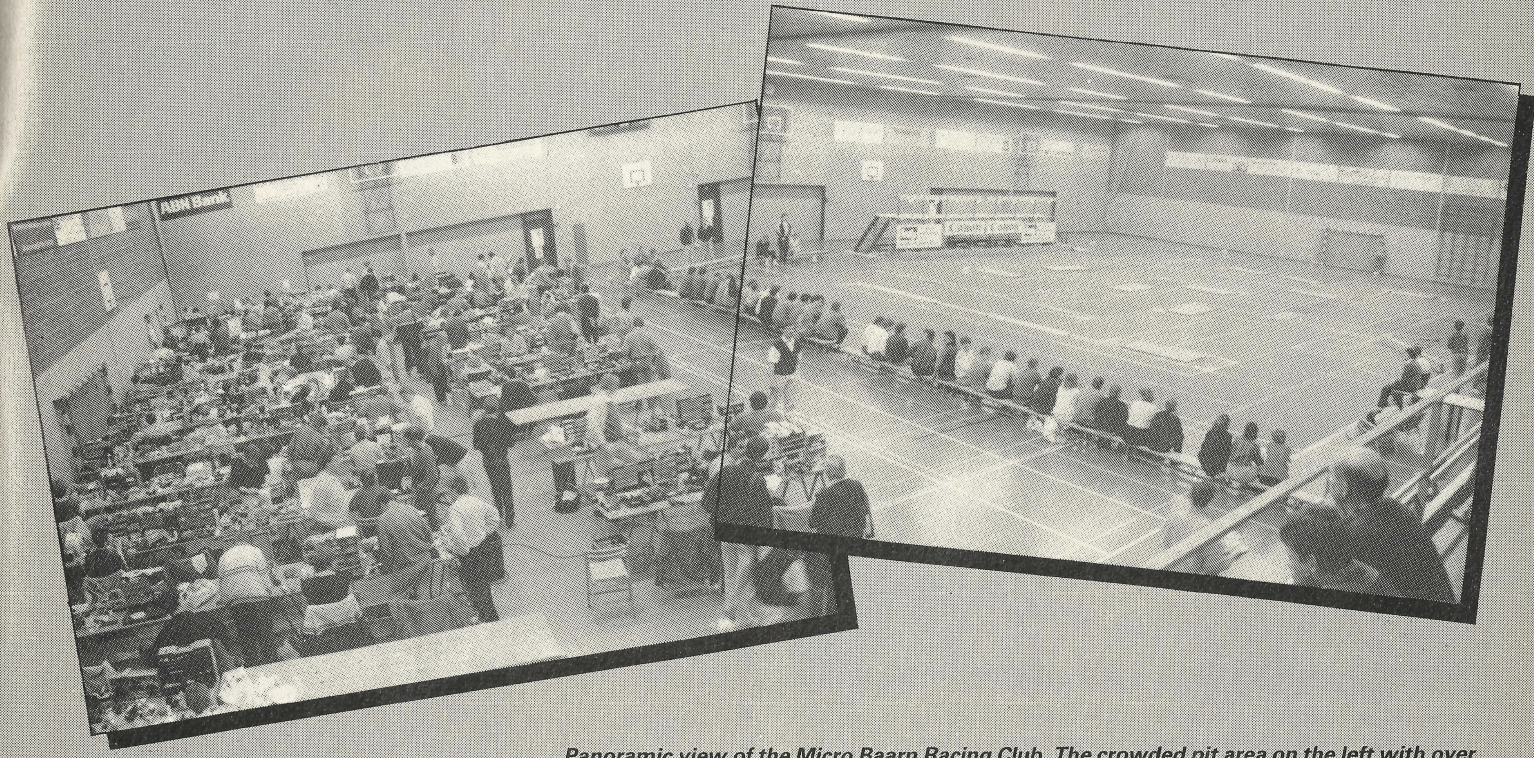


1/12 Eurochamps



Panoramic view of the Micro Baarn Racing Club. The crowded pit area on the left with over a hundred drivers, and on the right is the well laid out circuit and well positioned rostrum.

ANDY DOBSON reports on this years European Championships from Holland.

It was time to pack our bags and head back to Holland for the European Championships. It was to be hosted by the Micro-Baarn Racing Club, who held a very successful second Dutch International back in February.

Over a hundred drivers had entered, with twenty of them coming from England, so could a British driver bring the title back? We have won every Euro-Champ's that has ever been held, which means a straight six titles, quite a record! It was also the first time a Youth European Championships had been held, and you had to be sixteen or under by the end of the entry date to be able to compete. We had two drivers from England taking part, Martin Allen and Adam Ruddle, both with good chances. The racing was due to start on Friday, so everybody decided to take things nice and easy and leave on the Thursday. Well, that was the idea anyway.

We had to be at Dover for around 10.30, but after being stuck in jams on that road they call a motorway, the M1, we thought we were going to miss the boat. Some press on motoring was needed, but we could have done without such incidents as having all four wheels lock up while doing 100 mph. Pete Farmer who had Mike Reedy in the car, had to make a trip from London back to Oxford because John Reid had forgotten his passport. This meant by the time they had got back to London they were over an hour late, which meant some of the overtaking manoeuvres, at 120mph., left a

lot to be desired. They arrived at 11.25 with only five minutes to spare and with Mike Reedy not looking too well, having travelled twice as fast as he is used to back in America.

Having survived the trip, we took our usual detour around Holland and arrived in Baarn on Thursday night.

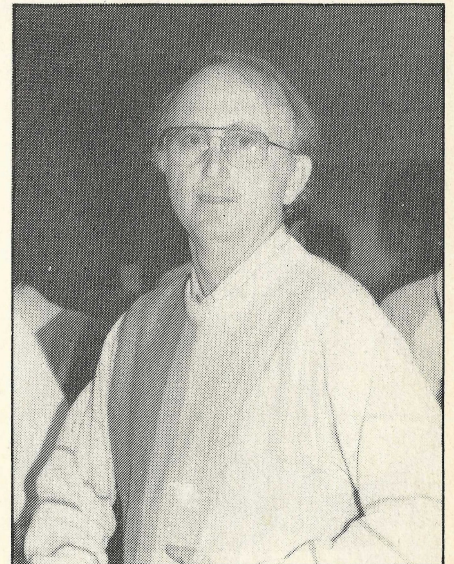
Fridays action was going to consist of two controlled practice runs then two of the six qualifying rounds. The track was laid out in the usual style, with two metre wide pieces of carpet "butted" together at the ends, just like a big jigsaw puzzle. The track markers were just somewhat high "Bot Dots" on every apex and the starting straight was four metres wide which made the starts quite clean! Automatic lap counting was in use and the wire loop had been hidden very neatly in the carpet.

There were plenty of tables for pitting, with a good number of mains points available, although by the time it got to you it was only 200 volts which caused a few problems with transformers.

Only two rounds of controlled practice were available before the qualifying rounds began, and it was clear to see there would not be enough time to sort out the cars to put in some really fast first round times. No really quick times turned up on the Friday, nevertheless it was clear to see 35 laps would be needed by the end of the day. It was also clear that qualifying was going to be difficult for every driver as the heats were not graded, which becomes unfair on both fast and slow drivers and does cause real problems at a high level of competition. And on to Saturday when qualifying would really begin with four

rounds of heats. As the day progressed times began to get quicker and quicker as people started to get everything together, and at the end of the day it was Mika Lappalahti from Finland with his Reedy-powered Associated 12i who took top spot with 35/01.7. Mika has obviously improved since qualifying second at last year's Eurochamps. Andy Dobson took second place with 35/03.7 and German Christian Keil was in third place with 35/07.1. Then came the French modified Champion Jose Rosas driving a Corrally with 35/11.6. Next

Mr "Horse Power" himself Mike Reedy.



EUROPEAN CHAMPIONSHIPS 1986

Driver	Car Type	Diff.	Motor Type	Gear Ratio mm/rev.	Cells	Speed Controller	Front Tyres	Rear Tyres	Body Shell
Mika Lappalahti	Assoc 12i	Assoc	Reedy Quad	24/108 052	Racing Hobby Sanyo	J & J Laser	Assoc Green	Assoc Green	Assoc T.O.J
Andy Dobson	Schumacher 'C' Car	Schumacher	Trinity	11.50 052	CS	CS	T.R.C Green	T.R.C. Green	Schumacher TOJ
Jose Rosas	Corrally	Corrally	Reedy	12/50 050	CS	CS	PK20	Corrally Kit TOJ	Schumacher TOJ
Phil Davis	Schumacher 'C' Car	Schumacher	Reedy	11.50 52 0	Laser SCR	Laser	TRC Green	TRC Green	Schumacher TOJ
Walter Herbst	Schumacher 'C' Car	Schumacher	CS MOD	10.43 52 0	CS	CS	TRC Green	TRC Green	Schumacher TOJ
Christian Keil	Assoc 12is	Assoc	Reedy	21.96 050	Sanyo M1H Pushed	CS	Assoc Green	Assoc Green	Assoc TOJ
Jean M Fraise	Corrally	Corrally	Reedy	12.50 050	Sanyo Drastic	CS	PK 20	TRC Green	Assoc TOJ
Stephen Pohl	Assoc 12is	Assoc	Reedy	11.48 050	Sanyo M1H Pushed	CS	Assoc Green	Assoc Green	Assoc TOJ

1	092	Mika Leppalahti	SF	35/00.8	36/10.7	36/04.8	72/15.5
2	112	Andy Dobson	GB	34/02.7	36/21.7	35/01.8	71/23.5
3	096	Jose Rosas	F	35/08.6	35/06.8	36/20.2	71/27
4	093	Phil Davis	GB	35/06.8	30/00.0	35/03.0	70/09.8
5	091	Walter Herbst	D	35/07.9	35/16.2	34/00.2	70/24.1
6	031	Christian Keil	D	34/01.2	34/08.0	35/01.5	69/02.7
7	116	Jean M Fraise	F	32/04.9	34/06.2	30/00.0	66/11.1
8	094	Stephan Phol	D	33/03.6	33/08.4	33/16.3	66/12.0
9	104	Jurg. Lautenbach	D	35/08.3	35/12.7		35/08.2
10	068	Bert V.D. Vecht	NL	34/02.2	34/03.7		34/02.2
11	114	Peter Farmer	GB	27/00.0	34/08.6		34/08.6
12	055	Tim Dakin	GB	33/07.9	34/10.7		34/10.7
13	125	Stephan Oberle	D	34/14.0	33/07.6		34/14.0
14	062	Anders Ljunquist	S	34/18.2	29/00.0		34/18.2
15	052	Sten Nordman	SF	33/08.7	33/03.4		33/03.4
16	118	David Gale	GB	29/00.0	32/11.2		32/11.2

up, and in his first European final was Walter Herbst driving a CS powered 'C' Car 35/13.4, then our own Phil Davis making it three European finals in a row with 35/14.9. Stephon Phol was next up with 35/15.1, with Jean-M-Fraise being the final qualifier with 34/05.6, which meant the 'A' final field was covered by about 19 seconds, so it was going to be a very close run thing. The 'B' final was even more impressive as all eight drivers were covered by only five seconds. Jurg Lautenbach, who top qualified the 'B' final, only missed the 'A' final

by 0.1 of a second. This just goes to show how important the Auto-lap counting system is when the racing is so close.

In the Youth Championship Mart Fliessbach from Germany took T.O. with a very impressive time to 34/06.8, which would have qualified him in eleventh position in the senior class. Ralf Krause also from Germany qualified second, with 34/11.2 with our own Adam Ruddle and Martin Allen qualifying third and fourth with 33/06.0 and 33/09.8. So that was it for Saturday, and we had completed all the qualifying with only the finals on Sunday.

So, it was off the the Banquet, to see if we could out-drink those crazy Danes, which Chris Evans and a few others for whom things had not gone so well, managed to do.

The finals would be run to the following format, the youth and main 'A' final would be run over three rounds, with the best two scores to count. The remaining finals from the 'B' to the 'J' would be run twice with only the best score to count. Sunday was an early start which started with a practice run for every final to check for interference or any other problems before the real racing started. The first final of the day the 'J' final saw our own Alan Wilkinson who should have been much higher up anyway, finish fifth. The 'I' final saw Tim Biggs and Paul Hobbs (this is what writing for Radio Race Car does to you) finish second and fourth. The 'G' final saw our next British entrants Mark Brown coming home second and Les Pipe (almost a Dad) coming home seventh. The 'F' final saw our own Alan Blakeman come home sixth. In the 'E' final



The 1986 European Champion Mika Lappalahti.

Chris Evans finished third, beating home club mate Jim Spencer. The 'D' final featured three Brits with 1984 European Champion Phil Olson finishing second and Mark Barford in his first European Championship finishing a fantastic fifth, with John Reid seventh.

Onto the 'C' final which was won by Ralf Weiss from Germany with 35/07.9 and Matt Ford finishing second. The 'B' final saw Jurg Lautenbach win both races with Bert V.D. Vecht second, with Pete Farmer third, Tim Dakin fourth and David Gale eighth.

Onto the youth 'A' final which saw the two British hopes, Martin Allen and Adam Ruddle. Martin managed to win the first final 33/04.1 with Ralf Krause second 33/07.0, with Adam Ruddle fifth 33/17.1. The second final was won by Boris Kuntzler with 33/05.5 with Ralf Krause second 33/10.5 with Adam Ruddle fourth, and Martin Allen sixth. The third final saw T.O. man Mart Fliessbach turn a fantastic time of 34/0.54 with Adam Ruddle second 33/09.0

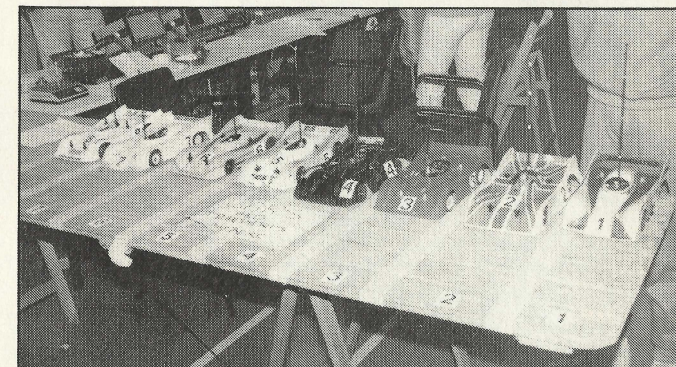


Above: The top three drivers in the European Championships. (L to R) Andy Dobson, Mika Lappalahti, Jose Rosas.

Above Right Top: The CS computerised Motor Tester.

Above Right Bottom: The eight finalists cars in the European Championships.

Below: The A.M.B. Automatic lap counting system which performed with no problems.



and Martin Allen fourth. With the best two scores added together it was Mart Fliessbach from Germany who became the first youth European Champion, with Martin Allen second and Adam Ruddle sixth.

Onto 'A' final, being run three times, with the best scores to count. Although this system is a lot better than running just one final, it does mean you have to drive flat out from the start, as it is done on time and not positions. You can be a long way in the lead but you cannot ease up, so it is not really a race but just three more qualifying runs.

So onto the first final which saw Lappalahti leading the away chased by Dobson, Davis and Josea, although Lappalahti pulled away, with Dobson running into problems letting Davis come home second with Walter Herbst third. The second final saw a very clean start with Lappalahti leading away chased by Dobson and Keil who started to catch him until they tangled allowing Lappalahti to pull away and win, with Dobson second and Rosas third. On to the third final. As Lappalahti had won the first two with 35/00.5 and 36/10.7 the only person who could really still win was Dobson, who had a bad first run, but scored a 36/21.7 in the second, so a 36 lapper, and beat Lappalahti home, could still pull it off. Another clean start in the third final saw Lappalahti lead away, chased hard by Dobson and Josas. Yet again Lappalahti slowly pulled away with Dobson dropping to fourth at the end after clipping a few Dots trying to catch Lappalahti, allowing Josas to finish second with Keil third. With the best two scores together the 1986 European Champion was Mika Lappalahti from Finland with Andy Dobson second, Jose Rosas from France third and Phil Davis fourth.

Yet another very well run meeting from the Micro-Baarn Racing Club, with no real problems and a really good time had by most.

Andy Dobson working hard on his tyres.

