8 was not so good for Bob Errington after an engine cut put paid to what looked like a third place. Peter Harder won on 60 laps, Herman Raith second and Werner Rosenhammer third, making it two finals on the trot with Bob back in fifth on 56 laps.

By the quarter finals, the pace had not really altered, but this time Nigel Sayles had a few snags which left him on 52 laps and that fourth place. Jack Erman had come home first on 60 laps with Robert Hofman second and Michele Baruzzi third. Moris Margarucci took the 'B' with a high 61 laps with Roberto Pezzini second and Peter Harder in third.

There now followed the lunch break and the practice session for the top four qualifiers. The most obvious thing about this session was the 'Blitz' team, who were still trying various different settings on Fantini's car. Cantarella's car looked quick and it certainly was beginning to look like he would avenge himself for last years disqualified win (15 grammes underweight if you remember).

The 'B' semi final got under way with Rody Roem shooting straight out into the lead followed by Michele Baruzzi and Robert Hofmann (the latter two having come up from the 1/4) Hofmann obviously had got used to the circuit now as he moved into the lead with Roem second and then Baruzzi Calce, Haechler, Alberto Picco and Schar. Hofman started to run out of steam by the ten minute half distance mark as now Roem lead from, Calce, Hofmann, Schar and Erman. shortly after this Rody Roem's car cuts and he loses precious time in the pits letting Calce into the lead, but still holding second spot from Hoffman, Schar Picco and Haechler. At this stage the circuit had to bow its toll and there were just five cars running. Rody managed to re-take the lead when Calce ran into problems, but at least these two were guaran-



2nd, 1st and 3rd.

teed places (the first two from each semi going into the final with the next fastest from either semi being the last to make up the numbers).

Result Of Semi 'B'

1	Rody Roem	61 laps	7.3 secs
2	Domenico Calce	60 laps	1.2 secs
3	Robert Hofmann	60 laps	8.8 secs
4	Traugott Schar	59 laps	19.9 secs
5	Alberto Picco	55 laps	5.7 secs
6	Andrea Haechler	54 laps	2.8 secs
7	Jacques Mouton	31 laps	
8	Jack Erman	29 laps	
9	Michele Baruzzi	26 laps	
10	Michael Mielke	6 laps	

The second semi appeared to get off to a clean start but within two laps there was a large pile up involving about half the cars. Michael Salvem had taken the lead from Steve White, Stefano Colombini, Jurgen Bahr, Pezzini, Habbecke, Margarucci, Sahli and Buhler. Colombini rolls his car which seems to have damaged something as he starts to go slower down the straight. After the first pit stop the cars are settling down with the order, Salven, Bahr, Margarucci, White, Sahli, Pezzini, Habbecke, Colombini, Buhler and Harder. Somehow Bahr finds a way past Salven and Habbecke runs into more trouble dropping down the field. By the second fuel stop the order has been firmly established with the top four a short distance away from the rest. Sahli ran into terminal problems and retired, but the real battle was between Bahr and Salven who circulated around the circuit as if tied together with string, finally finishing up just 0.5 seconds apart!

Result Of Semi 'A'

1	Jurgen Bahr	62 laps	1.4 secs
2	Michael Salven	62 laps	1.9 secs
3	Moris Margarucci	61 laps	0.4 secs
4	Steve White	61 laps	10.0 secs
5	Stefano Colombini	60 laps	17.5 secs
6	Jakob Buhler	59 laps	17.0 secs
7	Stefa Habbecke	58 laps	4.4 secs
8	Roberto Pezzini	58 laps	19.4 secs
9	Peter Harder	47 laps	13.7 secs
10	Roger Sahli	39 laps	

As this had been the quickest of the two semi's, it meant that the first four all joined the final meaning that Steve White was in the final on position no. 10.

There was a twenty minute recess for these drivers to prepare for the 45 minute European Championships and believe me, it is not very long to ckeck everything over, re-charge the ni-cads, put new numbers and tyres on, etc., etc.

Surprise, surprise. At the start of the final, Cantarella on pole position, is awarded a one lap penalty for a jumped start. For the pole position Italian to be so penalised by an Italian official is surely

proof of absolute fairness. The actual penalty must have seemed like an almighty blow to Cantarella as it is certainly not the way to become European Champion. On the road though it was Cantarella in the lead from Fantini, Bahr, Salven and Roem. Roem moved up quickly to third place before the car rolled off the circuit losing him lots of places. Now it's Fantini in the lead followed by Collari, Salven and Steve White up to fourth. Fantini hits a problem and drops back moving Steve up to third, then suddenly Salven is missing and Steve White is in second place as we are approaching the first fuel stop!

At six minutes, it's still Collari in first with Steve second and Salven third. Then a mistake loses Steve places when a mistake puts him on his roof and the marshalls seem to take an eternity to arrive, dropping him back to fourth.

One third distance and Collari still leads from Salven and Cantarella. Half distance, 22 1/2 minutes and Cantarella's lost lap is beginning to have less effect, but by now Rody Roem has retired when his special FET powered servo has destroyed itself after falling off the car.

As the hooter blasts the end of the 45 minute ordeal, Collari just does not seem to be able to believe that he has become champion. The local lad, being just fifteen years of age, is fairly moved by the entire Italian ensemble. There is a strange air amongst the manufacturers as there is no longer an SG concern! The German pairing of Salven and Bahr have done exceptionally well to finish second and third. Blitz are disappointed in one way, but pleased that both cars made it to the final.

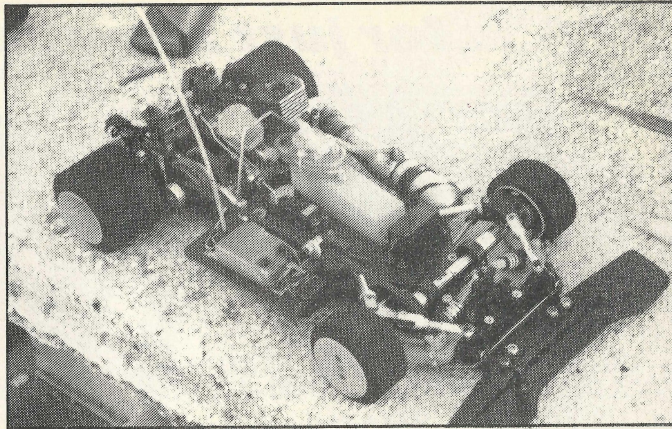
The final positions then as follows:-

1	Lamberto Collari	I	139 laps
2	Michael Salven	D	137 laps
3	Jurgen Bahr	D	136 laps
4	Massimo Fantini	I	134 laps
5	Moris Margarucci	I	133 laps
6	Daniele Cantarella	I	133 laps
7	Steve White	GB	128 laps
8	Anders Ljungquist	S	113 laps
9	Domenico Calce	I	96 laps
10	Rody Roem	NL	35 laps

Other British final placings were:-

27	Nigel Sayles	52 laps
41	Bob Errington	56 laps
55	Mark Stockford	53 laps
57	Paul Pagdin	49 laps
67	Dave Dixon	54 laps
68	Colin Straus	51 laps
69	Roger Doran	50 laps

Right, Close up view of the much modified chassis on Collari's SG Space.



One of the three Delta's present, this one belonging to Spains Riuz Borja.

Half Distance Positions

1	Collari	71 laps
2	Salven	71 laps
3	Fantini	70 laps
4	Cantarella	70 laps
5	White	69 laps
6	Bahr	68 laps
7	Margarucci	65 laps
8	Calce	61 laps
9	Ljungquist	47 laps
10	Roem	35 laps

At the thirty minute mark, positions have changed a bit, now Collar has a two lap lead on everyone.

Two Thirds Distance

1	Collari	95 laps
2	Salven	93 laps
3	Cantarella	93 laps
4	Bahr	92 laps
5	Fantini	92 laps
6	White	91 laps
7	Margarucci	90 laps
8	Calce	79 laps
9	Ljungquist	79 laps
10	Roem	35 laps

With just five minutes left to run and now Cantarella has dropped back to fifth and Calce down to ninth. Cantarella is obviously having some problems, as in the last few minutes, he is the only one to change positions, downwards. At least the British got a good grouping!

The race over, the awards presented, everyone was packing up and even now there was talk of the 1989 Euro Champs. Now — what is the best way to get to Madrid?

