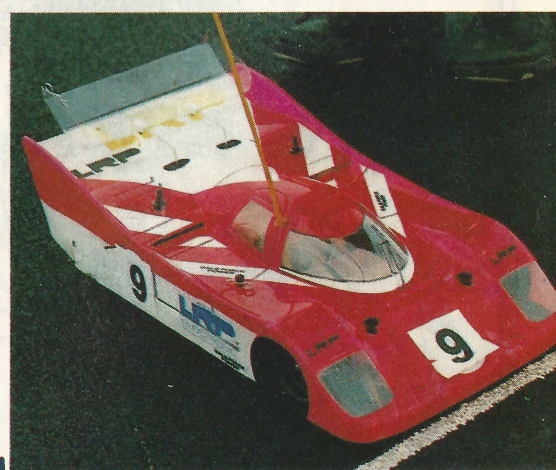
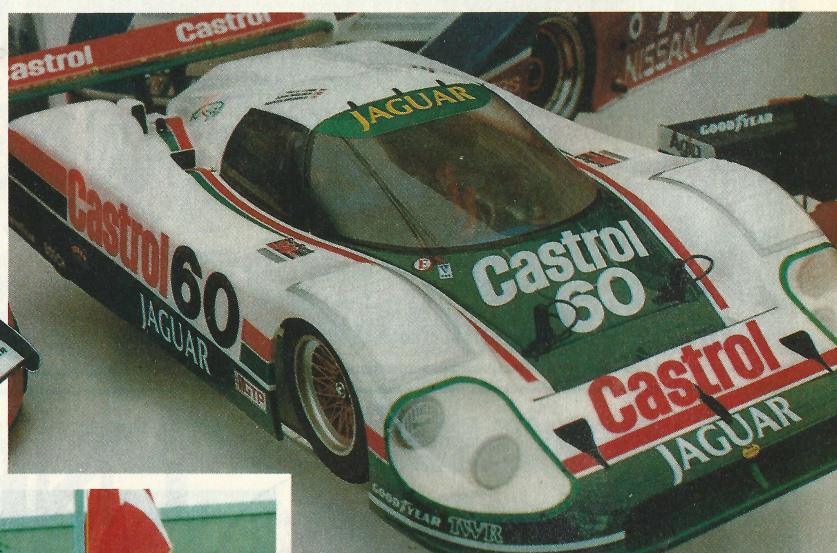
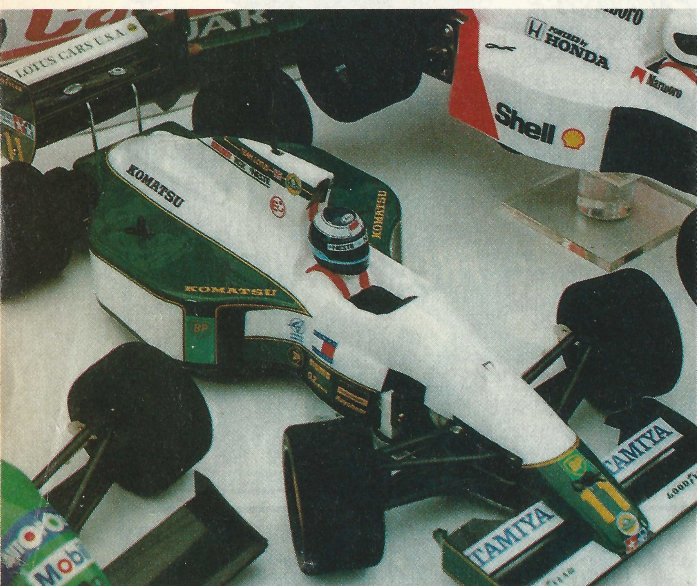


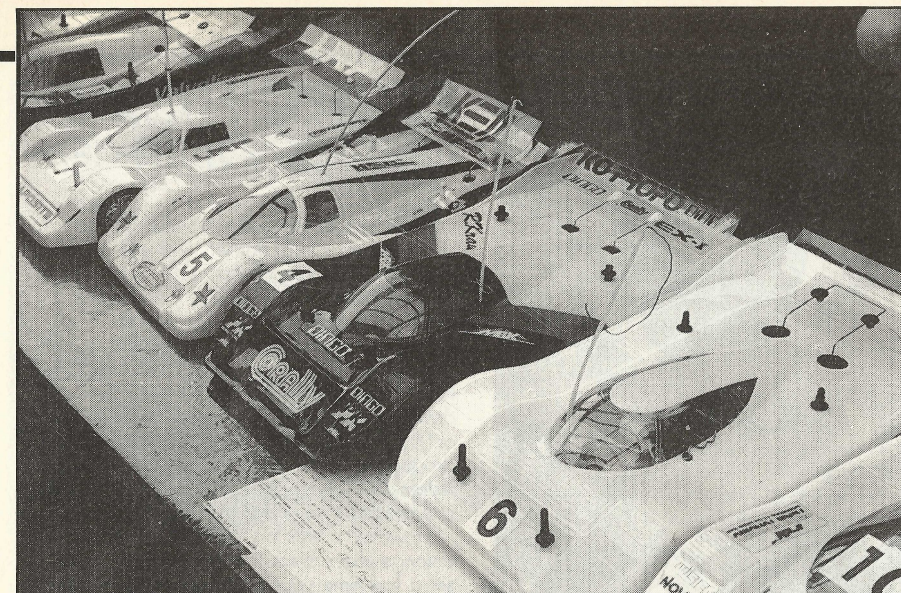
PRO 10 EUROPEAN CHAMPIONSHIPS

Graham Creasey reports on the European Pro-10 Championship - Oberhausen, Germany

Oberhausen, deep in the heartland of industrial Germany, was the host for the second European Pro-10 Championship and what a fabulous venue it turned out to be. While last year's Euros had been held on a converted car park this time we had a superb purpose built circuit, freshly resurfaced, super-smooth and

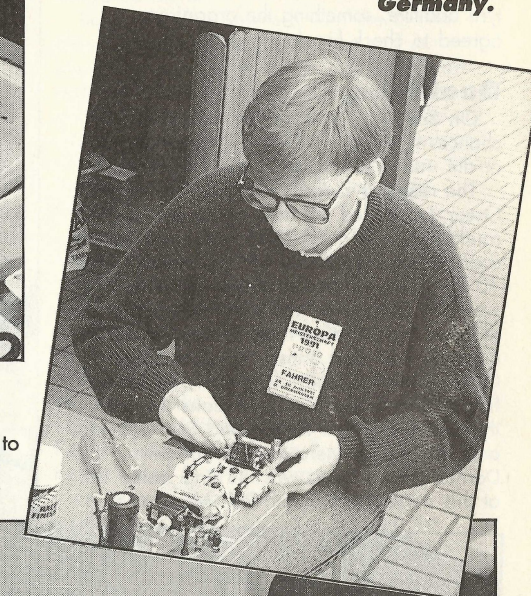


Top left, Tamiya Lotus 102B Judd. Top right, Tamiya's Jaguar XJR-12 Group C sportscar. Middle left, l to r, Jurgen Lautenbach - 2nd; Ralf Krause - 1st; and David Gale - 3rd.



Ralf Krause's winning Corally, No. 4. Below, David Gale's neat Corally SP1 - with LRP motor.

David Gale, reigning British Pro-10 Champion and 3rd in Germany.



big. The trackside facilities were also splendid. In addition to the mandatory covered pits area there was a covered rostrum with scrutineering bay built-in below it, a trackside computer to allow competitors to watch the race currently in progress, a popular restaurant and even immaculate toilet blocks complete with showers!

Drivers representing twelve European countries entered this meeting, the big Pro-10 event of the year, Germany boasting the single largest team with 26 drivers, followed by Britain, Switzerland and Holland. The British team contained drivers with a wealth of circuit racing experience including former 1/8th scale World Champion Phil Greeno and former 1/12th scale European Champion Jimmy Davis. Our best hope for success this time though lay with double British Pro-10 Champion David Gale, our new superstar Clive Stockham deciding not to come.

Practice

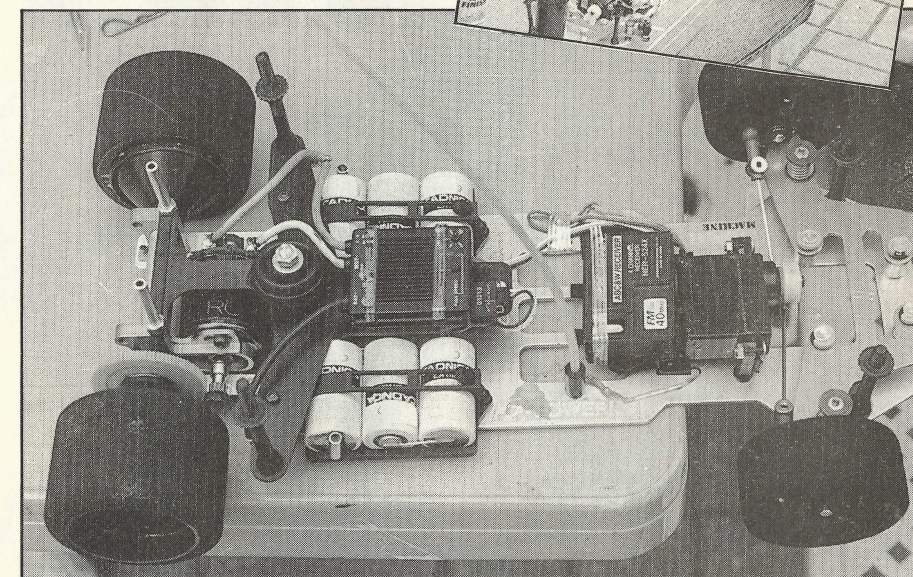
If there was anything at all that the British team lacked it was practice at Oberhausen. Only David Gale and Adam Stephenson had raced at the circuit before, while most of the German team were well rehearsed, as were the Corally team who had been putting in some extensive pre-race testing. Friday's practice session was therefore eagerly awaited.

Unfortunately the weather was not on our side. Conditions remained cold and overcast all day with heavy showers periodically soaking the circuit - hardly the sort of weather you would expect to get in late June and certainly not ideal conditions for setting a car up in.

With standing water at several places on the circuit, most drivers were not keen to risk their valuable electrics against the elements unless absolutely necessary, so there was a rather relaxed start to the morning open practice session. Having waterproofed our cars, the British drivers were soon showing the rest of Europe how to get Pro-10's to handle in the wet though, our Belsport wet tyres and MD intermediates being in great demand in the pits. The entrepreneurs in the team soon emerged; Jimmy Davis magically producing 13 sets of Belsports which he proceeded to sell in almost as many seconds.

Open practice was controlled using a card system. Each driver was supposed to write their name and frequency on a card and post it on the practice board to book a

practice slot at a particular time. Care had to be taken to ensure there were no frequency clashes. However, with 15 slots available at



each time interval and only 12 places on the rostrum, some drivers were still waiting to get on the track when the next time interval started. Many other drivers were tyre testing and overrunning their allocated time; quite a few were struggling to cure interference and some were just completely ignoring the practice board completely. There were plenty of frustrated drivers around wishing that some other practice system could be introduced.

Thankfully two rounds of timed practice were organised in the afternoon, bringing an end to the chaotic activity on the rostrum. In round one, intermittent showers gave the two EFRA referees chance to rehearse their "is it dry or is it wet?" rule, each race having to be classified before it could be started. There were plenty of smiles in the British pits at this stage as our drivers proceeded to set the pace. In the wet conditions Graham Creasey's time on MD SuperSofts was a full lap quicker than the rest of the field, with Rob Hopkins and Jimmy Davis heading the list of 'dry-run' drivers.

Rained Off

The rain held off for the second round of practice and it was now that the Corally team started to show its form. Holland's

Constant Paul set the fastest time with a 15-311.3 from friendly Belgian Piet Goemans and Holland's Bert Van Der Vecht. The German duo of Stefan Engel and Uwe Dörner showed that the remarkable Tamiya Mercedes C11 cars were not to be laughed at by finishing 4th and 5th overall, being followed by the British trio of David Gale, Rob Hopkins and Jimmy Davis.

A busy evening open practice session followed. By now drivers had discovered just how incredibly slippery the Oberhausen circuit could be when dry. The fresh close-grain tarmac had a definite shine on the racing line making the grip very difficult indeed to find. The Lilac/Pink tyre compound so superb on most British tracks was absolutely hopeless here. After much tyre testing, Silvers were found to handle best on the rear, with a very grippy front tyre like PB Golds being needed to get enough turn-in for the tight bends.

The German Tamiya cars looked quite sensational on Friday evening. The silver arrow Mercedes C11 sports-cars were posting quick 18-second laps, faster than even the highly practiced Corally team could manage at this stage. The incredible grip the Tamiya cars seemed to have compared to the other

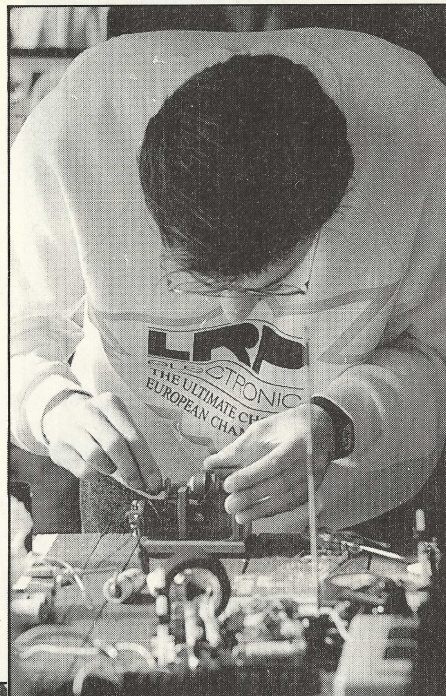
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teams soon led to suspicions of them using tyre additive, something the organisers agreed to check for during qualifying.

Qualifying

On Saturday, each driver was given four chances to set a fast time, with a single 'do-or-die' run reserved for Sunday morning.

The reigning European 1/12th Champion, Oscar Jansen led the field at the end of round one with a 17-315.9, driving a special short wheelbase Corally SP10. Defending Pro 10 European Champion Jurgen Lautenbach was two seconds behind with his Lynx II, followed by LRP team-mate Stefan Danz. Constant Paul and British champion David Gale put their Corallys (Coralli?) in the top five, ahead of the RC10L of Klaus Wilhelm, the Corallys of Ralf Krause and Piet Goemans and the Tamiya Mercedes C11 of Uwe Dorner. Jimmy Davis was the 2nd fastest Brit at this stage in 13th with Rob Marshall next



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the remarkable Tamiya Mercedes C11 of Uwe Dorner. Oscar Jansen was still 'right in there' in 4th, closely followed by yet another of the excellent German team, Marek Kiminski. A train of four Corally cars came next, Piet Goemans being just ahead of Ralf Krause, Bert Van Der Vecht and Constant Paul. Jimmy Davis was now the top British driver having set a 17 lapper at last but was only in 16th position. David Gale had dropped to 22nd, Rob Marshall to 24th and Adam Stephenson to 25th. Things were looking pretty grim for the Brits!

However it was the general consensus amongst the drivers that if you were going to set a fast time your best opportunity would be in the last run on Saturday. Having had cars racing on the circuit all day, the dust should have been cleared and plenty of rubber should have been put down on the racing line. They turned out to be right.

Oscar Jansen, Christian Keil and Ralf Krause all put in mega-runs in this round setting incredible 18 lappers, Oscar's 18-316.9 being a full two seconds quicker than Christian's. Jurgen Lautenbach failed to improve having been viciously taken out by a back marker when well on course for an 18 lapper. Holland's Constant Paul moved up into 5th place thanks to a fast heat ten, David Gale also making the most of this heat to move into a superb 7th overall, by far the best British performance. Graham Creasey was the next best Brit in 20th place with Jimmy Davis 24th, Rob Hopkins 26th and Rob Roy 29th. Rob Hopkins had been extremely lucky with his run as his car had slowed dramatically as it crossed the line on its final lap. The reason turned out not to be rapidly dumping cells; his pinion had fallen off!

Backmarkers were undoubtedly the main problem during qualifying. While the EFRA referees were busy looking out for cars running into the back of others, they were oblivious to the fact that slower cars were not letting faster ones through. The situation was

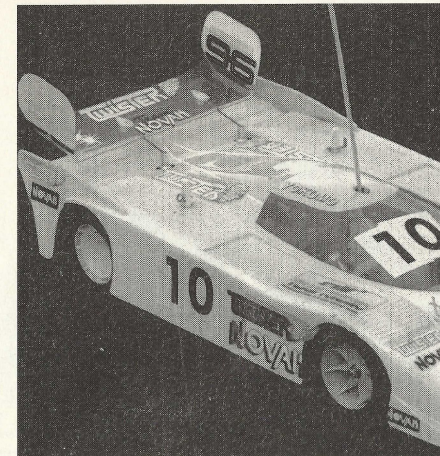
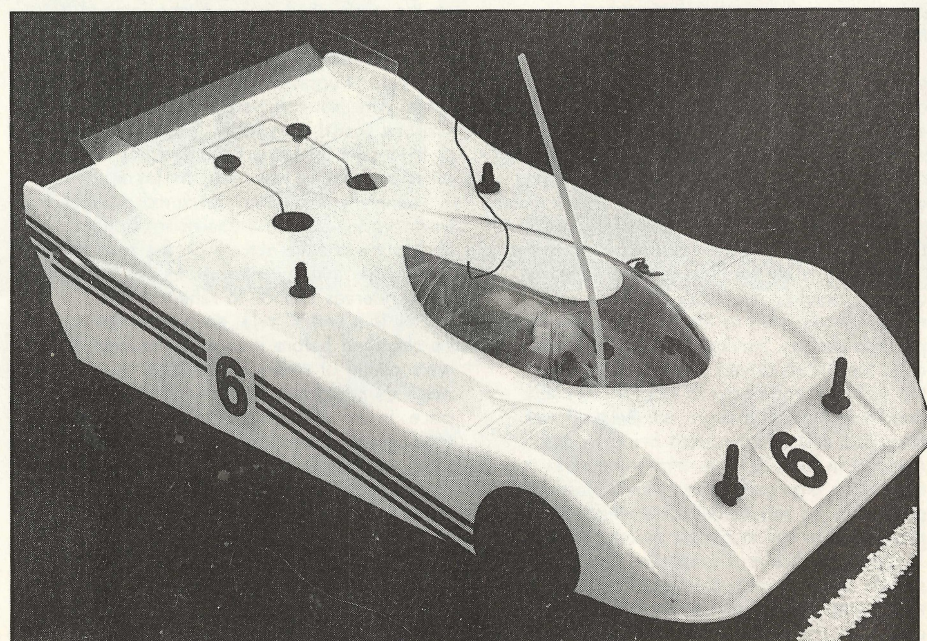


Top, Jurgen Lautenbach 'Mr LRP' tries that special commutator. Right, constant Paul's Corally SWB.

best in 15th. The other two Robs, messers Roy and Hopkins, did not figure in the positions at this stage, the 'wingy-whiny' one having stripped his spur gear and 'Hoppy' having had his pinion fall off on the start line!

'Mr LRP' Jurgen Lautenbach snatched the top spot in round two setting a 17-305.6, followed by Oscar Jansen, Piet Goemans and Stefan Danz. Christian Keil, long-time Oberhausen track record holder, moved up into the top ten driving the latest U.S. version of the Associated RC10L, the Associated Super Speedway. David Gale was still the best British driver at this stage but was now only in 15th place having had a front stub axle come off his Corally, with Jimmy Davis 17th and Rob Marshall 20th.

Jurgen Lautenbach trimmed a further few seconds off his TQ time in round three to leave the FTD at 17-302.1. Stefan Danz moved his Lynx II up into 2nd followed by



so bad that the British team took matters into their own hands when David Gale and Graham Creasey went for it in round four. Graham and Dave were both shouting from the rostrum to try to get the slower drivers out of the way, backed up by Rob Roy, Jason Dearden and Bob Creasey on the ground. Quite what the Germans thought of all this I don't know, but it was a pretty poor show when this was the only way to get a clean run.

Scrutineering

In contrast the standard of scrutineering was excellent. Accurate scales ensured no-one could complain about being under the weight limit. Tyres were sniffed before the cars were allowed on the start line to track down any drivers attempting to get away with the use of tyre additive. Several drivers were caught out by this although the problem seemed to be due to them using tyres that had been stored next to treated tyres rather than to the direct application of additive itself.

Non-additive tyre treatment was certainly in fashion though. Most drivers were skimming their tyres on a tyre truing machine before each race to remove the dust from the surface. This simple measure could make a huge difference to the amount of grip available for the first few laps of a race. Other 'treatments' being tried were electric blankets and hairdryers to heat the tyres up.

As expected the grip was not as high on Sunday morning, but was still good enough to enable a very fast time to be set. Jurgen Lautenbach joined the 18 lappers by setting an 18-317.5 with his LRP powered Lynx II to move into 2nd overall behind the flying Dutchman Oscar Jansen. Germany's Klaus Wilhelm put in a demon run with his fibreglass Associated RC10L to leap from 21st to 5th overall, with Italy's Umberto Pernice also making the A-final at the last attempt from 30th place.

David Gale failed to improve his time but stayed in the A-final in 9th place. Graham Creasey had to settle for a place in the C-final having had his Lynx II savaged by a wayward German car on the last lap of a fast run. There he joined three other Brits, the impressive Adam Stephenson, the rejuvenated Phil Greeno and the thoroughly psyched out Jimmy Davis who had performed a major LRP transplant on his car after the German motor masters had told him what he was apparently doing wrong.

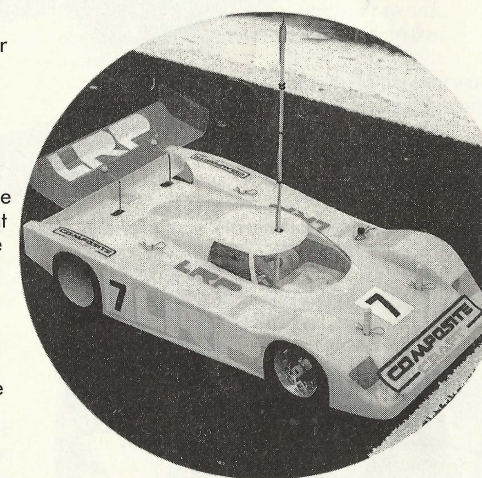
Rob Hopkins headed the D-finalists, much to his disappointment as a sure-fire C-final time had been ruined when he was wiped out at the end of the straight, not by a German car but by none other than Jimmy

Davis! Rob Roy and Rob Marshall were also in the D-final, at least ensuring that British support for this final would be easy to shout, cries of 'Come on Rob' hopefully spurring them all on to greater performances.

Martin Stoneham, Mike Haswell and Ashley Whetton were all in the E-final, Ashley having borrowed Jimmy's 'spare' Lynx II. Jason Dearden and James Savory were F-finalists, Jason having borrowed a Corally from Rob Hopkins in preference to his usual RC10L and James having borrowed a Lynx II. New graduate Peter Smith was our lone G-finalist with his prototype Parma car, with Vince Coombs in the H-final, Richard Mee in the I-final and Bob and Sharon Whittington in the J-final.

Finals

During the break between qualifying and



the finals the skies darkened and towards the end of the practice finals the rain arrived. Phil Greeno must have been wondering whether he had hidden talents as a rain god at this stage; his two timed practice runs on Friday had been ruined when it had started raining as his car sat on the start-line. The same thing had now happened as his car waited for the start of the practice C-final!

The pits area was suddenly a hive of activity as everyone rushed to waterproof their cars once more and the Dutch and German drivers hustled round the British team to see who had a set of 'wet' tyres they could loan. Strangely enough, few did.

Bob Whittington was unable to race on the Sunday thanks to a bout of food poisoning and so it was wife Sharon who was our lone Brit in the J-final. Having opted for 'intermediate' wet tyres she promptly tore off into the distance, her Lynx II splashing round as though it was on rails while the other cars were spinning round in circles. Unfortunately for Sharon her motor brush started sticking which left Graham Creasey chasing round the track after her car getting it going again each time the brush jammed! Eventually it stuck terminally though, letting Switzerland's Jorg Bitter through to take the win followed by Norway's Terje Dysli with Sharon hanging on to 3rd.

Only five cars made it through the I-final with Norway's Jostein Kastet taking the win

from Olivier Maquelin and Jorg Unkelbach. Richard Mee was classified in 8th. Vince Coombs won Britain's first trophy of the day in the H-final, finishing nearly a lap ahead of Norway's Eivind Ryssmo and Germany's Hans Gierling thanks to an excellent controlled drive.

Belgium's Guy Deweerdt won the G-final from Germany's Thomas Spicker and our own Peter Smith. Germany's Stefan Ahlborn won the F-final from Jason Dearden and another German Frank Dittmar. James Savory was unfortunately disqualified, the organisers deciding that his late switch of cars from the Twister Cyclone to the Lynx II was infact illegal.

Our three Brits in the E-final had a rough time. Ashley Whetton finished 7th, Mike Haswell 9th and Martin Stoneham 10th. Germany's Jorg Sardemann won from the Swiss pairing of Arnold Reinthaler and Markus Mathys.

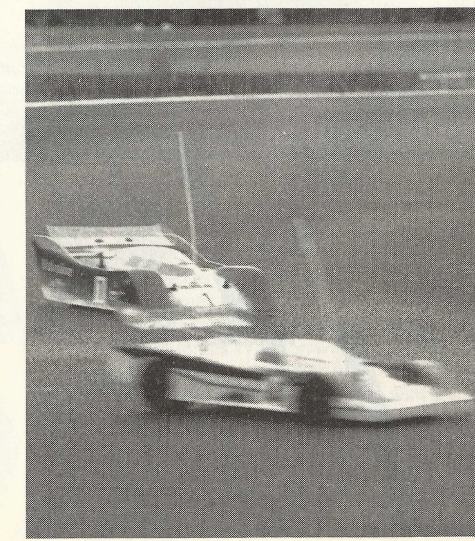
British hopes in the D-final were pinned on our rivals to the 'Three Amigos', the 'Three Robs'. Italy's Matteo Dapporto took the win though, followed by Radio Race Car's Rob Hopkins and Austria's Hermann Bohz. Rob Marshall and Rob Roy came in 4th and 5th. Jimmy Davis brilliantly drove up from the back of the grid to win the C-final from early leader Adam Stephenson. Germany's Markus Hoff took 3rd from Graham Creasey and Phil Greeno.

There were seven German drivers in the B-final but it was Belgium's Piet Goemans who demolished the opposition with a superb drive. His Corally sounded awful though, later traced to three chipped teeth on his spur gear. Karsten Lautenbach, Jurgen's younger brother, was the only other driver to finish on the same lap as Piet, followed by Ralf Helbing (of speedcontroller fame), Stefan Engel and Martin Fliesbach.

Conditions for the first A-final leg were truly horrendous. Standing water on the circuit made it difficult to find any tyres that worked well. The trick was to just drive extremely carefully, easing the power on very gently. It was Germany's Ralf Krause who dominated the first leg. With cars spinning out in all directions, Ralf coolly kept his Corally pointing in the right direction and finished nearly a lap ahead of LRP's Stephan Oberle. Oscar Jansen and Jurgen Lautenbach followed these two home with David Gale

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Krause leads Jansen and Keil.



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coming in 5th despite a lengthy stop to cure a sticking motor brush.

Conditions had improved slightly for the second leg of the A-final. This time there was a tremendous battle up front between defending European Champion Jurgen

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Some of the competitive German Team.

Lautenbach and the winner of the first leg, Ralf Krause. While Ralf looked to have slightly more grip, Jurgen certainly had the determination. Several times the cars changed places, but a win was settled in Ralf's favour when Jurgen spun his Lynx II in a big way on the last lap. Italy's Umberto Pernice drove well to come in 3rd followed by David Gale and Klaus Wilhelm.

By the time the cars lined up for the third leg of the A-final conditions were suitable for intermediate compound tyres. There was no doubt who was most fired up for this run. Oscar Jansen streaked away from pole position and was never challenged. Ralf Krause hung on behind him though for 2nd. Third place was extremely close as David Gale just pipped Jurgen Lautenbach by three tenths of a second to make this leg a Corally 1-2-3.

With each driver's best two scores combined to decide the final positions, the result was a resounding win for Germany's Ralf Krause, followed by Jurgen Lautenbach and our own David Gale. Stephan Oberle came in 4th followed by Oscar Jansen.

With the exception of David Gale it was a pretty disappointing performance by the British team. Nevertheless we had all enjoyed ourselves immensely over the weekend and had certainly learnt a lot about International competition. Some of our drivers were unlucky not to do better in qualifying but most felt that lack of practice had been our real downfall. We did not find the right tyre combination soon enough and therefore wasted time we should have been spending trying out motors.

Congratulations deservedly go to Ralf Krause, the youngest driver in the A-final at 20 years old taking the title of European Pro-10 Champion thanks to some masterful driving. A German 1-2 on home ground was certainly popular with the spectators. Let's all hope we can make it a British 1-2 next year.

Top 20 in Qualifying.

1. Oscar Jansen (H)	18-316.9
2. Jurgen Lautenbach (G)	18-317.5
3. Christian Keil (G)	18-318.9
4. Ralf Krause (G)	18-319.8
5. Klaus Wilhelm (G)	17-301.1
6. Constant Paul (H)	17-304.1
7. Stephan Oberle (G)	17-304.1
8. Stefan Danz (G)	17-304.2
9. David Gale (GB)	17-304.9
10. Umberto Pernice (I)	17-305.8
11. Marek Kiminski (G)	17-306.0
12. Stefan Engel (G)	17-306.2
13. Uwe Dörner (G)	17-306.3
14. Piet Goemans (B)	17-306.6
15. Bert Van Der Vecht (H)	17-306.7

16. Marco De Marchi (I)	17-307.8
17. Ralf Helbing (G)	17-308.0
18. Karsten Lautenbach (G)	17-308.1
19. Martin Fliesbach (G)	17-308.3
20. Werner Bergbauer (G)	17-308.6

Final Positions

1. Ralf Krause (G)	28-630.0
2. Jurgen Lautenbach (G)	28-644.3
3. David Gale (GB)	27-632.4
4. Stephan Oberle (G)	27-662.0
5. Oscar Jansen (H)	26-613.2
6. Klaus Wilhelm (G)	26-625.5
7. Constant Paul (H)	25-610.2
8. Umberto Pernice (I)	25-611.8
9. Stefan Danz (G)	4-302.2
10. Christian Keil (G)	3-224.3

Tech Chart - 2nd European Pro-10 Championship

Pos.	Driver	Sponsors	Car	Front Tyres	Rear Tyres	Cells	Motor	Speed Controller	MMPR	Body Shell
1.	Ralf Krause (G)	Corally MBK/Dingo	Corally SP10	Flash Tech (s)	Flash Tech(a)	Corally SCE	Corally 16x2	Corally MMS II	47.0	Associated Toyota
2.	Jurgen Lautenbach (G)	LRP/TRC Multiplex	TRC/CC Lynx II	PB Gold	PB Silver	LRP SCE	LRP SP14	LRP Proto	42.5	Andy's Lotec
3.	David Gale (GB)	Corally/LRP Galeforce	Corally SP10	Atlantic Gomme (a)	Flash Tech	GaleForce SCE	LRP	Corally	44.5	Andy's Lotec
4.	Stephan Oberle (G)	LRP	TRC/CC Lynx II	PB Gold	PB Silver	LRP SCE	LRP SP14	LRP Proto	43.1	Associated Toyota
5.	Oscar Jansen (H)	Corally	Corally SP10 SWB	Flash Tech	Flash Tec	Corally SCE	Corally 15x4	Corally MMS II	43.8	BBR Lotec
6.	Klaus Wilhelm (G)	Kyosho/Reedy Keil/Multiplex	Associated RC10L	Yokomo 3662	Flash Tech	Keil SCE	Reedy 16x3	Helbing RH-Turbo	44.0	Bolink Porsche 962
7.	Constant Paul (H)	Corally	Corally SP10 SWB	Flash Tech	Flash Tech	Corally SCE	Corally 15x2	Corally MMS II	43.2	BBR Lotec
8.	Uaberto Pernice (I)	TRC/Galeforce Novak/Twister	TRC/CC Lynx II	Atlantic Gomme 104	Flash Tech	Galeforce SCE	Twister Blueprint	Novak 410MIC	41.0	Associated Toyota
9.	Stefan Danz (G)	LRP	TRC/CC Lynx II	Flash Tech	Flash Tec	LRP SCE	LRP SP14	LRP Proto	45.0	Associated Toyota
10.	Christian Keil (G)	Associated Keil/Reedy	Associated RC10L	Yokomo 3662	Flash Tech	Keil SCE	Reedy 15x3	Helbing RH-Turbo	42.0	Andy's Lotec