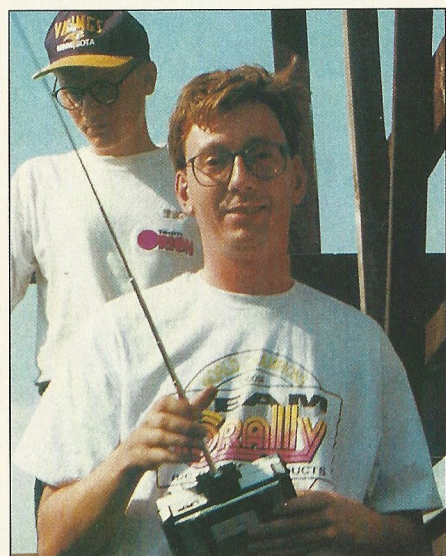


The 1993 Pro-10 European Championship took place at Wiener Neudorf, which is some twelve miles south of Vienna, in Austria. Drivers from all over Europe arrived to compete, including some from the old Eastern-bloc countries. For the British team, who'd hired two mini-buses, this meant leaving Cambridge in the early hours of the morning (Dickie Mee and David 'Windy' Gale had rather full houses) to drive down to Dover to catch the seven o'clock ferry and pick-up the Trinity twins, Neil and Graham.

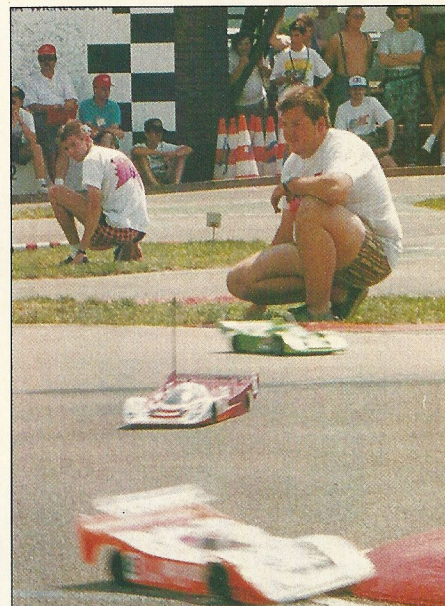


David Gale finished a fine second.

Communication between the two vehicles was done by CB radio, (when they were actually turned on that is!), and there were only a couple of navigational hiccups on the way. At every stop, Dickie got out his kettle to brew up some tea, whilst Big Bad John Hyde played spot the strange salad. The rest of the journey was pretty uneventful, with only UN trucks and speed crazy Germans driving at warp factor 20 to worry about, although one German driver really took the biscuit, as he filmed us with a camcorder in one hand as he drove past at over one hundred miles per hour! Graham Creasey won the worst passport photo competition, but only just from Windy! We eventually arrived at our Gastof at around midnight, only to find they only had room for three of us, so the rest ended up at a nearby Pension.

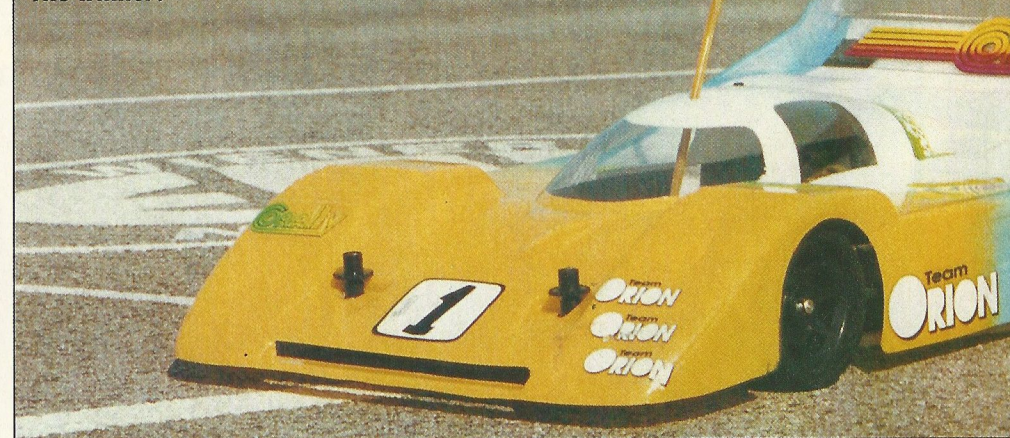
After a bit of a lie-in and breakfast, it was down to the track for a look around. Whilst we were down there, we were able to book in and collect our Euro's souvenir, which this year was a bum bag. We also managed to obtain our supply of 'Caramba Blue' which was one of the allowed tyre treatments, which is actually very similar to penetrating oil, along with some 'sun milk' (suntan lotion). However, this didn't stop some drivers from trying their own concoctions. It was then off to do a quick bit of shopping and back to the hotel for a meal, and to complete preparations for the following days racing. This was cut short when Mike Haswell managed to trip the electricity supply, when the mains power supply he had borrowed for the event blew, setting the tone for the rest of the weekend!

Friday saw free practice in the morning, with drivers booking into various time slots under the watchful eye of the officials, and this actually worked very well for a change. Two rounds of 'timed practice' followed, to sort out any frequency problems, which kept the British team manager, Mark Passingham (he drew the short straw as he spoke some German), quite busy. Apart from sorting out the frequencies, timed practice wasn't a particularly useful exercise, as only the driver's fastest laps were posted, which is fine for those who have someone to time them trackside, but for the rest it was a waste of time.



The Pro Ten European Championships Neudorf, Austria

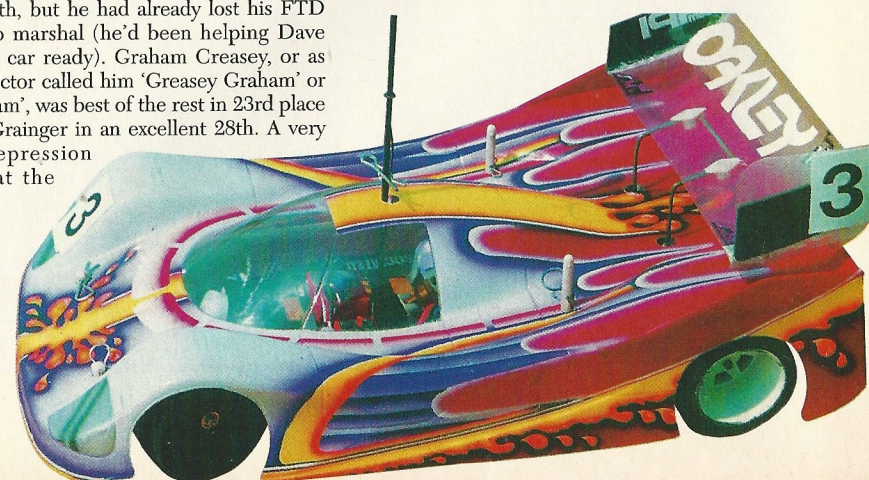
The winner!



Qualifying

The 'Flying Dutchman', Oscar Jansen with his Corally, set the pace in the first round with a scintillating 21 lapper. Upholding local honour was Roman Stopka, from Germany's Martin Fliessbach and fellow Austrian, Thomas Pumpler in fourth, all driving the Associated 10LS, with Finland's Annti-Pekka Jakonen in fifth. Of the British drivers, Adam Stephenson was the best placed in 13th, but he had already lost his FTD for failing to marshal (he'd been helping Dave Gale get his car ready). Graham Creasey, or as the race director called him 'Greasey Graham' or 'Crazy Graham', was best of the rest in 23rd place with Chris Grainger in an excellent 28th. A very large depression settled in at the

This just has to be a Dallas paint job!



British pits as the broken spur gear count started to rise (the eventual solution was to run smaller spur gears, as the 115 spurs we all seemed to be using protruded slightly below the chassis, making them very vulnerable to bumps and ripples on the circuit). The team's bad day was topped off by their inability to find the banquet, until a kind local guided us there in his car!

Saturday saw very hot conditions for the

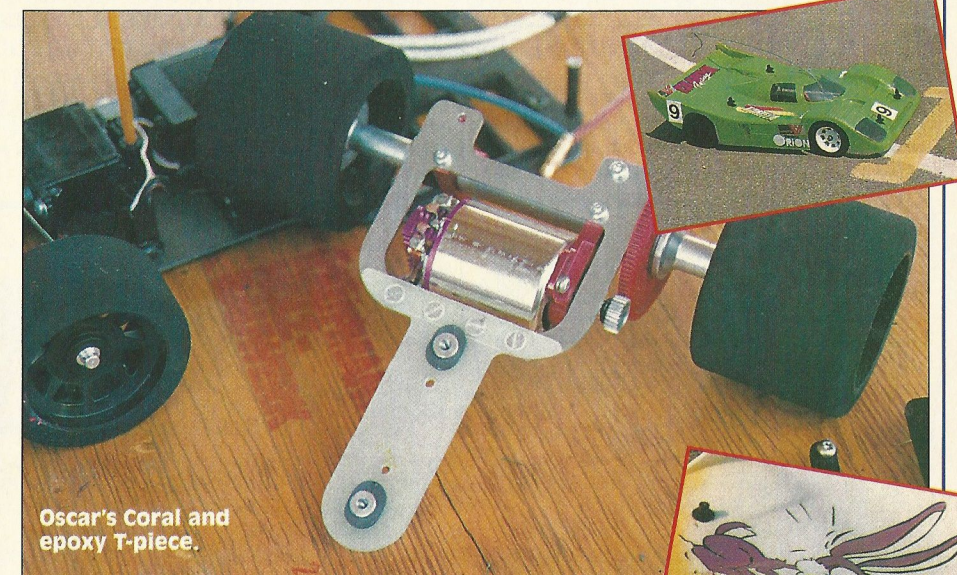
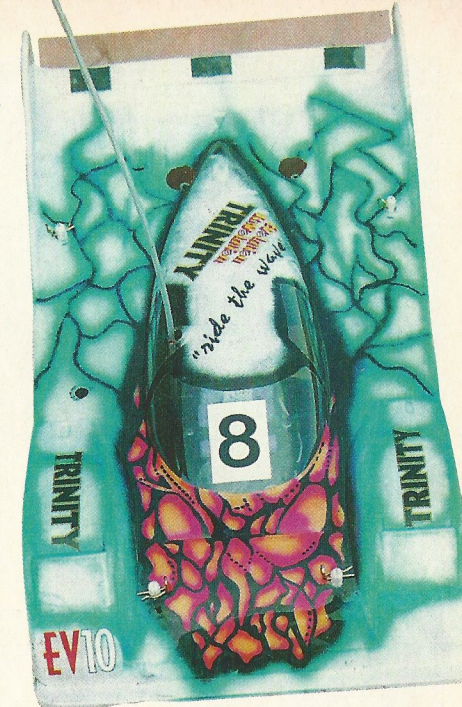
remainder of the qualifying heats and, whilst there was no change in the top three for round two, up to fourth came Italy's Umberto Pernice with his Twister/Orion powered Associated 10LS. Adam Stephenson was up to sixth, but this was to be his best time and wouldn't eventually count, just ahead of Dave Gale in seventh. The third round saw a few changes, with Ralf Krause and Jurgen Lautenbach moving up to fourth and fifth respectively, whilst Windy held on to seventh.

Round four saw Oscar still holding on to FTD with his first round time, the fastest of his three 21 lappers. Roman Stopka reclaimed second from Thomas Pumpler, and only just missed getting that elusive 21 laps by half a second, whilst the good news for British fans was that Windy was now up to fourth. There wasn't much change in round five, although Oscar knocked three seconds off his FTD time to show the rest who was boss, whilst Martin Fleissbach moved up to sixth and Italy's Christiano Nasseti was now eighth. For the final round there was no change in the top ten names, only a slight reshuffling of the order, with Umberto Pernice up to seventh

An Italian Evolution 10.

drivers, the only good news was a win for Mike, a second for Dickie and fourths for John, Neil and Graham.

The first final out was the K, which saw Christian Faur from Romania take the overall win with two firsts, from the Slovak pair of Vilja Sandrik and Stanislav Blaschke. Adamo Grilli of Italy won the J final with a pair of wins, from Peter Sieben and Gunther Bechler of Germany. The I final featured our very own Dickie Mee,



and Markus Mobers, who was driving a Corally fitted with the front end from a Tamiya F1(!) in ninth place. So Oscar took pole for the 93 Pro 10 Euro's, and indeed looked virtually unbeatable. Were we to finally see him take the title that has eluded him over the past few years?

The Finals

Sunday was finals day, and as per usual we had practice finals followed by three finals for all the drivers, with the best two finishes out of the three counting, the final result being arrived at from points awarded for positions rather than times. The practice A final saw a win for Oscar from Martin Fliessbach, both of them on 21 laps, whilst Windy finished last with, yes you guessed it, yet another stripped spur gear. Of the rest of the British

who won the first leg, but then suffered a stripped spur in the 2nd leg and a loose diff in the 3rd, so finished up in sixth place. The first three overall were Austrians, with Friedrich Fink taking the win from Norbert Schipany by virtue of a better drop score. Third was Christian Zsalcac and fourth was Sweden's Johnny Karlsson.

In the H final we had Mike Haswell, who suffered rather with traffic and received a warning during the second final; it appears that punting the host club's Chairman out of the way isn't really the best idea. Mike finished up eighth, but was happy at going the whole day without damaging a spur gear! Michel Friedmann of Belgium took the overall win by two seconds from

Switzerland's Rene Caspar and Germany's Rüdiger Romling.

The G final saw the French connection take the spoils, with a win for Eric Fefer, whilst Danish driver Tonni Andersen took second place on drop scores from Gilles Henault and Denis Le



Driver	Team	Car	Nicads	Motor	Speed Cont	Front Tyre	Rear Tyre	Radio	Servo	MM per rev	Body	Qualify	Final	Notes
Oscar Jansen NL	Corally, Orion Novak	Corally 10G	Orion Panasonic	Corally 14 dbl	Corally MMS II	Corally 307	Corally Yellow	KO Esprit II	Sanwa ERG-XS	37.2	Andy's Nissan Trim Tab	1	1	Epoxy T-piece shock No understeer too fast!
Roman Stopka A	TQ, Sapientia Racing	Assoc. TQ 10L	Keil SCRC	LRP Gold	LRP Mk II	TRC Gold	TRC Green	Futaba FF3	Sanwa 141HS	33.0	HPI Jaguar	2	4	TQ chassis wishbone front end
Thomas Pumpler A	LRP, Sapientia Racing	Assoc. 10L	Keil SCRC	LRP Gold	LRP LE25AMS	Atlantic Gomme	Corally Gold	KO EX-9	Sanwa 141HS	31.5	Assoc. Nissan Trim Tab	3	9	Roll adjuster spur gear protector
David Gale GB	Corally, Intronic Galeforce, RRC BBJ	Corally 10GS	Orion/Maxcell SCRC	Corally 14 dbl	Corally MMS II	Corally Green	Corally Yellow	JR Apex	Sanwa 141HS	37.2	Andy's Nissan Trim Tab	4	2	Epoxy T-piece shock still understeering
Ralf Krause D	Corally, Helbing	Corally 10G	Helbing Panasonic	Corally 15 Triple	Tekin 410K	PK Gold	TRC Yellow	KO Esprit II	Futaba 132H	37.0	Assoc. Nissan Trim Tab	5	8	Epoxy T-piece shock spur gear protector
Martin Fliessbach D	Keil, Reedy, Assoc., Novak	Assoc. 10L	Keil Panasonic	SMT 13 Triple Reedy Mr M 13 dbl	Novak 410 HPC	TRC T-1	Assoc. Green	KO EX-I	KO 301 BS	38.0	Assoc. Nissan Wing	6	7	Wishbone front end HPI chassis
Umberto Pernice I	TQ Models, Orion Twister, Novak	Assoc. 10L	Orion Panasonic	Twister 13 sgl	Novak 410 MPC	TQ 30 soft	TQ 30 soft	Futaba FF3	KO 1003	34.8	Assoc. Nissan	7	5	Wishbone front end
Jurgen Lautenbach D	LRP, TRC, KO	TRC Lynx II	LRP SCRC	LRP Gold	LRP Mk II	TRC Green	TRC Yellow	KO EX-I	Airtronics 94143	33.5	Andy's Nissan Wing	8	3	Roll dampner red front springs rear short/front long spur gear protector
Markus Mober D	Corally, Tamiya Orion, E.V.	Corally 10G	Orion SCRC	EV 15 triple	LRP Mk II	Corally Green	Corally Yellow	Tamiya Adspec	Futaba 132SH	37.5	Andy's Nissan	9	6	Tamiya front end!
Christiano Nasseti I	TQ Models, Orion Twister Novak	Assoc. 10L	Orion Panasonic	Twister 13 dbl	Novak 410 HPC	TQ 30 Hard	TQ 30 Soft	Futaba FF&	KO 1001	31.3	Assoc. Nissan Trim Tab	10	10	Wishbone front end Spur gear protector

Goic of France. 'Big Bad John' Hyde and Mark Passingham both had their troubles with other cars and finished up seventh and tenth respectively. Three drivers in the F final finished with equal points, Austria's Michael Kramer taking the win from France's Thomas Travaillie and Swiss Roger Eifler. The E final saw another Austrian victory, this time to Roman Drbusek, with Finland's Teemu Saarinen (or Tim as the Brits called him) in second from Belgium's Luc Durbreucq in third. The D had three British drivers in the form of Neil Mead, Chris Grainger and Rob Marshall in it. Neil fared the best of the trio with a win in the second leg and a third overall finish. Chris and Rob didn't fare too well, as Rob suffered a bent rear axle and a broken wing wire, and they eventually finished seventh and ninth respectively, the overall win going to Belgium's Benoit Thomaes with two wins, with Italian Alessandro Nicotra in second.

The C final brought better news for the British fans as Adam Stephenson took two wins for first

overall (huzzah!), with Sweden's Roger Sandberg in second and France's Georges Bohdanowicz in third. 'Crazy' Graham Creasey came home in fourth place despite stripping yet another spur gear in the first leg and not being able to cure the persistent radio glitch that had plagued him for the entire meeting. The B final featured Bristol's Jason Bohin, who unfortunately suffered from being turfed off the track by other cars and then had his receiver pack go flat on him so he ended up in seventh! David DeLaPierre finished first with his SMT powered Associated10LS from Germany's Stefan Danz with an LRP powered Lynx 11. Third was 'Flying' Finnish driver, Antti Pekka Jakonen, who only just missed out on making the A final.

Now we move on to the main event, the three legs of the A final. At the start of the first leg Oscar jumped straight into the lead followed by Roman Stopka, with Windy Gale squeezing up the inside of Thomas Pumpler to take third. There was no change in the race order until the last 30 seconds of the race, when everything suddenly started to happen! Thomas's cells went into dump mode and he was punted out of the way, whilst hogging the line, by Jurgen. The big surprise came when Oscar went flat and went off at the chicane coming off the straight, so this put Roman, the local hero, into the lead from Windy and Jurgen. The trouble was, Roman's cells were going flat too, so this allowed Windy to sweep past (Roman kindly gave him the space) and take the win, to the accompaniment of a large roar from the British pits! So, first blood to Windy from Roman, with Jurgen third and Oscar in fourth. Oscar's apparent duration problem with his cells was due to him not resetting his charger for Panasonic's, as Windy so kindly pointed out to him.

Windy was slow off the grid in the second leg and was then bundled off onto the grass, whilst Oscar again slotted straight into the lead from Thomas, Jurgen and Roman. There was quite a train forming behind Thomas whilst Oscar made good his escape, and it was obviously bound to

end in tears sooner or later. Jurgen was the first to have a go at Thomas in the chicane coming off the main straight, but lost out and dropped down to fifth, with Martin Fliessbach now in third. In the meantime, Windy had parked up with a broken spur gear (what a surprise!), a legacy of the first corner. Martin then pulled off a super move to get past Thomas going into the hairpin before the timing loop under the drivers rostrum. Thomas then promptly put on the power to get alongside Martin going into the following chicane, and put him straight into the track barrier at the top corner, with not a single word from the referee! Going into the closing stages of the race Thomas started to go flat, which allowed Jurgen to take second with Oscar running out a very comfortable winner. So, two down and one to go with everything still to play for!

The final leg of the A final saw Oscar streak straight into the lead, again from Roman, with Windy challenging very strongly. Windy eventually made good use of the slight edge in speed he had over Roman by diving down the inside at the end of the straight, and then he proceeded to pull away. There was a very close, all German, battle raging for fourth between Jurgen, Martin and Ralf Kraus which became a bit push-and-shove at times. While this was continuing, Oscar tripped over a backmarker which allowed Windy to close right up on him, but at the end Oscar just managed to pip him for the win by a mere three-tenths of a second to claim the 1993 European Pro-10 Championship! Jurgen managed to fend off the close attentions of Martin Fliessbach for third place, whilst Umberto Pernice picked up fifth. So overall it was Oscar Jansen who took away the spoils with David 'Windy' Gale in second, his best showing to date, Jurgen collected third overall and Roman picked up a very creditable fourth place.

Our congratulations go to the organisers on running a superb event with everything running exactly to the published time table. Roll on 1994, when I gather the most likely venue for the Pro 10 Euro's will be Rome in Italy, and then onto Sonnenburg in Germany for the Worlds.

Top 10 Qualifiers:

1	Oscar Jansen	21-5.10.2
2	Roman Stopka	20-5.05
3	Thomas Pumpler	20-5.2.4
4	David Gale	20-5.2.9
5	Ralf Krause	20-5.3.8
6	Martin Fliessbach	20-5.3.9
7	Umberto Pernice	20-5.4.0
8	Jurgen Lautenbach	20-5.4.3
9	Markus Mober	20-5.4.4
10	Christiano Nasseti	20-5.4.9

Rest of the British drivers:

16	Jason Bohin	20-5.8.9
21	Adam Stephenson	20-5.12.3
24	Graham Creasey	20-5.12.9
32	Chris Grainger	20-5.18.1
33	Rob Marshall	20-5.19.5
37	Neil Mead	19-5.2.2
53	John Hyde	19-5.8.0
59	Mark Passingham	19-5.15.3
74	Mike Haswell	18-5.2.5
81	Dickie Mee	18-5.6.6