

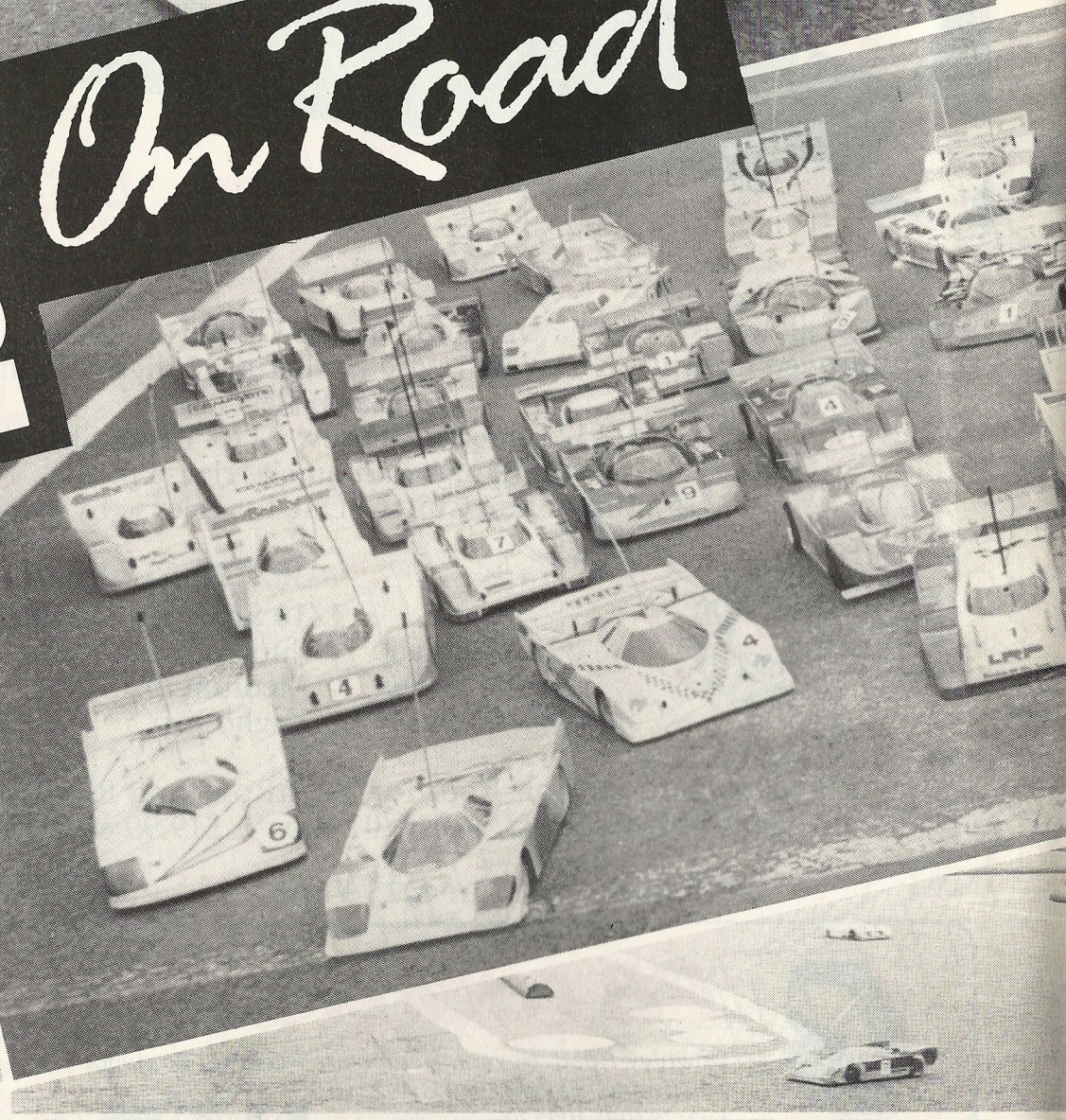
EUROPEAN CHAMPS

Dave Gale reports on a win for LRP and the new TRC Pro 10 car at the Euro Champs

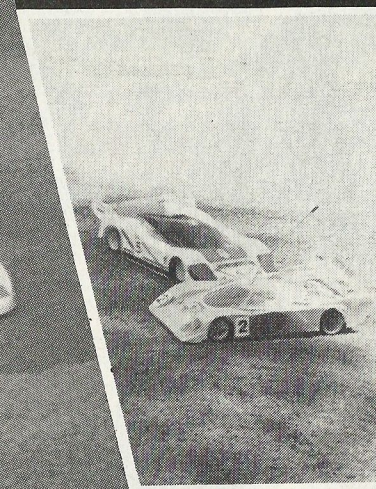
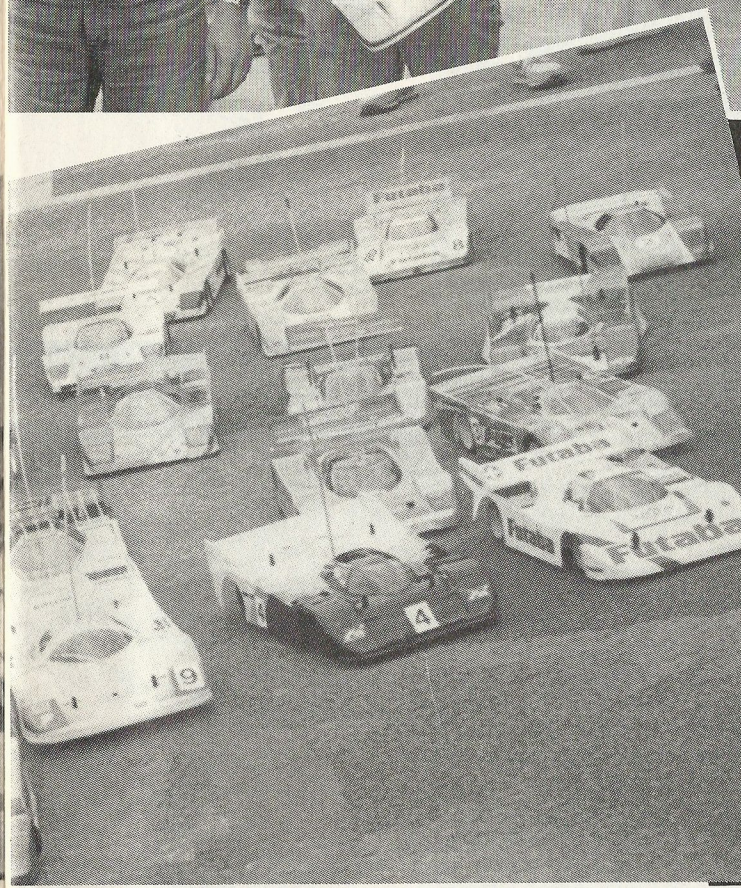


On Road

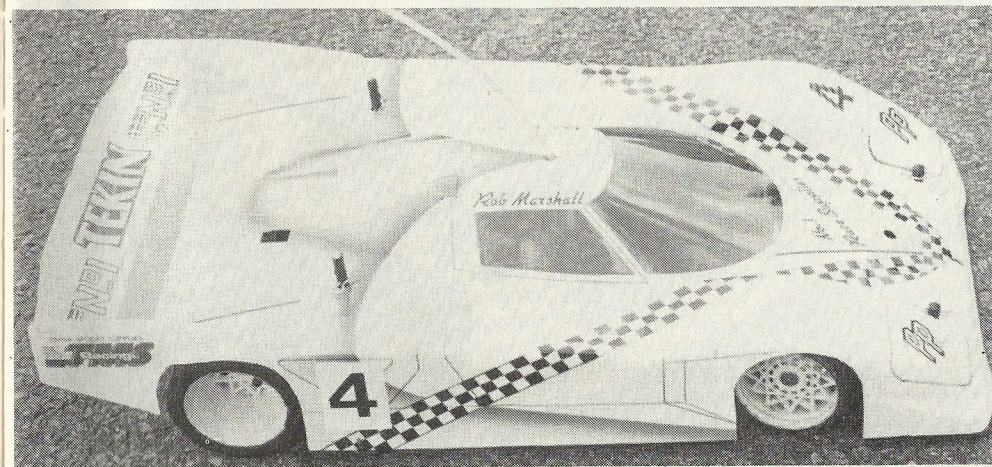
Below: Jimmy Davies with his TRC. Right: The competing cars assembled.



Above: Some of the drivers and cars competing including Mike Haswell of RRC.

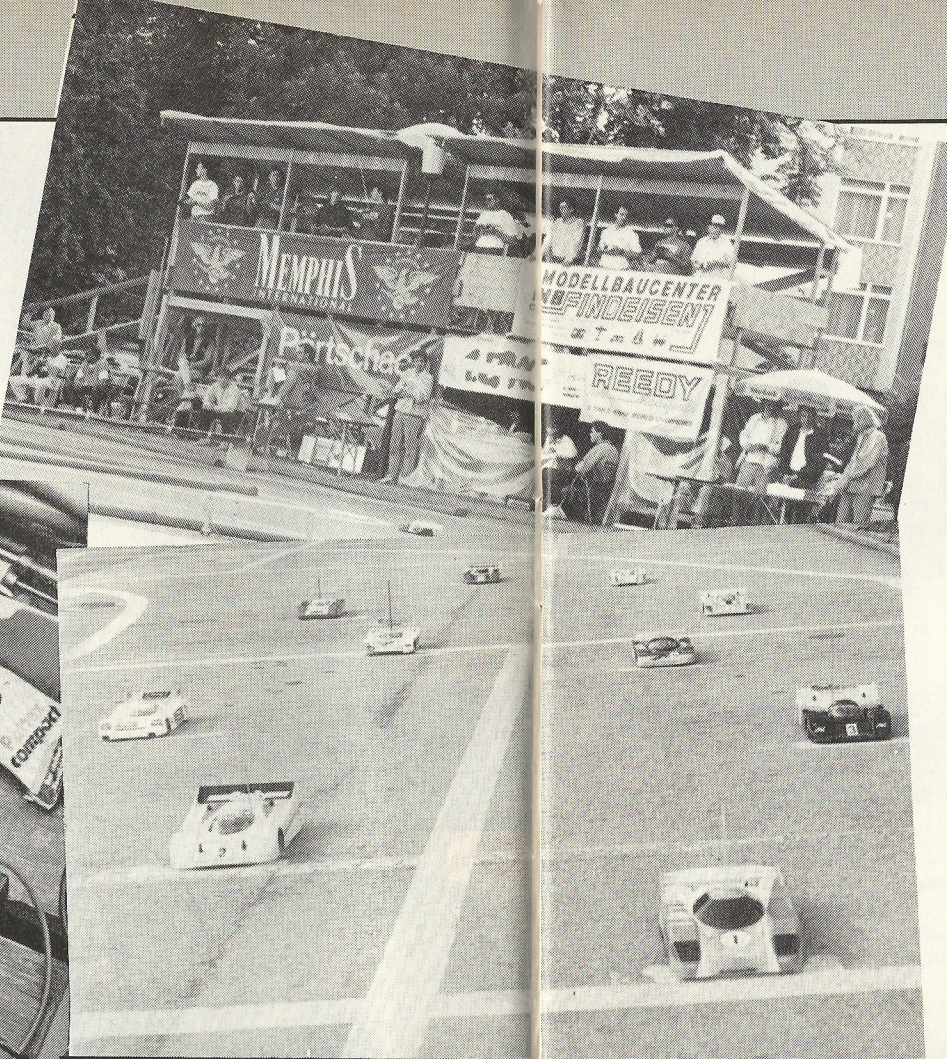
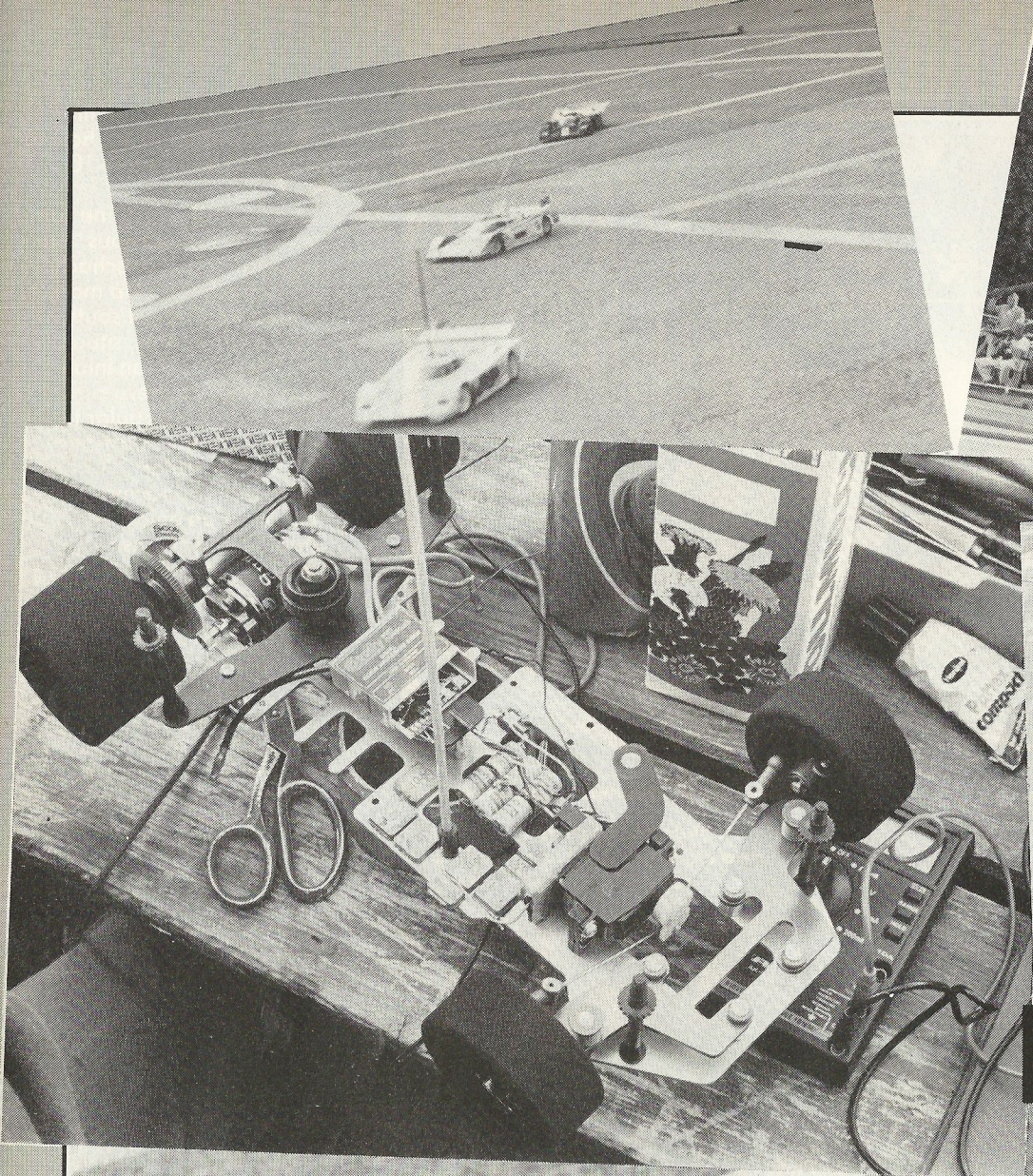


Rob Marshall's Tekin, TMS car. Above: 'T' bone action from the heats.

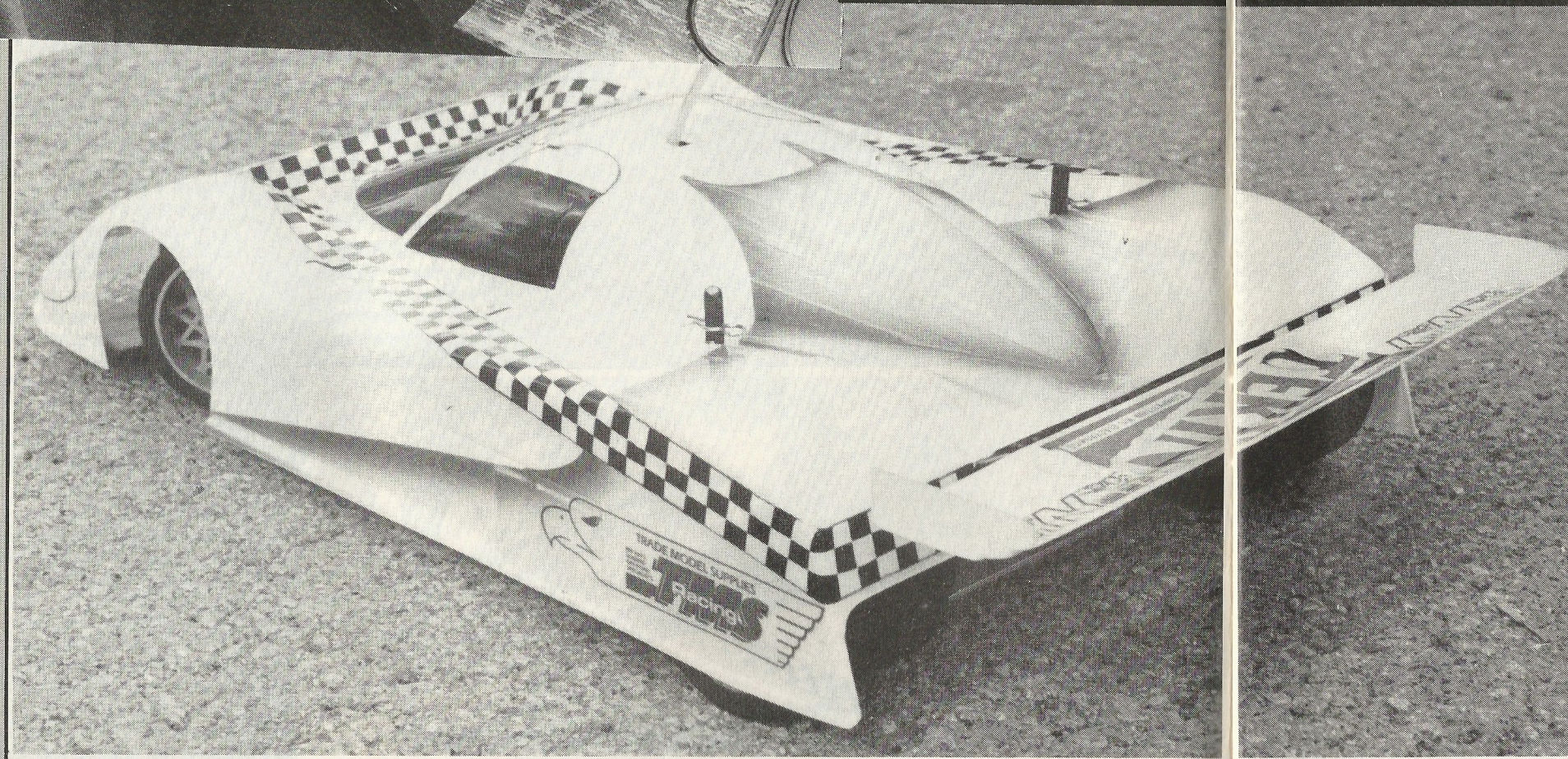


Sunny and beautiful Austria played host to the 1990 PRO-10 European Championships, at the same venue as the previous year's International, Portschach. Portschach is an up market Tourist Resort, just south of the Austrian Alps, situated on the banks of an inland sea, lake Worthersee, which makes it very popular for all forms of water sports. In such spectacular surroundings, racing becomes an enjoyable hobby, and seems to mellow attitudes towards other competitors, which must be to the advantage of all. As usual, Paul Srna was the Chef in charge, an amiable fellow with such a laid back approach, Paul makes Nick Adams look positively Hyperactive. To drive by car takes about 12 hours, or 900 miles from Dover, and you soon realise just how impatient the Germans are, as the Big Merc 5 inches from your bumper starts flashing lights, indicating left, and gesticulating. You pull over to let him through, just in time for 5 Merc's, 6 BMW's and a Porsche to flash past at the sort of speeds normally reserved for racetracks.

The meeting, held over three days was arranged so that Friday was free/controlled practice, Saturday qualifying, and Sunday Finals. As the track was laid out on a section of car park, additives were the order of the day, with almost every concoction being tried throughout the weekend, popular brews consisting of Wintergreen, Sontan lotion (Coppertone Factor 15 being Preferred to Nivea factor 7!), Paragon, TQ, and tractite. Quite what makes sontan lotion soften the tyres, who knows?, but it was quite clear that those in the know had a significant advantage. Of course none of the local pharmacies stocked the all important coppertone factor 15, which made Mick Langridge the most popular person in the British Team, until Pete Stevens exhausted stocks. The Germans seemed to have the least problems



The grid for the final and left: Corally Pro 10. Top Drivers had a covered in rostrum.



grip, and as we eventually found out were using neat wintergreen and Coppertone factor 15. Two hours before the race wintergreen was applied, and then about an hour later, the suntan lotion. This seemed to give the highest level of grip for the longest, and certainly prevented the tyres from getting sunburnt!

On the Car front 3 makes were popular, Associated Corally, and Composite Craft/TRC, with most top drivers choosing the latter two. The Team Corally cars were box standard, although some of the Dutch drivers were sporting a lighter chassis, which to me seems a little bit pointless as the car is already hideously underweight, and if anything could benefit from a crash course in weight gain. Also in evidence amongst the team drivers were prototypes of the new Corally speed controller, with more FET's, better brakes, an adjustable current limit, and much better heat sinking ability. One of the Italian drivers had modified the car to twin wishbones at the front, by the simple expedient of cutting the beam in half. In a suicidal effort to try and get more front end bite, this was duly tried out by Oscar Jansen, TRC/Composite Craft cars were basically as kit, although most drivers played about with Anti-Roll bar stiffness and settings. Christian Keil was the sole Team Reedy/Associated representative, unusually for him running the car box standard. The associated was also very popular with the large Italian Contingent, led by Marco De Marchi.

Friday was set aside for practice, both open and controlled, allowing everyone ample time to set the cars up, and find out the best additive mixture. The track was much more open than last years, well marked out with paint and solid wooden track markers. Unfortunately there were gaps between these, which meant that it was possible to 'wall blast' on the exposed ends, especially down the very long straight, Bott dots were used to mark the apex of the

corners, but again there were some large gaps between these and the wooden markets, which meant that it was possible to cut the corners, a fact that Paul Srna made absolutely clear during the drivers briefing, and the scale of penalties to be applied to any offenders. The scale of penalties ranged from a warning for the first offence, to disqualification from the event if any competitor accrued more than 3 warnings. There were two EFRA appointed referees to observe the racing, but as usual were about as useful as leg warmers on a snake, leaving Paul as race director to dish out most of the warnings and penalties, a task which officially is not allowed under EFRA rules – More of this later.

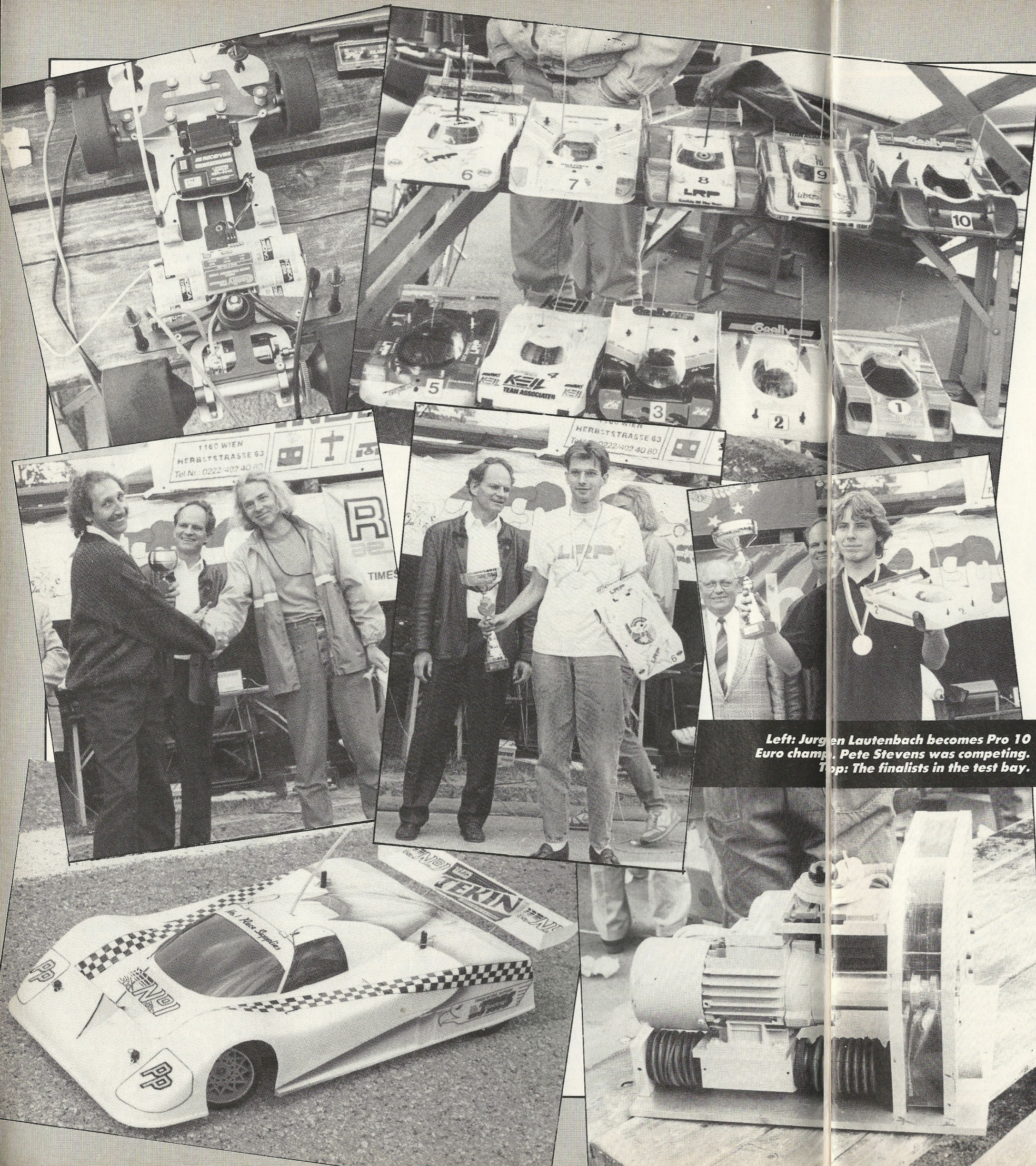
Qualifying

In the first round, Phil Davies led with 20 laps 7.4 seconds, followed by Jurgen Lautenbach, Stephan Oberle, David Gale, and Pete Stevens all on 20 laps. Jimmy Davis and William Mitchum were also going well with fast 19 lappers. In the second round, Oscar Jansen moved into second place, with Phil failing to improve. Piet (The Phantom) Goemans, and Jimmy Davis moved into sixth and ninth places with 20 lappers. Oscar's improvement was brought about by reverting to a standard set up, having 'hacked' the front beam in half for the first heat, giving him predictably unpredictable handling. In the third heat, Phil 'stonked' round the track to record 20 laps in 4 seconds, a time which was to remain at the end of the day as TQ. Mr 'Sanyo', Christian also managed a fast 20 lapper to take over second qualifying spot from Oscar, with David Gale knocking out Jurgen for 4th qualifying spot. Also going very well at this stage was Jurgen's younger brother, Karsten, who after only one year was showing the sort of form which will undoubtedly make him one of the drivers of the 90's. Ron Gerrits from Holland moved up the order, with a

20 lapper, to ensure a place in the semi's. In the final round, Oscar retaliated with a time just short of Phils, and yet another of those top four places overnight as Phil, Oscar, Christian and Ralph.

As Sunday morning dawned, it was clear that everything was not quite right, as overnight rain had drenched the track, washing away all the sugar water, Pepsi, and Tyre additive from the racing line. Ultimately this was to have a major effect on the outcome of the meeting, with the grip never matching the previous days heights. Fortunately Paul Srna had the sense to realise there was no point in holding the last round of heats while there was any standing water on the track, and postponed the start until it was dry. Perhaps with the benefit of hindsight, the track should have also been treated to another dosage of sugar water and Pepsi, to stabilise the grip. Needless to say no one improved or bettered their previous days performance, but it did give everyone a chance to test the conditions before the finals. Oscar was quickest with a 19 lapper, almost exactly a lap down on the previous day.

So with the qualifying positions unchanged the top four were relieved not to have to battle it out in the semi's. For this meeting, and hopefully for this meeting only the EFRA decided that Christmas Tree type finals were called for. Apparently this is due to the fact that the 1/10th circuit section is to abide by the 1/10th buggy rules. Presumably no-one told them that with tyre additives taking nearly 2 hours to take effect, attempting to run finals with 25 minutes spacing is not advisable. Since one of the leading lights in the EFRA committee, was heard to say that he felt it was fairer because it gave everyone a chance (Read: 'gave him a better chance') I think the sooner EFRA listen to the



Left: Jürgen Lautenbach becomes Pro 10 Euro champ. Pete Stevens was competing. Top: The finalists in the test bay.

majority of drivers views, rather than the select few the better. Incidentally the same person had other reasons to benefit from the Xmas tree system, being a distributor of a well known Lap counting program for such a system – nuff said?

Before the finals, we already had a winner, in the shape of Robert Marshall who's superb chequer pattern bodyshell took the concors. Surprisingly over half of the cars selected in the concors were British – perhaps ours last longer, so we take more care?

In the first Final, Graham Fairbrass smiled all the way to 4th position, unfortunately not enough to progress, but at least it stopped the Germans taking the micky out of his mobile Granada 4 x 4 Disco. In the 1/8th A Final, we had the three M's, Mick Langridge, Mike Haswell and Mark (Pineapple) Cousins. Mick and Pineapple finished first and second, but Mike bowed out, presumably to allow himself more time to concentrate on reporting the Event.

In the 1/8th B, Concors winner, Robert Marshall lost pole position, and could only make it back up to 4th at the end of the race, to just miss out of the 1/4 finals.

At the start of the 1/4 A finals, we had some 'Big Time' carnage as one of the Italian's pit crew was caught on the line at the start as he attempted to pull back one of two cars which 'jump started.' In the ensuing 'Melee' no one was entirely certain as to whether the race would be stopped, but once it was clear that this was not to be the case William Mitchum and Ashley Whenman took over the running to finish first and Second. Pineapple Cousins, and Mick Langridge both failed to improve; Mick suffering from tyres which had not been given enough time for the additive to penetrate, and old Pineapple being involved in the start line incident.

Radio Interference put paid to both Robin Hammett's, and young Terry Eddlestons chances

in the 1/4 B Final, so ending a disappointing day for both of them. This is yet another reason why Xmas tree finals are less fair, as you only get one chance to improve.

Semi-Finals

In Semi A, Poleman David Gale took the lead from the start, closely followed by Jimmy Davis and Marco De Marchi. David soon let Jimmy through, and the three drivers pulled away from the rest of the field, with De Marchi dropping back as the race progressed. Meanwhile behind them there was a fair amount of bumping and boring, as Graham Creasey, Constant Paul and Karsten Lautenbach tried in vain to catch the leading cars. Unfortunately for them, De Marchi put in a spurt in the closing stages of the race, to keep Constant out of the A Final by just under half a second.

In Semi Final B, we had Pete Stevens, Ashley Whenman, and young William Mitcham. At the start, Pete briefly took the lead, but after clipping a dot dropped back allowing Jürgen Lautenbach through into the lead. Piet Goemans held third briefly, but was soon passed by Stepan Oberle and Bert Van De Vecht. Soon after Pete Stevens was struck down by a massive bout of interference, which effectively ended his chances, by wiping his car out on the perimeter track barriers. This left Stephan in second, with William moving up to third until his tyres lost their edge, giving Bert the coveted third place at the end of the race. Pete Stevens then protested the result, citing his interference as a means for a re-run, but unfortunately his protest failed allowing the result to stand. Thus due to the nature of Xmas tree finals we had two drivers, Pete Stevens and Graham Creasey who having driven very well in qualifying to earn their places in the top ten, were not bystanders for the main event through no real fault of their own.

During the break before the A finals, Paul Srna organised a Run around for

the TV Camera's, with nearly 20 cars circulating the track. Paul had fitted a cam corder to a Tamiya "Big Foot", to capture some action at ground level, and with all drivers trying to hold grid formation at scale speed rather than racing speed, the results were fairly impressive to say the least. Of course several of these so called "Top drivers" managed to wipe out the camera car "Big Time", as they tried to just miss it.

A Finals

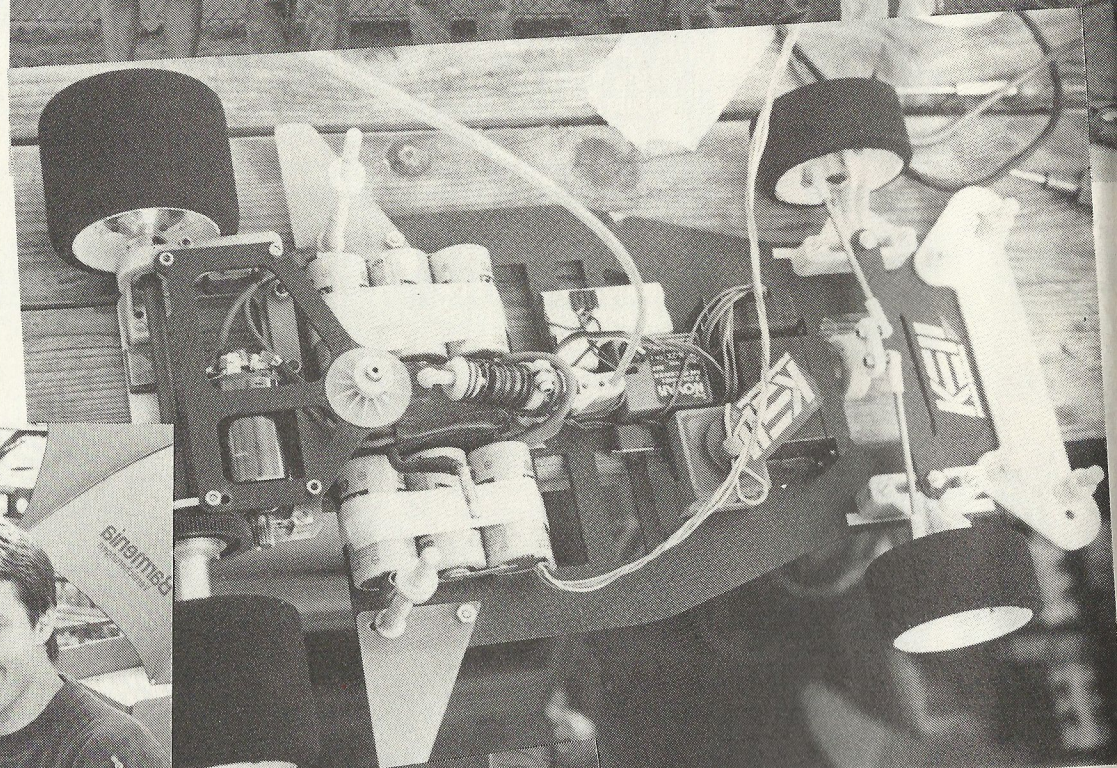
With the ten top drivers, it would be interesting to see who would take the title, as the top 4 drivers would be driving in different conditions to those in qualifying, due to the overnight rain, although the previous finals had done something to replenish the initially poor grip. In the practice A final, Christian looked uncharacteristically slow, and Phil, Oscar, and Stephan battled for the honours.

At the start of the first A final, Phil was slow off the line, which caused major league carnage at the first corner as the cars bunched up. Oscar managed to take the lead, ahead of Jürgen and Jimmy. Ralph and Stephan collided allowing Phil back through to fourth. Soon after Phil collided with the back of Jürgen's car, allowing Stephan through to third behind Oscar and Jimmy. Under pressure, both Jimmy and Oscar succumbed to Stephan's car, which was working very well through the infield, with Phil also taking advantage of their misfortunes to finish second at the end of the Race. Jürgen finished third, with the top three all on 20 laps.

Phil was his usual devastating speed off the line for the second A final, but went wide at the first corner allowing Oscar, and David through, only to chop back on David, with the resulting accident causing carnage in the bend. Phil managed to take the lead, with Ralph up to second just ahead of Stephan. Phil held the lead for about 4 minutes, but with failing tyres Stephan was soon past and gone. Jürgen and

Ralph finished second and third with Phil and Oscar making up the top five, who all finished on twenty laps. At this point few people would have betted on anyone other than Stephan winning, having justly won two of the three A Finals, but as we all know with the results based on lap times, any one of those top five could end up atop the rostrum.

For the third A Final, Phil made the most of pole, and soon opened up a huge lead, as Jimmy held up a high speed train. Oscar got past Jimmy after two laps, and soon started to close on Phil, as the latter started to suffer from undue amounts of understeer. At this point, Jurgen was sixth, but a mistake saw him cut a corner, and move up two places in the process, gaining a ten second penalty at the same time. Soon after Jurgen passed Jimmy, and started to close the distance to Phil and Oscar. At about the 4 minute mark, Phil spun out going underneath the rostrum, allowing both



C. Keil works on his car. Left: The trophies. Above: Dave Gale, British champ and your columnist.

Oscar and Jurgen through, and was soon under pressure from Ralph. This was ended in Phil's favour, as having shown Ralph a gap, Phil smartly closed it causing Ralph to come to grief on a track market. Oscar soon had a comfortable lead, but was hampered by Stephan as he came up to lap him, eventually opting for an unconventional overtaking manoeuvre, by passing underneath him! This may have prevented Oscar from making 21 laps, as his finishing time was very fast, from Jurgen.

Provisionally this left Oscar the overall winner,

from Stephan, Ralph and Phil, but Jurgen and the German team soon protested the result. Despite the fact that they admitted Jurgen had gained from cutting the corner, EFRA rules state that a penalty cannot be given without a warning being applied previously, and therefore the penalty was invalid. As usual the incident was missed by the two EFRA Referees, who opted out of the decision making process, leaving Paul to decide on the result of the protest with a team managers Vote. This was a close vote, but was eventually rightfully decided in Jurgen's favour, as the rules stand. An unfortunate end to an otherwise excellent meeting, but on reflection I feel that the

verdict given at the time was correct, as you must obey the written rules. Having said that as an EFRA member for the past 5 or 6 years, I have yet to see an EFRA rule book, which I would have thought should be issued to every new Member. Barring this and the overnight rain, the meeting was otherwise excellently organised, and Paul Srna must be thanked for his Organisational skills both before and during the meeting. My Commiseration go to Oscar, Phil, and Stephan; Oscar because he would have been the victor if it hadn't been for the protest being upheld, Phil because his car never handled the same as the previous day, and Stephan because if any one person has shown that EFRA's way

of deciding finals by time is unfair to win two A Finals, and finish third is just no reward for some excellent driving.

Final positions

Jurgen Lautenbach	40 laps 19 seconds
Oscar Jansen	40 laps 20 seconds
Stephan Oberle	40 laps 21 seconds
Ralph Krause	40 laps 22 seconds
Phil Davis	40 laps 24 seconds
Jimmy Davis	38 laps 12 seconds
Christian Keil	38 laps 17 seconds
Bert Van de Vecht	38 laps 20 seconds
March De Marchi	38 laps 23 seconds
David Gale	23 laps 10 seconds

European: Pro-10 Championships 3/6/1990

Driver/Name	Nat./Fin.	Chassis	Motor	Batteries	Speed controller	Front	Tyres Rear	Radio/servo	MM per rev	Body (w=wing)	Notes Treatment	Sponsors
1. P. Davis	GB/5	TRC 1cc Lynx	Reedy Crown Star 14DBL	Galeforce SLE	Tekin 600	TRL Green	TRL Green	JR Apex 132H	34	Assoc Nissan UW	Battery receiver pack Paragon and Factor 15	Reedy Galeforce
2. O. Jansen	NL/2	Corally Pro 10	PK 15dbl	Keil SCE	Corally prototype	TRL Green	TRL Green	2LGX 132H	41.7	Frewer Jaguar (W)	Novac receiver Battery receiver pack Wintergreen	PK Corally
3. R. Krause	D/4	Corally Pro 10	Dingo 15dbl	Keil SCE	Corally prototype	TRL Green	PK Silver	Multiplex 132H	40	Frewer Jaguar (W)	Separate receiver Battery pack 50/50 Tractite and Wintergreen	Corally Dingo
4. C. Keil	D/7	Associated 10L	Reedy 14dbl	Keil SCE	RH	Yokomo	Yokomo	Futaba Magnum KO Fet	33	Assoc Toyota (W)	Novac receiver pack Tractite and Wintergreen	Keil
5. J. Davis	GB/6	TRC/CC Lynx II	LRP Orange AE90	Top SCE	Nosram TL	TRL Green	TRL Green	Sanwa 132H	29	Andy's Merc (W)	Jimmy's plus copper-tone factor 15	Top LRP Nosram Technigad TRC/CC
6. J. Lautenbach	D/1	TRC/CC Lynx II	LRP Orange AE90	LRP - Oberle SCE	Corally prototype	TRL Green	TRL Green	KO Pro PO KO Fet	33	Assoc. Toyota (W)	Battery receiver Pack Wintergreen plus separate receiver	LRP TRC/CC Multiplex
7. D. Gale	GB/10	Corally Pro 10	PK 14dbl	Galeforce SCE	Corally prototype	PK Silver	PK Silver	JR Apex KR 4051	38.5	Frewer Jaguar (W)	Paragon	PK Corally Galeforce
8. S. Oberle	D/3	TRC/CC Lynx II	LRP Orange AE40	LRP Oberle SCE	Futaba 116	TRC Green	TRC Green	Futaba Magnum 132H	33	Assoc. Toyota (W)	Separate receiver pack Wintergreen plus suntan lotion	LRP TRC/CC Futaba
9. M. De Marchi	I/9	Associated 10L	Twister 1002 17dbl	Galeforce SCE	Novak 410 MXC	TRC Green	Assoc Green	Sanwa Novak	35.5	Assoc Toyota (W)	Tractite and Wintergreen (60/40) plus factor 15	Assoc (Italy) Novak Twister TQ Models
10. B. Van Der Vecht	NL/8	Corally Pro 10	PK 15dbl	PK SCE	Corally prototype	TRC Green	TRC Green	JR Apex 132H	42	Frewer Jaguar (W)	Futaba receiver pack Truro earthenware on tyres	PK Corally