



# Pro Ten European Championships Oberhausen, Germany

By Mike Haswell.

The second European Pro Ten Championship, which was sponsored by Tamiya, took place at Oberhausen in Germany at the end of June. The facilities were superb, with race control even being double-glazed. The only problem was that pit space was a bit cramped and you were forever being manhandled by someone trying to get past (though being womanhandled was a bonus).

The British team, 18 in all, turned up on the Thursday having had an overnight or an early morning ferry crossing, and were all booked into the same hotel, except the Whittingtons and Davis'.

Friday dawned overcast but at least it was dry. However, by the time we had had our continental breakfast and got down to the track for the start of open practice it began to rain! Open practice consisted of ten-minute time slots. You had to put your name and frequency on a card which you put on a board in the column for when you



wanted to start your time. There was a problem with this — there were spaces for 15 drivers but the rostrum could only hold 12, and that was when drivers were actually using it! The other problem was with drivers who were going out for a couple of laps and coming in for a tyre change and going out again and over-running their time slot. If this system is to be used in future it should be policed better and a frequency board should be used. Waiting 5–10 minutes just to get a space on the rostrum, in between asking Oriental gentlemen filming the cars going round to move off the rostrum so that one can practice, is not on. Apart

One of the extremely fast Tamiyas.

from that grumble as far as most of the drivers were concerned the meeting ran very smoothly indeed.

Waiting for the track to dry out gave plenty of time to have a wander around the pits and see what the various drivers were running and have a chat with them.

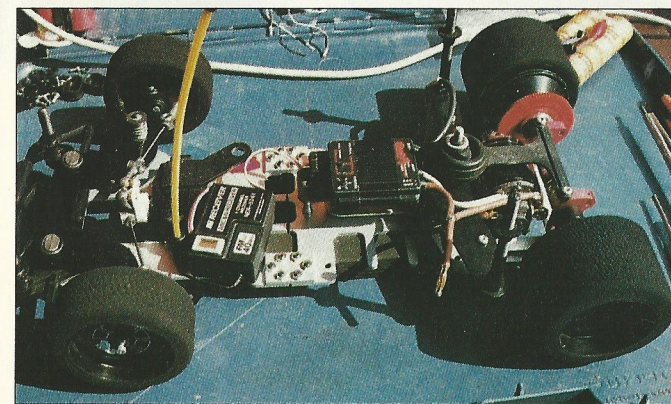
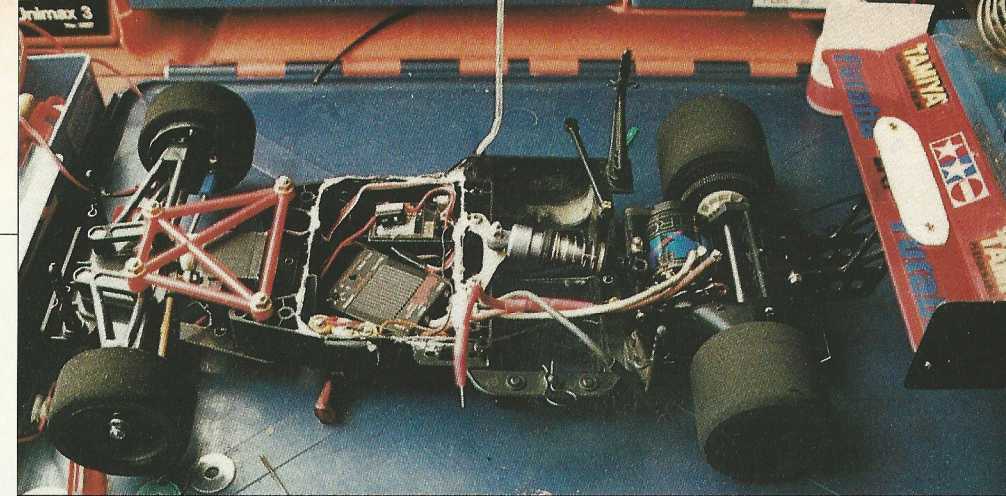
In the Dutch Corally camp they had cut 25mm (1in.) out of the middle of the chassis to shorten the wheelbase down to the legal minimum, apart from Constant Paul who had a one-piece chassis specially made! The Corally boys were also running the latest beam front end with some new camber adjusters. The only exceptions to this set-up were David Gale and Ralf Krause who were running standard cars.

Christian Keil was using a Super Speedway version of the Associated 10L, which has a narrower rear end and has the motor mounted centrally. The Tamiya drivers were running pretty

One Tamiya Sauber Mercedes.

much standard cars which have a very long wheelbase at 280mm, the maximum, which is in complete contrast to Corally's thinking. These cars also had quite a narrow track.

Most of the Lynx drivers were running their cars with short wheelbase at the front and long at the rear with 1.4mm anti-roll bars. On the tyre side, most of



One of the shortened Corally cars.



"Slip slidin' away..."



Keil's Super Speedway 10L.



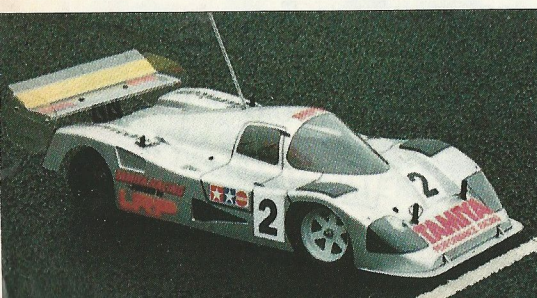
New Corally front end.



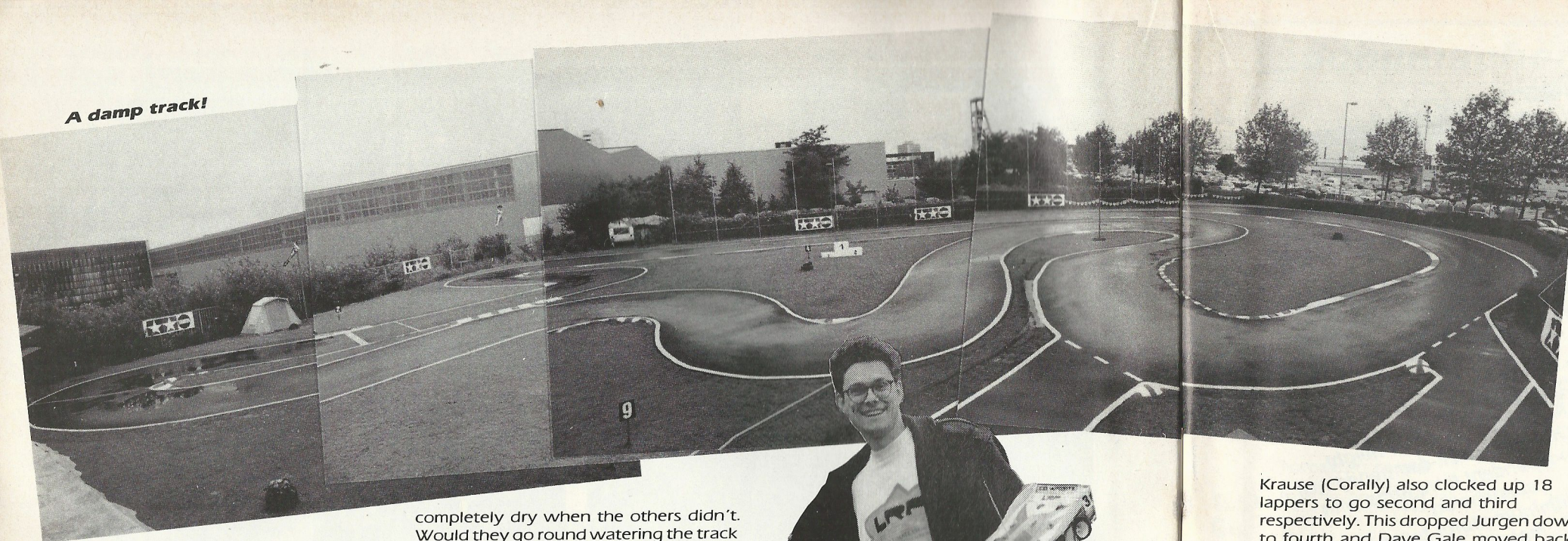
those in the know were running Flashtech tyres when the track was dry.

The other major topic of conversation between the British and Continental drivers was the events at the British Grand Prix held at the NEC. We had to explain that the off-road and on-road are separate sections and most agreed that the whole affair was mis-handled. The way the drivers were treated was generally regarded as very unsporting and the fact that three of the officials were fathers of drivers who benefitted did not go down very well. When they were told that most of the committee were made up of dads they were very much taken aback and remarked that

British mascot, Tess the dog.



## A damp track!



this was not right. When one of the drivers was asked if he was running additives he replied "no", he wasn't, because at the time he was not running any. Another driver who ran additives during qualifying but not in the final was not disqualified, and why were only the 'A' finalists disqualified? Where was the equal treatment in that? Unfortunately we had no answer to those questions. Also the promotion of drivers is definitely not allowed. However, we did manage to mend a few bridges, although some relationships remain a little strained and I sincerely hope that there are no problems at the Off-Road Euros or we could risk losing some friends in Europe.

Whilst waiting for the track to dry Richard Mee, Vinny Coombs and Martin Stoneham were taken off to a local model shop (in the next town) by Clyde, a German-domiciled Brit who could speak an impressive six languages, to get some tyres. When it eventually came to controlled practice all the drivers were given envelopes which had their details on and inside was a timetable, a pair of pit passes for the driver (Fahrer) and mechanic (Helfer) and a ticket for the free banquet. Also, all the drivers got given a Tamiya bag of goodies which included stickers, an extra-large T-shirt (one size fits all), 1991 catalogue and a 1/32 scale 4WD snap-together kit, which are based on Tamiya off-road cars.

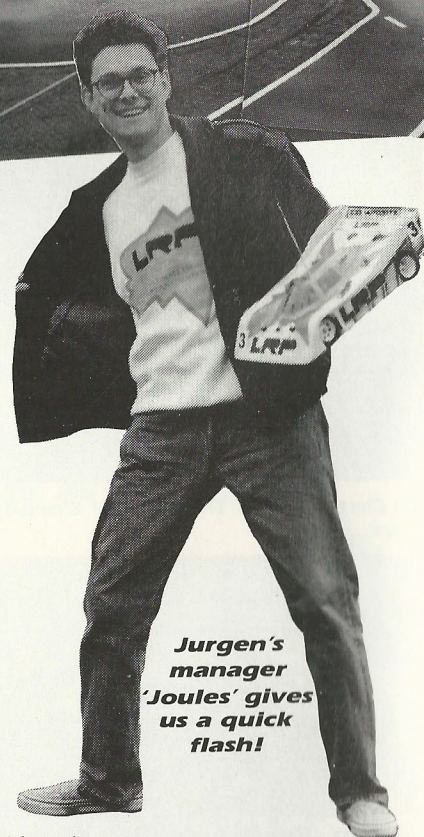
This year there was no concours event so Rob Marshall was disappointed as he had done another one of his 'wicked' paint schemes. As the event was non-additive there was a couple of startline marshalls who would smell the tyres and run their finger over them to make sure there was no additive being used — if there was you couldn't start! If you had a problem there was enough time to change tyres. After all, we are all big boys and don't need to disqualify people to win. Guess what happened in controlled practice? Yes, it rained. This invoked the wet weather rules, which meant that everybody had to have a dry run for fastest times to count with the referees deciding whether or not the track was dry, to ensure that everyone had an equal chance. One wonders what might have happened if a couple of heats had managed to stay

completely dry when the others didn't. Would they go round watering the track and then send the drivers out on it?

At the end of the first round of controlled practice two FTD lists were put up. A wet one, which was headed by Graham Creasey, with Rob Marshall, Bob Whittington and James Savoury all in the 'A'. The overall list had Rob Hopkins with FTD from Jimmy Davis in second. The second round of controlled practice was dry, barring one quick shower which served to lower the track temperature. So, at the end of the second round it was Constant Paul who held FTD from Piet Goemans, Bert Van Der Vecht and the dynamic Tamiya duo of Engel and Dorner, all of whom were on 15 laps. Best Brit was Dave Gale in sixth with Rob Hopkins (eighth) and Jimmy Davis (ninth) joining him in the 'A'. Also, still going well were Rob Marshall (12th), Mike Haswell (14th), Martin Stoneham (15th) and Rob Roy (16th). So with practice over it was back to the hotel for a wash and to grab a bite to eat before the fun started on Saturday.

Saturday morning dawned and the sky was clear with the sun shining, so things looked very promising and after the first round of qualifying it was current 1/2 Euro champ Oscar Jansen from Holland who led the way on 17 laps 15.9 seconds with his Corally, only 1.4 seconds ahead of Germany's Jürgen Lautenbach with his LRP powered Lynx and Holland's Constant Paul with another Corally. Top British driver at this point was reigning BRCA National Champion Dave Gale with his Corally in fifth place, just 3/10 of a second short of a 17 lapper.

The dynamic German Tamiya duo of Uwe Dorner and Stefan Engel were ninth and 11th respectively. Other British drivers going well at this point were Jimmy Davis (13th), Rob Marshall (15th) and Graham Creasey (22nd), all on 16 laps. Languishing at the bottom end of the table at this point was Christian Keil (56th), Bert Van Der Vecht (88th) — who someone thought was Oscar's father! — all having problems of one kind or another. At this point Bob and Sharon Whittington realised what was missing from the track and that was Tess, their dog, so as they were unable to bring her they did the next best thing and put a large toy dog in front of the



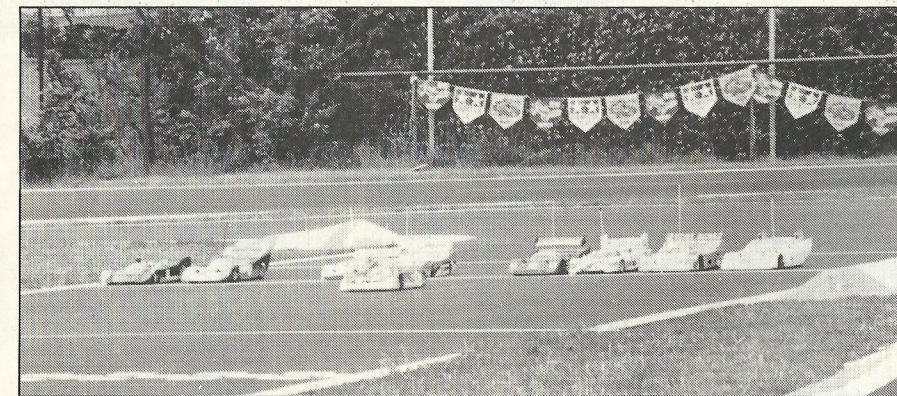
**Jürgen's manager 'Joules' gives us a quick flash!**

drivers' rostrum.

In the second round we had Jürgen knocking ten seconds off Oscar's time to take FTD, with Oscar holding onto second by half-a-second from Belgian Corally driver and honorary Brit Piet Goemans, with Stefan slipping to fourth. Christian Keil cured his problems from the first round to go seventh, ahead of Klaus Wilhelm's fibreglass 10L(?) and Uwe's Tamiya. Dave Gale remained top Brit but had slipped down to 15th with Jimmy in 17th and Rob Marshall in an excellent 20th place. As it was now about lunchtime some of the drivers took a wander across to the shopping centre opposite the track where they managed to find a shop where they could acquire magazines and videos of a slightly dubious nature. What a depraved lot these model car racers are, or should that be deprived?

Round three saw Jürgen improve his FTD still further with Stefan Danz, who was not running an anti-roll bar on his Lynx(?), moving into second, just ahead of Uwe's Tamiya. Oscar dropped to fourth with Jimmy Davis now becoming top Brit in 16th place having joined the 17 lap club. Dave Gale moved down to 22nd, Rob Marshall 24th and Adam Stephenson 25th, both on quick 16 lappers. The last round of qualifying held on Saturday had Oscar reclaiming FTD with 18 laps. Christian Keil and Ralf

Krause (Corally) also clocked up 18 lappers to go second and third respectively. This dropped Jürgen down to fourth and Dave Gale moved back into contention with a quick 17 to go seventh. Graham Creasey moved up to 20th, having been totally devastated at having to leave his pet slug at home (just as well as the French probably would have eaten it!), to be second in the British camp ahead of Jimmy Davis, Rob Hopkins, Rob Roy and Adam Stephenson, all on 17 laps. Once qualifying was over for Saturday there was a number of long faces in the British team, most noticeably Jimmy Davis who was well and truly psyched-out. At least there was a last chance SOB run Sunday morning, providing it didn't rain.



Most drivers went back to the hotel for a quick wash and change before going back to the track for the free banquet. When we arrived there was a very nice man who was filming everything in sight, including the British collecting their food, eating their food, spitting out the sauerkraut and drinking their free beer. Although the highlight of his collection must be the shot of the referee changing his mind manually (all right, picking his nose).

After that quite a few of the drivers went off to a restaurant where you could eat and drink as much as you liked. Needless to say, a few of these arrived back at the hotel early in the morning. Having a good time is a very serious business.

Sunday dawned nice and clear so everyone would get one last shot at it and when the dust had settled it was Oscar who held on to FTD with his

**Driver's rostrum.**

previous day's time. Jürgen moved to second just 4/10ths shy of Oscar's time, with Christian and Ralf being bumped down a place. Leaping up 16 places to fifth was Klaus Wilhelm (an improvement of 11 seconds), slipping down to sixth and seventh were Constant Paul and Stephan Oberle. Stefan Danz moved up to eighth, Dave Gale dropped to ninth to be the only Brit in the 'A' and Umberto Pernice shot up 20 places with a 13 second improvement, to tenth.

Other big movers in the last round were Georges Bohdanowicz of France going from 63rd to 23rd, moving an incredible 40 places with our own Mike Haswell up 28 places to 42nd from 70th (thanks to a change in fortune). The British team were not happy with only one driver in the 'A', none in the 'B', four in the 'C' and three in the 'D' and 'E' finals. Still, this gave us 11 in the top 50, which made us the second strongest country represented behind the German team which had 18 drivers, and 13 of those were in the top 20 — Who said that a little home advantage doesn't help!!

So whilst there was a break between the end of qualifying and the start of the practice finals, a number of the drivers went over to the nearby McDonalds to get lunch. Jason Dearden had the staff in hysterics asking for a

chocolate milkshake in German, although Peter Smith's mime of a strawberry had to be seen to be believed, but there again what can you expect from a university graduate (over-educated if you ask me). You could have always adopted the Jimmy Davis approach which has all the subtle tact and diplomacy of a brick through a window, and not bother, just ask in English (with a Brummie accent) for a burger without the rubbish (relish) in it.

## Finals

Part way through the practice finals the heavens opened and we had rain again, which really lived things up, particularly for the 'A' finalists who had already had their practice final. All the continentals decended onto the British pits trying to buy or borrow some wet weather tyres. If you had had the tyres to sell you could have made an absolute fortune.

In the first final out (the 'J' final) we had Sharon Whittington, with husband Bob who should have been in this final laid low back at the hotel with a stomach upset. Sharon led from the start and just when she came up to lap second and third she started having a problem with a sticking motor brush due to water getting in the motor, but she still ended up third and was top lady driver for the event. The 'I' final was won by Jostein Kastet of Norway ahead of Olivier Maquelin of Switzerland — Richard Mee should have been in this final but didn't start. In the 'H' final we had a superbly controlled drive from Vinny Coombs to come through the field to win by nearly a lap from Norway's Elvind Ryssmo, using some Belsport wet weather tyres lent to him by Mike Haswell.

The 'G' final was won by Guy De Weerd of Belgium with Peter Smith third. Peter would have won but for problems with a voice-activated marshal (who

**Continued on page 17**



was activated by Peter's dad Robin. Poor Martin Stoneham, who was standing next to Robin at the time, was deaf in one ear for the next hour). Stefan Ahlborn won the 'F' final from Jason Dearden with James Savoury, who was later disqualified for changing chassis, in third.

The 'E' final was a close-fought affair with Germany's Jorg Sardemann just edging out Switzerland's Arnold Reinthaler by .6 of a second. Of the Brits, Ashley Whenman finished seventh having picked the wrong tyres, Mike Haswell was ninth, also having picked the wrong tyres, and having a three-minute pitstop whilst Dickie Mee went and swiped his tyres back off Oscar's car. Martin Stoneham was tenth as he didn't bother starting.

The 'D' final was won by Matteo Dapporto from Rob Hopkins in second with Rob Marshall in fourth and Rob Roy in fifth. The 'C' final was basically an all-British affair with Jimmy Davis taking the win from early leader Adam Stephenson whose trip to the warm-up meeting with Dave Gale definitely paid dividends. Graham Creasey came in fourth ahead of Phil Greeno, who gets the white stick award for the oldest British team member (only just). The 'B' final was dominated by everyone's favourite Belgian (no, not Poirot) Piet Goemans who had the right tyres on for the conditions. Karsten Lautenbach

(Jurgen's brother) came in second with Ralf Helbing a lap down in third just holding off top Tamiya driver Stefan Engel by  $\frac{9}{10}$  of a second.

At the start of the first 'A' final we had Oscar changing tyres on the line, a touch of F1 creeping in here. However, it was Ralf Krause who got the tyres right and kept it on the island to win by nearly a lap, using MRC tyres, ahead of Stephan Oberle who was on Belsports. Oscar was third on Rob Roy's intermediate Belsports and defending Euro champ Jurgen Lautenbach was fourth also on wet Belsports, with most of the other drivers falling foul with water in the works.

In the second leg, Oscar, having the wet Belsports on this time, streaked off into the lead before water got into his receiver causing him to drop out. So Ralf came through to win the second leg, three seconds clear of Jurgen, with Umberto Pernice in third and Dave Gale just edging out Klaus Wilhelm for fourth.

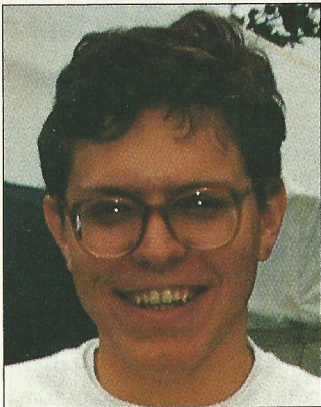
For the third and final leg the conditions were damp rather than wet, so the Motile Supersofts were called for. Ralf Krause had Piet Goemans' tyres, Oscar Jansen had Mike Haswell's, Constant Paul had some Gas 5 tyres from Adam Stephenson, Klaus Wilhelm had the Smith's Motiles on the rear and Yokomos on the front. Jurgen and Stephan Oberle both had Motiles supplied to them a while ago by Jimmy

Davis. Dave Gale was on his own Super Softs and Umberto decided to stick with his MRCs. Stefan Danz and Christian Keil both elected not to start.

At the start it was Oscar who went off into a lead he wasn't to lose but he did begin to slow towards the end as he had recharged the pack of batteries which he had used in the second final. This ultimately cost him getting another lap which would have given him third overall. In second place came Ralf Krause, who punched the air with delight in the knowledge that he was the new European Pro-Ten champion. Dave Gale just held off Jurgen by  $\frac{2}{10}$  of a second for third, with Stephan Oberle coming in fifth.

So, overall, it was an excellent win for Ralf Krause and there can be no arguments about that with two wins and a second. It was nice to see a happy winner even if he was overcome by emotion. Second place went to defending champ Jurgen Lautenbach and third place went to our own Dave Gale. Fourth was Stephan Oberle and an unlucky Oscar Jansen was fifth.

All-in-all, not the best performance from the Brits, with the exception of Dave Gale. What really hurt us most of all was that Friday's practice wasn't dry and the track's grip varied unbelievably with the amount of heat in it. Roll on 1992 where we will have the home advantage.



**Name:** Ralf Krause  
**Nationality:** German  
**Age:** 20  
**Team:** Corally, Dingo, MBK  
**Distance from Track:** 600km



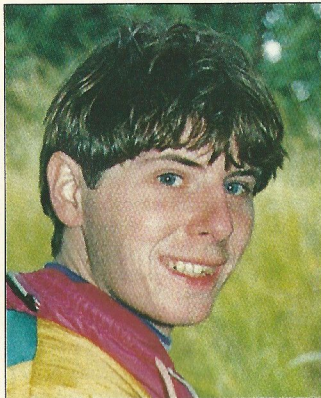
**Name:** Jurgen Lautenbach  
**Nationality:** German  
**Age:** 25  
**Team:** LRP, TRC, Multiplex  
**Distance from Track:** 500km



**Name:** David Gale  
**Nationality:** English  
**Age:** 28  
**Team:** Galeforce, LRP, Corally  
**Distance from Track:** 710km & Ferry



**Name:** Stephan Oberle  
**Nationality:** German  
**Age:** 27  
**Team:** LRP  
**Distance from Track:** 500km



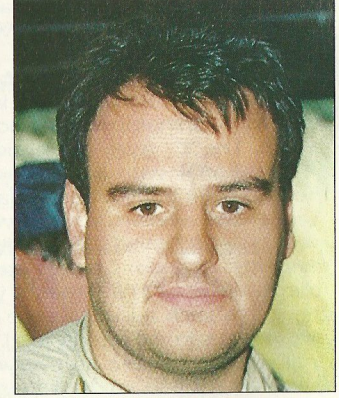
**Name:** Oscar Jansen  
**Nationality:** Dutch  
**Age:** 24  
**Team:** Corally  
**Distance from Track:** 250km



**Name:** Klaus Wilhelm  
**Nationality:** German  
**Age:** 26  
**Team:** Kyosho, Reedy, Keil, Multiplex  
**Distance from Track:** 350km



**Name:** Constant Paul  
**Nationality:** Dutch  
**Age:** 23  
**Team:** Corally  
**Distance from Track:** 250km



**Name:** Umberto Pernice  
**Nationality:** Italian  
**Age:** 25  
**Team:** Novak, Galeforce, TRC, Twister  
**Distance from Track:** 1,000km

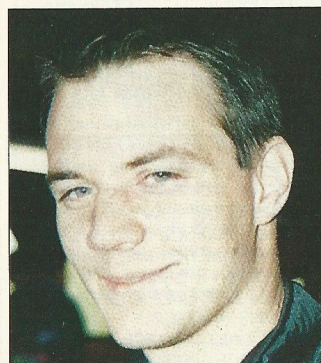


**Name:** Stefan Danz  
**Nationality:** German  
**Age:** 23  
**Team:** LRP  
**Distance from Track:** 50km

## Results — 'A' Final

Pos	Name	Nat	First Leg	Second Leg	Third Leg	Best Two Combined
1	Ralf Krause	D	12—5:02.5	13—5:23.8	15—5:06.2	28—10:30.0
2	Jurgen Lautenbach	D	11—5:26.9	13—5:26.7	15—5:17.6	28—10:44.3
3	David Gale	GB	8—5:36.8	12—5:15.1	15—5:17.3	27—10:32.4
4	Stephan Oberle	D	11—5:01.6	12—5:41.2	15—5:20.8	27—11:02.0
5	Oscar Jansen	NL	11—5:10.7	7—2:55.6	15—5:02.5	26—10:13.2
6	Klaus Wilhelm	D	5—2:22.2	12—5:16.2	14—5:09.3	26—10:25.5
7	Constant Paul	NL	5—3:36.6	11—5:04.8	14—5:05.4	25—10:10.2
8	Umberto Pernice	I	7—2:56.9	12—5:04.6	13—5:07.2	25—10:11.8
9	Stefan Danz	D	1—9.2	3—4:53.0	—	4—5:02.2
10	Christian Keil	D	3—3:44.3	—	—	3—3:44.3

Driver	Team	Car	Nicads	Motor	Speed Controller	Front Tyre	Rear Tyre	Radio	Servo	MM Per Rev	Body	Qualify	Final	Notes
Oscar Jansen (NL)	Corally	Corally SWB	Corally SCE	Corally 15 Quad	Corally MMS II	Flash-Tech	Flash-Tech	KO Esprit II	Sanwa 141 HS	43.8	BBR Lo-Tec (Wing)	1	5	New Front End Novak Receiver Coral T-Piece
Jurgen Lautenbach (D)	LRP TRC Multiplex	TRC Lynx II	LRP SCE	LRP SP14 Gold	LRP Prototype	PB Gold	PB Silver	KO EXI	KO Fet PS87Z	42.54	Andy's Lo-Tec (wing)	2	2	Split Beam Receiver Pack 1.4mm Anti-Roll Bar Front SWB, Rear LWB
Christian Keil (D)	Keil Associated	Associated 10L S/Speedway	Keil Pushed SCE	Reedy 15 Triple	Helbing RH Turbo	Yokomo 3662	Flash-Tech	KO EXI	Futaba 32H	42.0	Andy's Lo-Tec (wing)	3	10	4" Castor Receiver Pack Finned Heatsink
Ralf Krause (D)	Corally MBK Dingo	Corally SP10	MBK & Corally SCE	Corally & Dingo 16 Dbl	Corally MMS II	Flash-Tech (Soft)	Flash-Tech (Medium)	KO EXI	Futaba 132H	47.0	Associated Toyota (wing)	4	1	Graphite T-Piece Standard Car
Klaus Wilhelm (D)	Kyosho Reedy Keil Multiplex	Associated 10L	Keil Pushed SCE	Reedy Mr R's 16 Triple	Helbing RH Turbo	Yokomo 3662	Flash-Tech	KO EXI	Multiplex (KO)	44.0	Bolink Porsche 962 (wing)	5	6	4" Castor Receiver Pack Fibreglass version!
Constant Paul (NL)	Corally	Corally SWB	Corally SCE	Corally 15 Dbl	Corally MMS II	Flash-Tech	Flash-Tech	Futaba Megatech	Sanwa 141 HS	43.2	BBR Lo-Tec (wing)	6	7	New Front End Novak Receiver Coral T-Piece
Stephan Oberle (D)	LRP	TRC Lynx II	LRP SCE	LRP SP14 Gold	LRP Prototype	PB Gold	PB Silver	Futaba Megatech	Futaba 132H	43.1	Associated Toyota (wing)	7	4	1.4mm Roll Bar Receiver Pack Front SWB, Rear LWB
Stefan Danz (D)	LRP	TRC Lynx II	LRP SCE	LRP SP14 Gold	LRP Prototype	Flash-Tech	Flash-Tech	Futaba Megatech	Futaba 3001	45.0	Associated Toyota (wing)	8	9	Receiver Pack Front SWB, Rear LWB No Roll Bar!
David Gale (GB)	Galeforce LRP Corally	Corally SP10	Galeforce SCE	LRP SP14 Gold	Corally MMS II	Atlantic Gomme (PB) Jap Med	Flash-Tech (PB Silver)	JR Apex	JR 4051	44.5	Andy's Lo-Tec (wing)	9	3	Std. Front End with New Camber Adjusters Two Washers Under T-Piece
Umberto Pernice (I)	Novak Galeforce TRC Twister	TRC Lynx II	Galeforce SCE	Twister Blueprint 15	Novak 410 Mic	Atlantic Gomme 104	Flash-Tech	Futaba FF3	Sanwa Contest HC	40.96	Associated Toyota (wing)	10	8	1.6mm Anti-Roll Bar Titanium Rear Axle Front SWB, Rear LWB Ground Effect Gear Protector



**Name:** Christian Keil  
**Nationality:** German  
**Age:** 26  
**Team:** Keil, Associated, Reedy