

The all new Crono has taken the title of European Champion – Darren Warburton reports on the Spanish meeting and takes a look at the winning car

This year's 1/8th Rallycross European Championships were held in Lyon, Spain. The European Championships, or more commonly known "Euros" are open to the top qualifying drivers of the European Countries. This year, Great Britain's top 20 drivers were offered places to race at this grand event. Unfortunately one nameless driver decided to pull out 5 days prior to the event, leaving us with only 19. To qualify for these Euros, you needed to be in the top 20 of the 1991 BRCA Championship listings. The actual number of places given to the UK are fought for each and every year at the EFRA AGM, so it does seem a great shame that drivers can not be bothered to go. Next year we can expect less places over this matter.

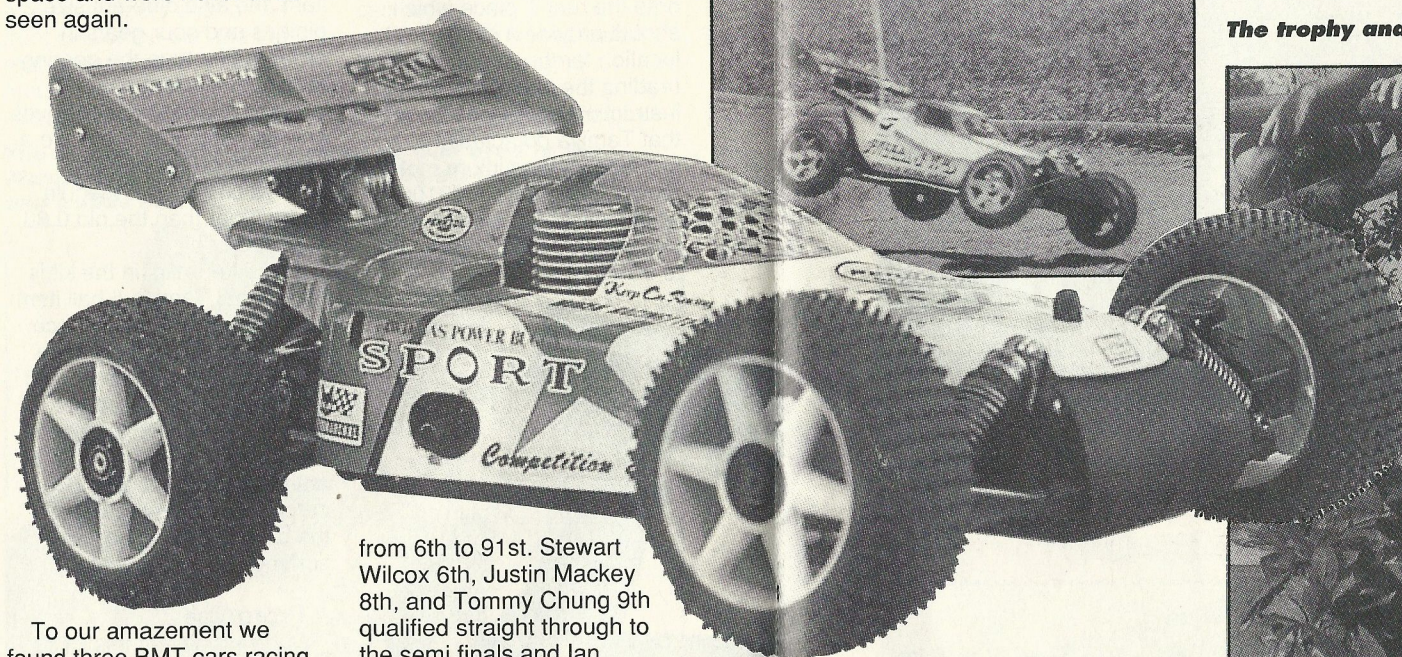
British Qualifiers

The British to qualify for the Euros were Justin Mackey, Stewart Wilcox, Ian McLarney, Mike Craddock, Tommy Chung, David Hill, Tony Miller, Ian Oddie, Ralph Allum, Adrian Fulcher, Mark Stitson, Marc Knight, Kevin Blears, John Broadhurst, Andy Pierce, Kevin Griffin, Paul Dudley, Harry Box and Paul Cairns. Now let's see just how well they did.

The track the drivers raced upon was similar to every Euro surface, what can only be described as a BMX track, with less undulations. Early on in the qualifying and practice rounds the track looked smooth, and felt as if it would hardly change over the 3 days racing.

Little were we to know that we were wrong, for it became the roughest of the roughest tracks that we have ever had the pleasure of racing on.

Richard Stitson was the British Team Manager, and did a super job during the first practice day, settling an argument over pit table allocations between the French and the British. After explaining to the French that they were to share a table with Kevin "Killer Typhoon" Griffin, they soon offered their space and were never to be seen again.



from 6th to 91st. Stewart Wilcox 6th, Justin Mackey 8th, and Tommy Chung 9th qualified straight through to the semi finals and Ian McLarney 18th> through to the quarter finals. This optimistically looked one of the best years ever for GB. Didier Boulmier had FTD, 9 laps in 5 27. 84. Stewart's FTD was 8 laps in 5 0.22, so he wasn't far behind!

To our amazement we found three BMT cars racing at this event, all of them looking very good or' the track. However, after further investigations, we were to learn that they were not all using ball type differentials.

After the qualifying rounds, it was sad to say goodbye to Paul Cairns who unfortunately didn't make a final. The top 104 did make finals, the British ranging

The winning car of Ghedini sat very low to the ground and was heavily damped.

cars into the pits for further adjustment, each time improving the overall performance of the car. On the final practice day he concluded upon the set ups of the Mantua cars within the British camp, and said they should have no problems in qualifying, so long as the drivers remained calm and steady. At this stage he also claimed that he didn't think the top ten would all be on 9 laps. As it happens his predictions were true, for only the top 5 achieved 9 laps in qualifying.

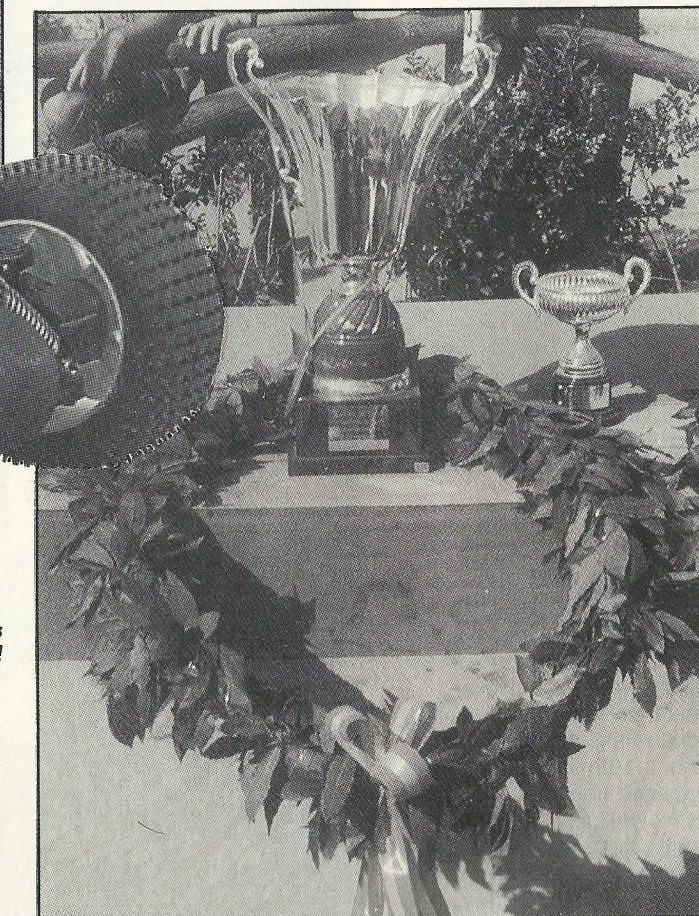
Qualifying for the Finals

The finals took place on a Christmas Tree format. Paul Dudley was first to kick off on the finals day, he qualified 91st, placing him in the 1/128th final. It was only 5

minutes until his final, when he managed to gain 3/4 of a lap over place man. Throughout the race Paul remained steady and consistent, eventually rewarding him with a win. Paul then went onto race in the 1/64th final alongside Harry Box. Unfortunately Harry damaged a front damper in his final which ruined his chances of improvement, and Paul just didn't appear to be able to keep it together long enough to stand any chance of getting into the top three.

The 1/32nd final contained both Kevin Griffin and Andy Pierce. Kevin had a terrible start in this final, of which I am sure he was cause as well as the victim. But

The trophy and garland that they were all driving for!



Above; Mark Stitson's Unika in full flight!

help to the British Mantua Team. His awesome knowledge of car set-up and tuning helped the team throughout the event. Racing at the event was his son Massimo, using believe it or not, a Unika. Time after time Franco called the Mantua

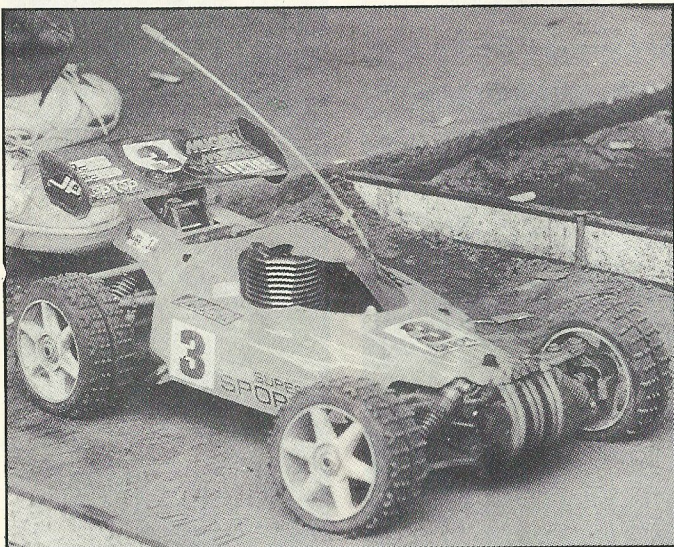
CRONO - LOGICAL



The top three; Daniere 2nd, Ghedini 1st and Lenzi 3rd.

loosing at least 3/4 of a lap. Unfortunately this was enough to prevent Ralph from being awarded any of the top three positions. David Hill however, did do quite well, winning 2nd place with his OPS powered Mugen. Mike Craddock qualified straight into the next 1/8th final and was greeted by Adrian Fulcher who moved up from the 1/16ths. Mike did very well in his final moving up to the 1/4s.

The first 1/4 final contained Ian Oddie, Ian McLarney and David Hill. Ian Oddie suffered engine failures, and David Hill too had the same



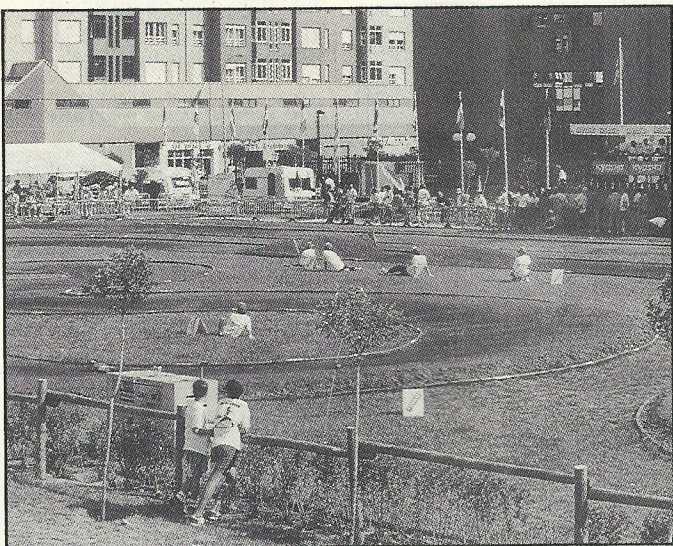
Second place fell to the Mugen of Daniere.

through the trail of dust blasted Andy who looked sure to hold 2nd for most of the race. Of the 26 laps Kevin completed in this final. Mike Craddock was sure he counted 2 laps where Kevin never ended up either on his back or took someone else out! In fact Mike said Kevin demonstrates a driving style that is quite out of this world. I am sure people would pay money to watch racing like that! Unfortunately neither quite made it to the end of the race, so no improvement here.

Mark Stitson and Marc Knight raced in the 1/16th final, but neither managed to move up. Reasons, well it appeared to me that the cars

simply had a bad start and were unable to make up the time that was lost early on in the race. Not to worry there's always next year. Kevin Bears, John Broadhurst and Adrian Fulcher raced in the other 1/16th final, only Adrian managed to move up sporting his Nova Rossi 2000 powered Mantua Unika. Kevin had a few mechanical problems with his Pirate, which ruined his chances of a win.

Ralph Allum and David Hill greeted us with their presence in the 1/8th finals. Ralph had a fantastic start and held 2nd for at least the first five minutes of his final, just as all was going well he suffered an engine cut,



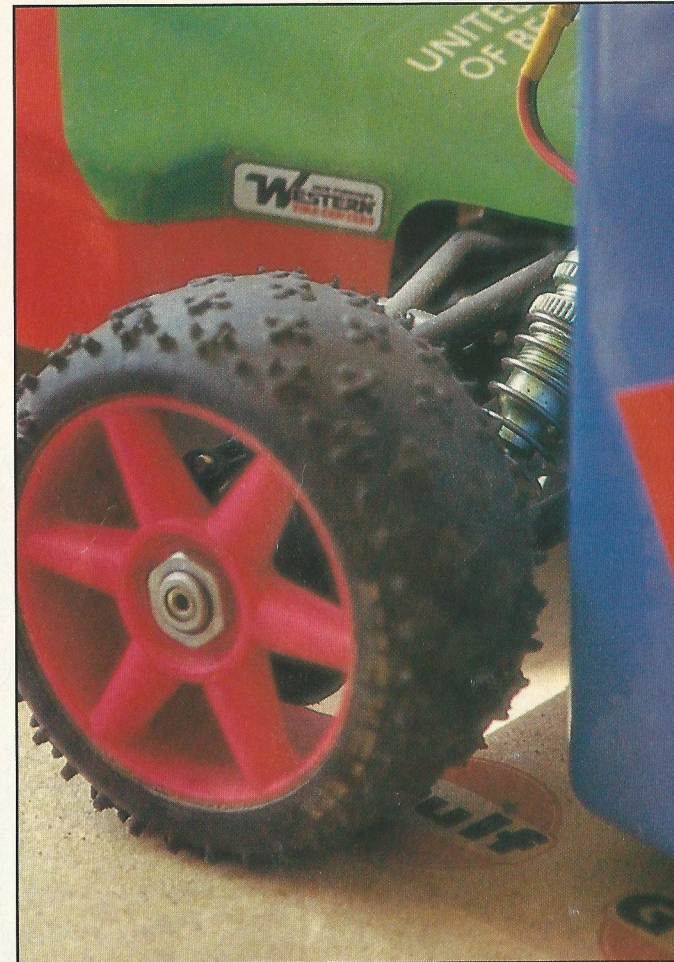
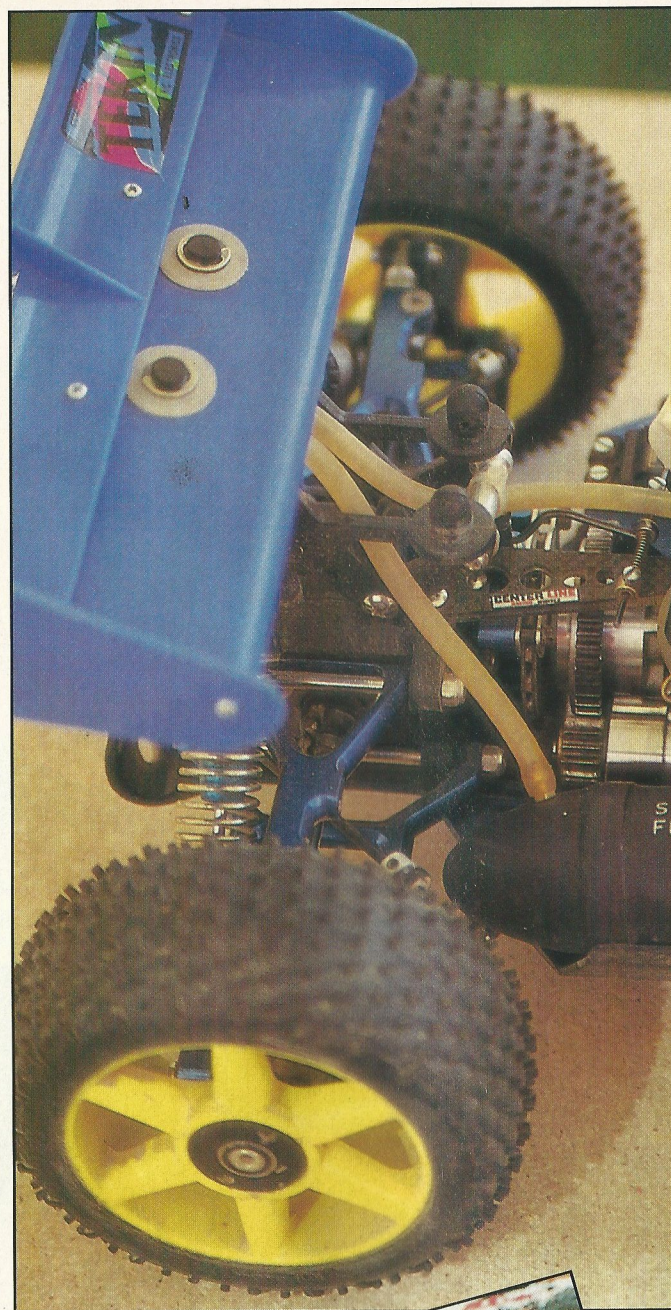
The track and rostrum situated in a residential area.

Main Final Results

Pos	Name	Country	Car	Time
1st	Roberto Ghedini	Italy	Crono/Picco6	67:45:20.95
2nd	Oliver Daniere	France	Mugen/JP Top	67:45:25.47
3rd	Samuele Lenzi	Italy	Crono/Picco	67:45:29.00
4th	Maurizio Monesi	Italy	Inferno/OPS	66:45:48.59
5th	Vincent Moray	Belgium	Pirate/S power	64:45:05.01
6th	Cyril Mougin	France	Inferno/Rex	64:45:07.33
7th	Justin Mackey	GB	Inferno/Mondial	64:45:35.98
8th	Alex Catozzi	Italy	Tag/OPS	63:45:1.43
9th	Jaime Puche	Spain	Mugen/Mondial	63:45:8.99
10th	Didier Boulmier	Swiss	Corsair/OPS	47:39:49.98

The Final results of the UK Drivers.

7th	Justin Mackey	31st	Ian Oddie
15th	Stewart Wilcox	40th	Ralph Allum
17th	Ian McLarney	45th	Adrian Fulcher
18th	Mike Craddock	53rd	Mark Stitson
20th	Tommy Chung	60th	Marc knight
22nd	David Hill	61st	Kevin Blears
27th	Tony Miller	62nd	John Broadhurst



Interesting car seen at the Eurochamps featured alloy suspension arms and new wheels.

The Main Final

The Main Final was one of the most stable, interesting races I have ever seen. From start to finish the race was open to either Ghedini – Crono, Daniere – Mugen, Lenzi – Crono. These three drivers seemed capable of lapping the rest every 10 minutes with ease. To sum up it was one of the best 45 minutes finals you could have seen.

Daniere and Ghedini were so close lap after lap, but towards the end Ghedini opened up his lead over the Mugen, fighting and fighting to open up 1/3rd of a lap, it was fantastic.

The Crono out powered them all, leaving a blistering trail of dust in the final few laps. Well done to Roberto Ghedini, this years European Champion and well to that British start driver Justin Mackey, who eventually finished 7th in this awesome contest.

Well done to Justin, and well done to the rest of the British Team!

problems. This only allowing Ian McLarney to move up to the semi finals. The other 1/4 final contained Tony Miller who unfortunately finished 7th, with no mechanical failures.

Semi Finals

So the semi finals contained the following British drivers, Mike Craddock, Stewart Wilcox, Ian McLarney, Tommy Chung and Justin Mackey. Justin was the only driver to make it through to the main final. Tommy's engine had a mind of its own and decided to work its way loose out of the car. Both Mike and Stewart unfortunately had mechanical failures.

