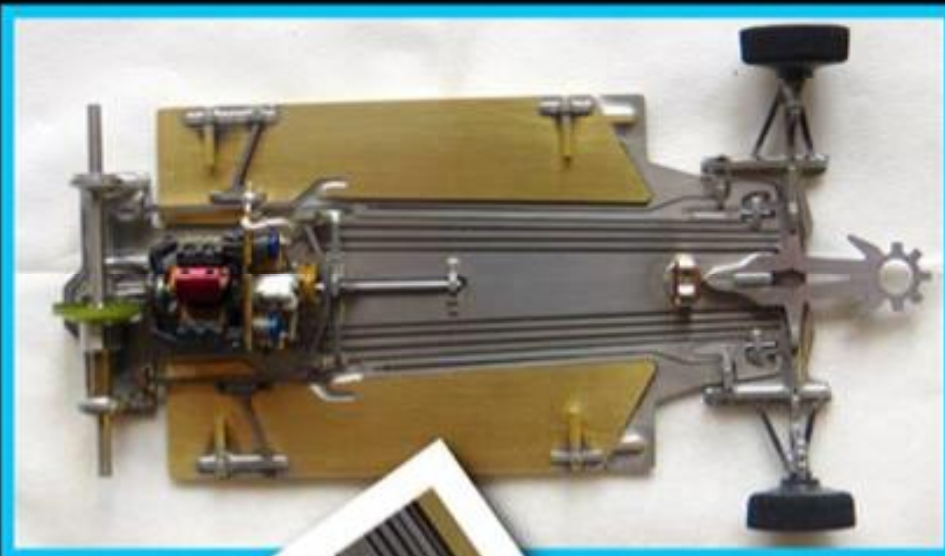


HORKY/RECEK



Two new F1 chassis on show. Let's call this one 2015/1

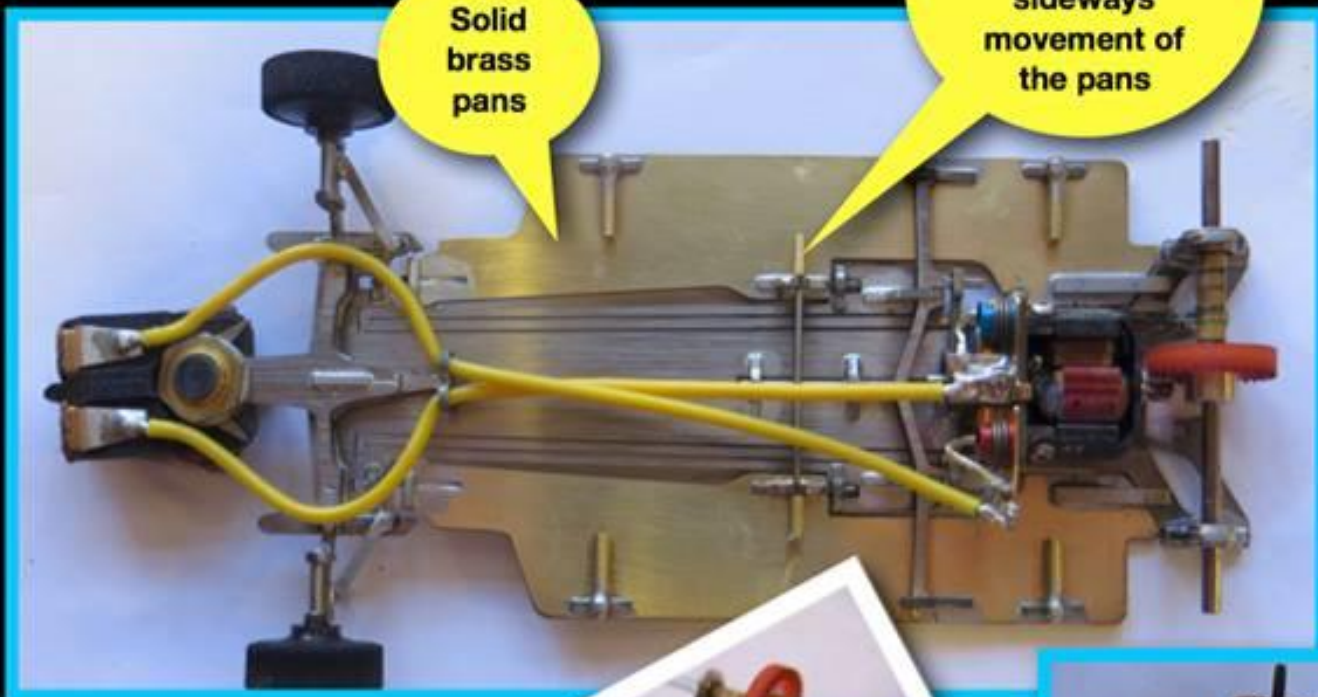


Let's call this one 2015/2. Quite complex with a steering guide location. Shades of where Brian Saunders was heading before he stopped.



All sorts of stuff going on here all too difficult for me to describe but obviously the work of the genius that is Jaroslav Recek

CASTRICONE



Solid brass pans

This additional bar restricts the sideways movement of the pans




New castricone 2015 F1 chassis. An ope rear end following a trend set by Richard Mack.

BRUYNINX

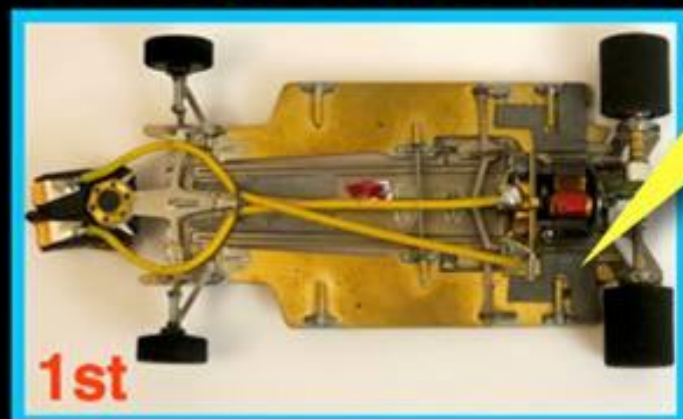


Steel
pans



This is last years 2nd place driver Chris Bruninx's car this year. He has put sand blasted steel pans on what is essentially a 2013 Horky chassis.

WINNING CARS

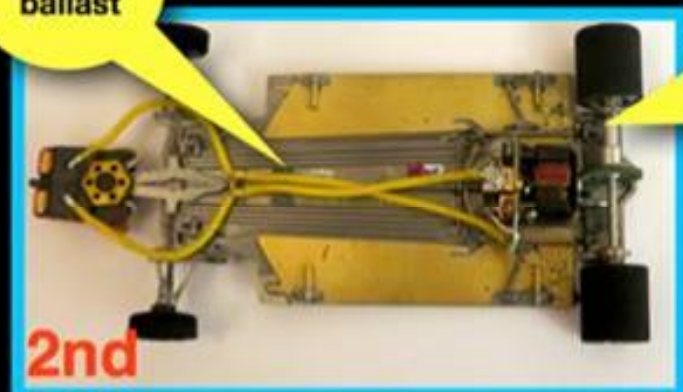


Lead
ballast



This is Piero Castricone's car. A Castricone 2015. See the added lead on the race car at the rear of the pans compared to that on Page 2.

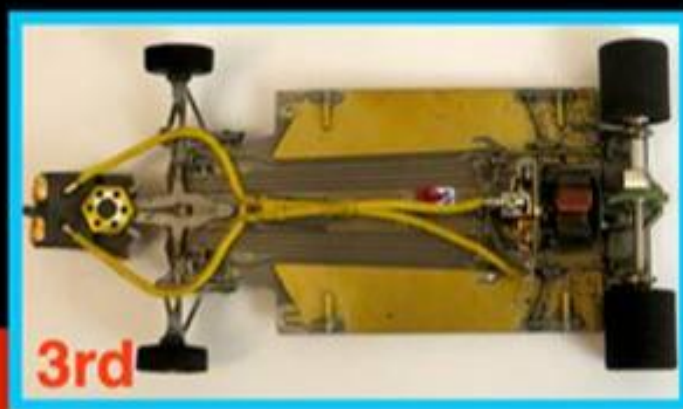
Lead
ballast



Lead
ballast



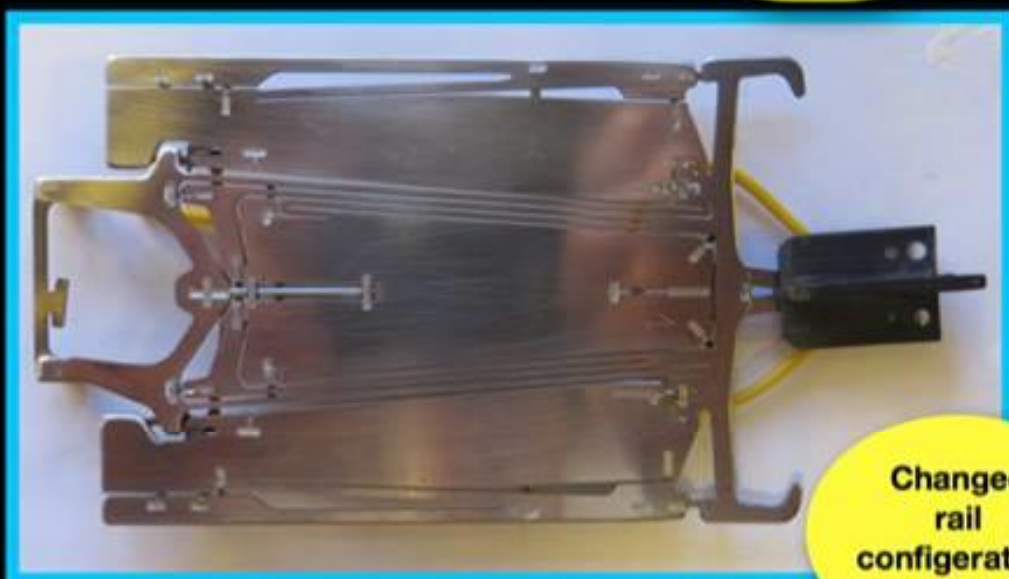
This is Vladimir Horky's car. A Horky 2015 as shown on Page 1. He has also added some lead under the the rear axle and behind the lead wire retainer.



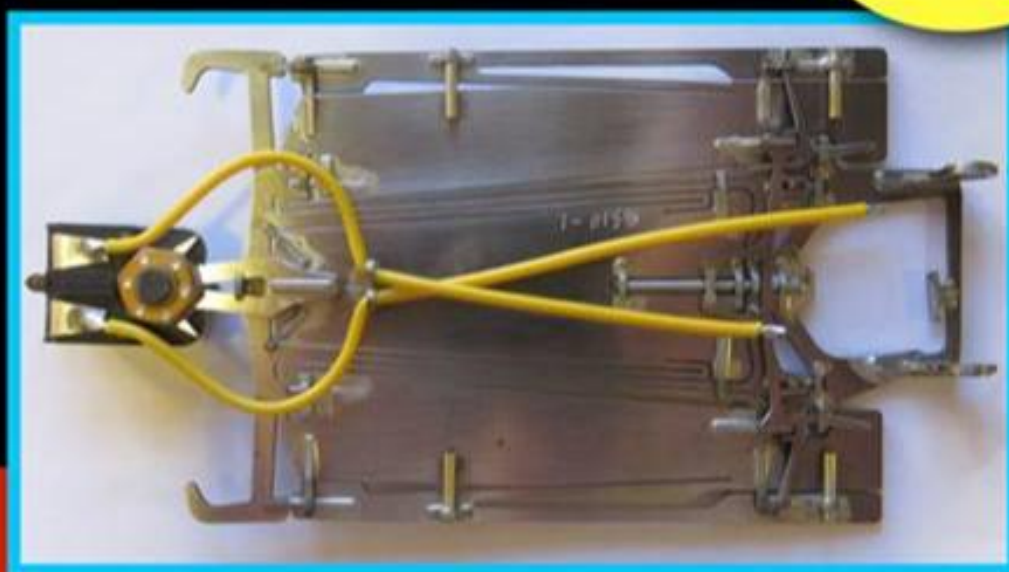
This is Jan Zemlicka's car. Again a 2015 Horky chassis with lead ballast added in the same position as Horky's car.

CASTRICONE

Additional splits in the pan to provide increased damped movement of the body shell.



Changed rail configuration

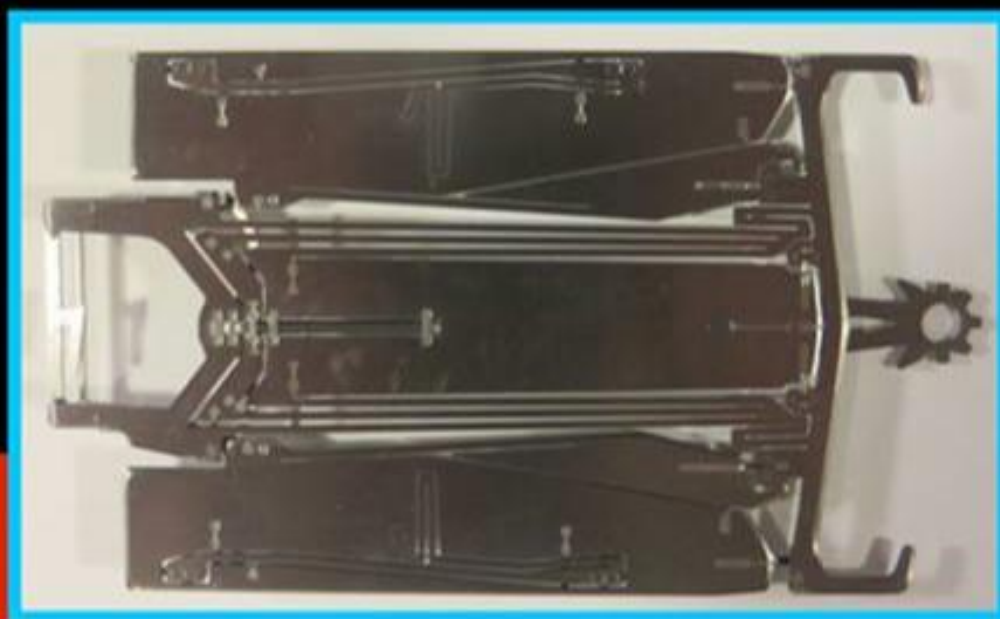
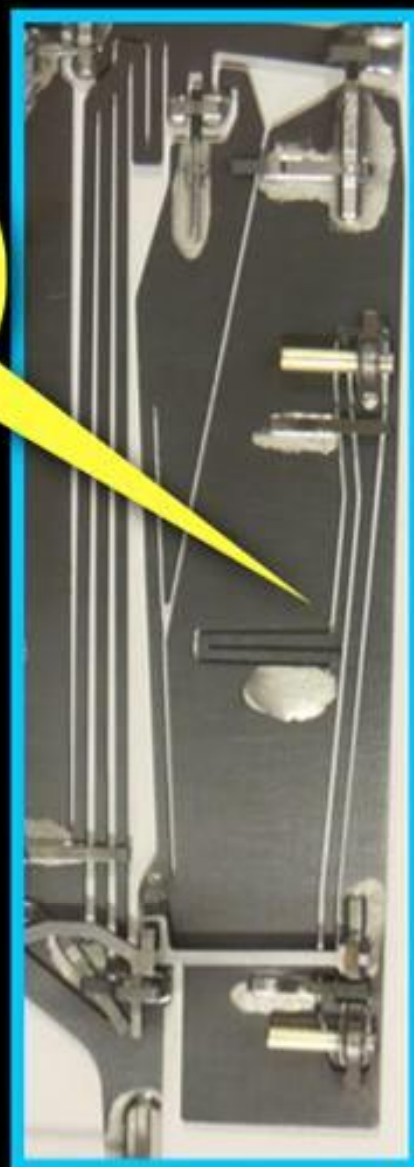
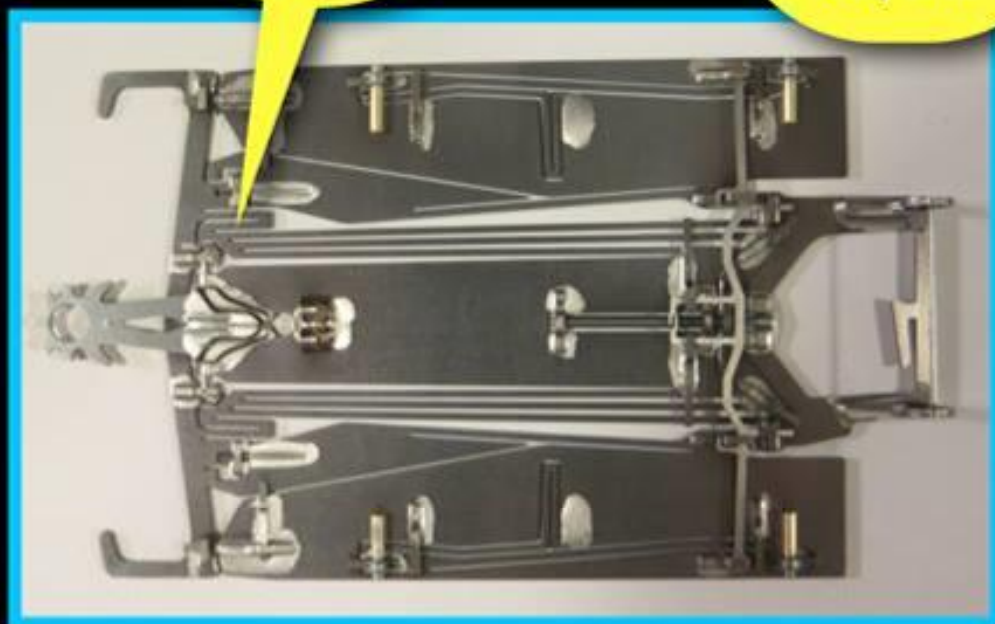


New castricone 2015 E32 with different rail configuration and a very interesting change to the pans enabling more dampened and increased body shell movement. This seems to be the latest thinking in design as Recek is doing the same thing but in a different way.

HORKY/RECEK

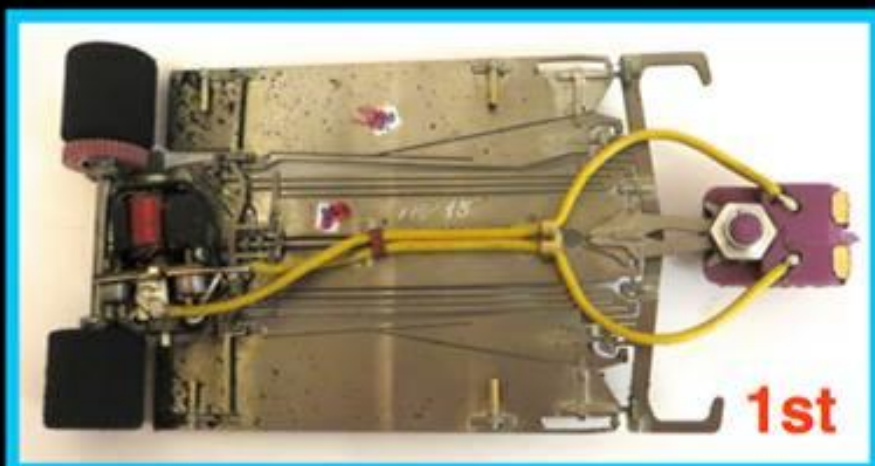
Rail configuration same as 2013 chassis

Additional splits in the pan to provide increased damped movement of the body shell.



New Horky/Recek 32ES chassis. The rail configuration and bite bar are the same as the 2013 chassis but the pans are extensively changed to provide more dampened movement of the body mounts.

WINNING CARS



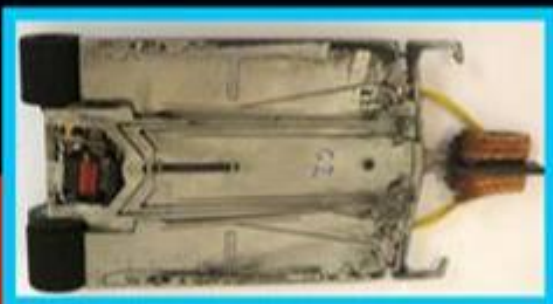
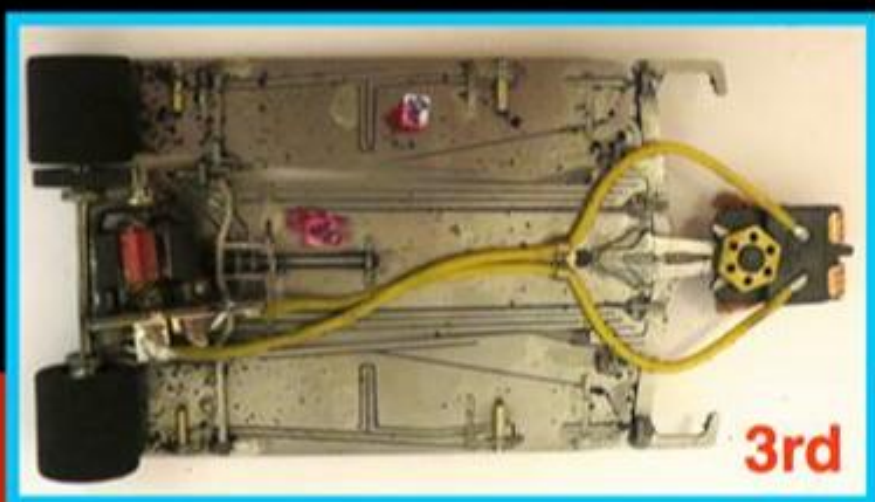
Antonin Vojtik's winning car. A 2013 Horky/Recek chassis. In the final he used a Horky 14 mag set up with a PK23/25 armature. 6:44



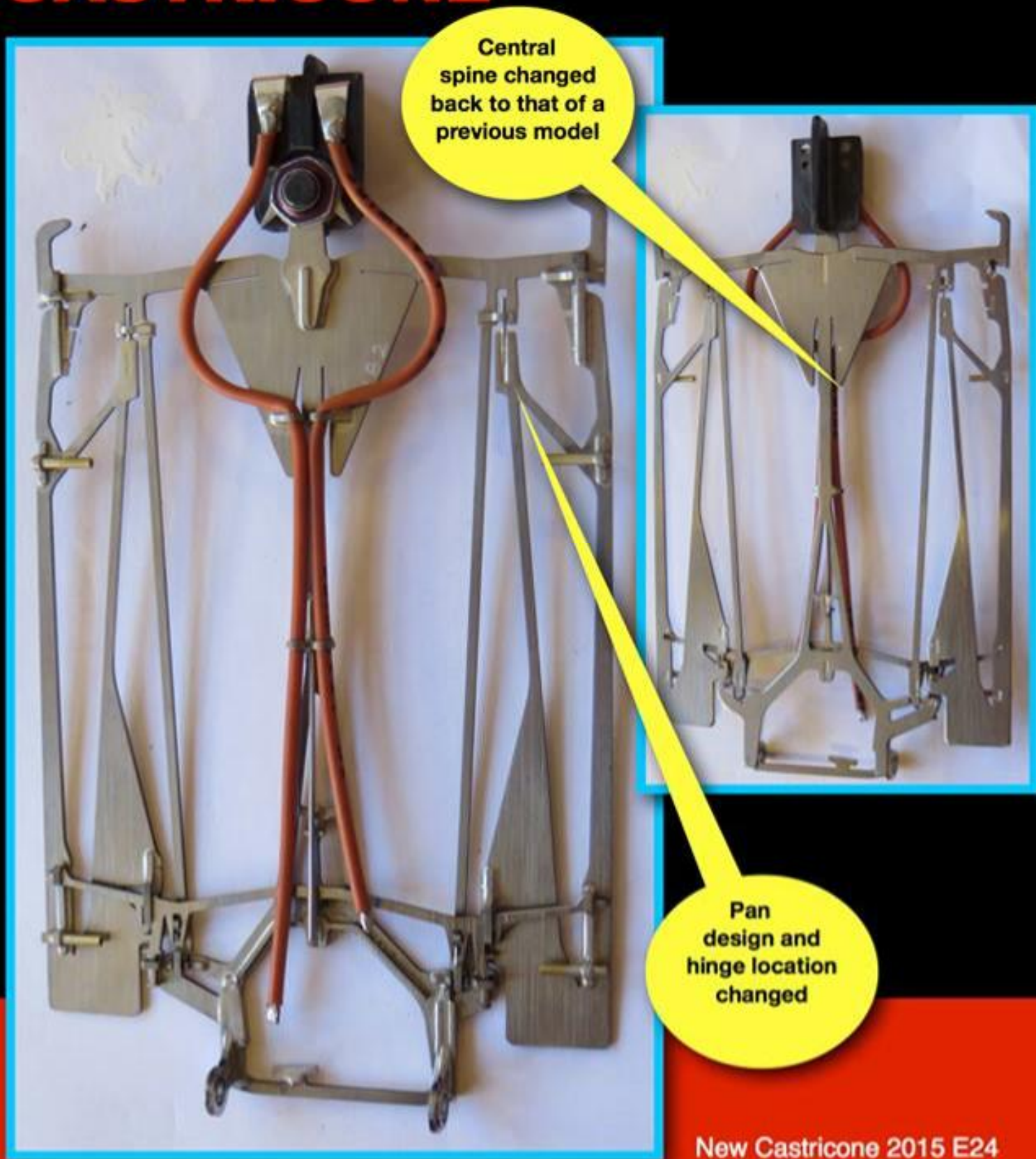
Paolo Trigilio's car. A 2015 Castricone chassis. He used a Voki 14 mag set up with a PK 23/25 armature. 6:44



Recek's car. A 2015 Horky/Recek chassis. He used a Horky 14 mag set up with a PK 25/25- armature. 6:44



CASTRICONE



New Castricone 2015 E24

WINNING CARS



Antonin Vojtik's winning car together with the 2nd and 3rd placed cars of Horky and Recek. All are the 2013 Horky/Recek chassis. PK arms used by all 3.