



◉ **The winning car and all-important prize.**

◉ **The British team.**



To describe the European Championships as "serious" would be an understatement. To say the Swedes took this event seriously would also be an understatement so this article will be written to reflect this.

The host club of Staffanstorps Hobbysallskap had every detail of this event planned and every

problem solved almost before it occurred. The hall in which the event took place was in a "Kommunity" centre/school. Pit tables were covered with white paper, floor protected with paper, everything was very proficient but pleasant.

The carpet was a very abrasive brown/tan felt and, being taped on the underside, was very flat and smooth. The barriers were made of square plastic conduit and the corners had fairly small yellow Bot

Chris Hardisty
reports on the

1991 1/12 European Championships

held on the 5/6/7 April 1991,
at Staffanstrorp, Sweden.



◉ **The 1991 European champion — Oscar Jansen.**

◉ **Anders Nilsson and Phil Davies.**



◉ **Superbly painted bodies.**

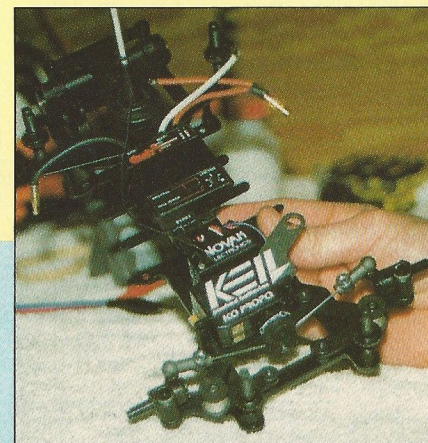
Dots on them. One noticeable feature was the black lines from heavy use that marked out the racing line. This is Anders Nilsson's home ground and apparently this track had been used almost every Sunday for the previous year! The lap record, held by Anders, was 37 so everyone knew what the target was before going out. The rest of the Swedish team also took the event very seriously. For example, Lars Nordin shortened the chassis of his Associated LX by 6mm and decreased the front track width by 4mm in an attempt to gain advantage by being able to corner quicker.

On Thursday night the format for the following day's racing was each driver having three controlled practice runs but on Friday morning it was changed back to free practice all morning and two controlled rounds in the afternoon. Saturday's format was changed to five qualifying rounds and Sunday's to finals only. The Swedes are such obliging people, it appears that anything was possible until we asked for three finals for all drivers.

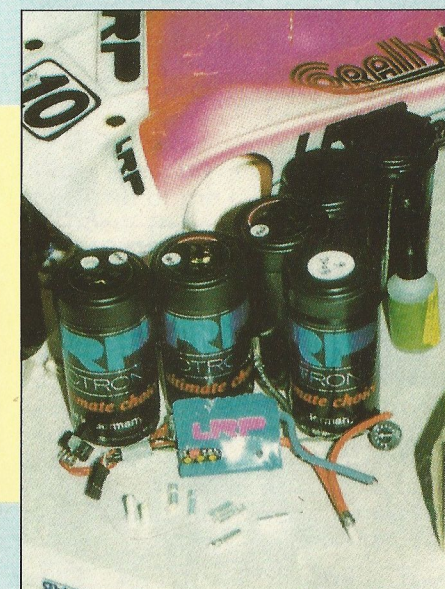
Qualifying

First round of qualifying finished with four drivers on 37 laps. Two Swedes leading but top dog was Lars Nordin not Anders, our own David Spashett in third just ahead of Ralf Helbing. In the second round Oscar Jansen took FTD by 0.1 second until Lars went better by 1.5

◉ **Anders' sexy black Corally with carbonfibre chassis.**



◉ **Oh no! What's happened to Phil Davies.....**

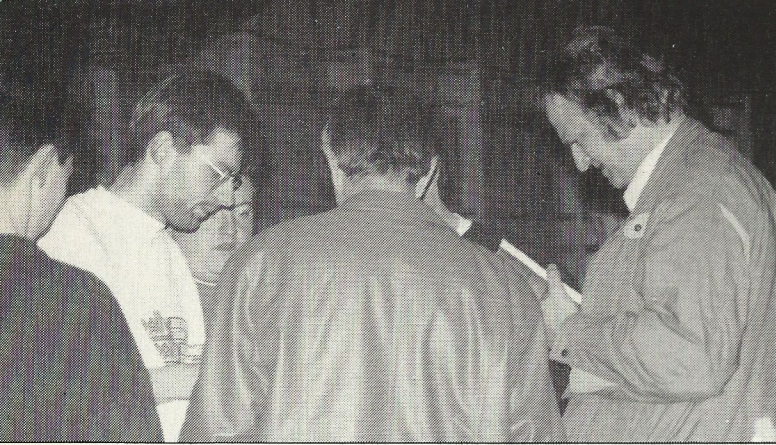


◉ **New LRP motors, speed controller and connectors were in evidence at the Euros.**

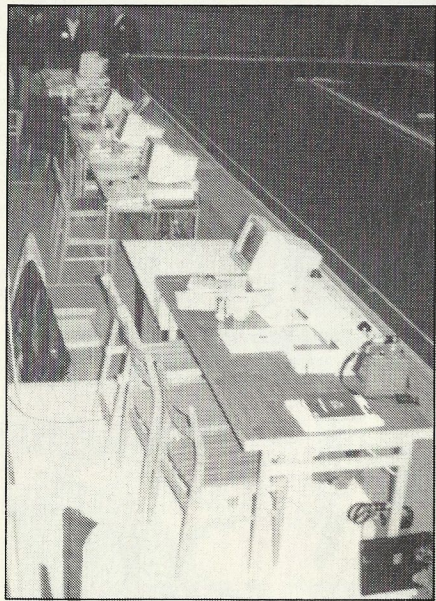


◉ **The Euro champ's car.**

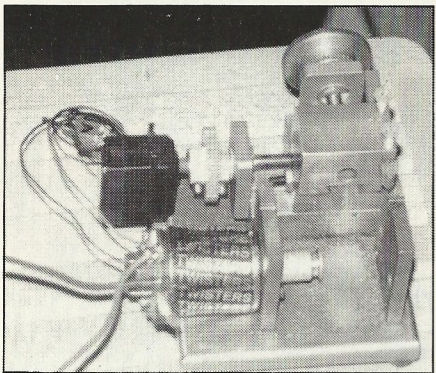




Ⓞ **The German team look through the EFRA rule book after Jurgen's car was not allowed to run. His previous time was good enough to keep him in the A Final though.**



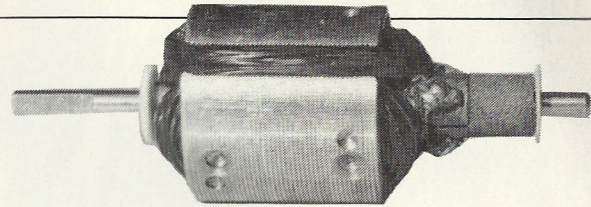
Ⓞ **No less than five computers were used to monitor the racing.**



Ⓞ **Modified Twister comm lathe with servo operated cross slide.**



Ⓞ **The A finalists.**

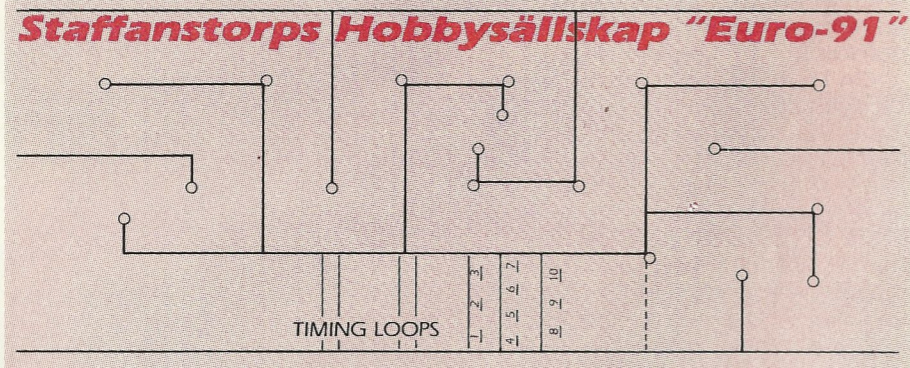


Ⓞ **How about this for running in your brushes.**

allowed to continue after team managers made assurances regarding payment and the team were not made to pay on the spot which I know would have angered many of the British team.

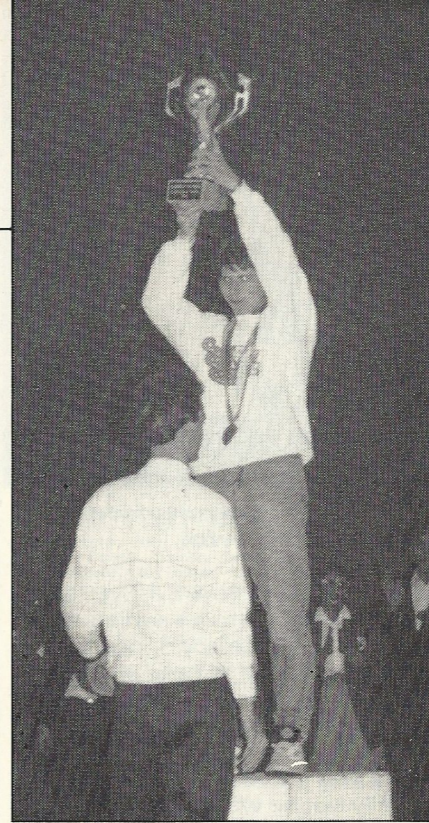
With their blood up many of the Brits improved in the fourth round with Phil missing 38 laps by hundredths of a second behind Anders who was now a national hero for breaking the 38 lap barrier. It was still looking like Oscar on pole as he bettered his time, now within four seconds of 39! Lars Nordin in fourth sliced a second off his time; Jose Rosas, David Spashett, Ron Gerrits, Ralf Krause, Carl-Johan Rydh and the defending champion Jurgen Lautenbach made up the rest of the top ten, all within nine seconds of each other but a whole lap down on Oscar!

Into the last round of qualifying and most were getting fatigued, two of our team suffering with a



virus and the rest scratching their heads. Nobody made any places except for Pete Riley who winged along (as in flying) and Matt Ford (sobered up?), both getting an extra lap. Phil got his 38 but remained in third place behind Anders who had improved his time by nine seconds.

Some minor controversy occurred when Jurgen Lautenbach's car was taken off the start line because of a ride height rule infringement — his motor was too low — and the organisers were taking the rules very seriously. They had failed Russ Giles' car because



Ⓞ **The 1991 1/12 Euro Champ — Congratulations Oscar.**

the tape holding his cells in broke that rule. Nobody improved enough to knock Jurgen out of the A Final, though, so he still had a chance to retain his title.

Finals

An early start was demanded of us on Sunday as each driver had to run in a controlled final practice to sort out any frequency problems, etc, and having the largest team that any country has fielded away from home we had interest in every final.

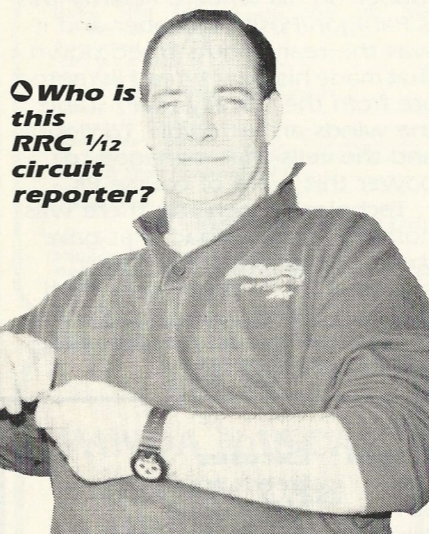
The practice finals went without incident and it would have been foolish to draw any conclusions from the results of them except that most fine tuned their aggression during these ready for the finals proper! The grid was three rows in the format 3-4-3 with pole position on the outside. Oscar's preference did not suit all the other polemen in lower finals and it appeared that it may have given Phil some advantage.

First final off was the A Final, red light at ten seconds to go then a green light and buzzer with the race director dropping his hand to indicate the race had started. The buzzer did not go this time but the race did with Oscar jump-starting and crossing the one metre penalty

Ⓞ **"....Phew, he's OK".**

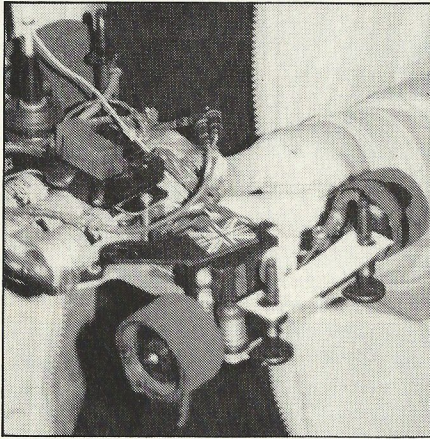
line. Phil led off with a clean start down the inside chased by Anders, Oscar was chasing the leaders with David on his tail. A "racing accident" with Oscar left Phil's car astride one of the barriers as Oscar took the lead. Phil got just in front of David who harried him remorselessly before he settled down. Anders caught Oscar as he came up to back-markers, the leader having to do the work, clearing the way. Anders used this to his advantage and got past Oscar to polite applause from the crowd. This remained the order with the crowd being a little less restrained when Anders crossed the line. Oscar had a lap taken away, as apparently he went when the hand of the race director dropped! The consequence of this was it dropped him to fourth place.

The K to G Finals ran next with brave performances from Nigel Piltz in the J Final who led until his cells ran out on him. Then Andy Sawyer won the I with Robin Streeter in second place. Then all attention on the second round of the A. This time it was Anders who jumped the start but he only incurred a ten second penalty. Oscar lead the race making the pace very fast. This continued



Ⓞ **Who is this RRC 1/12 circuit reporter?**

Driver	Team	Car	Nicads	Motor	Speed Controller	Front Tyre	Rear Tyre	Radio	Servo	MM Per Rev	Body	Qualify	Final
Oscar Jansen (NL)	Corally	SP12	PK Team	Corally Team 16D	MMS II	New Gold	New Gold	KO Esprit 2	Sanwa 141 HS	30.6	Associated TOJ + Wing	1	75 7.9
Anders Nilsson (S)	Corally	SP12	Keil Pushed	Corally Team 18D	MMS II	Silver	Silver	KO EX1	KO 902	30.8	Associated TOJ	2	75 19.9
Phil Davies (GB)	Associated Novak Reedy Galeforce	Associated T2LX	Galeforce	Reedy Mr R 16T	Novak 410 MIC	Kawada	Kawada	JR Apex	Airtronics 94143	31	Schumacher TOJ	3	75 18.9
Lars Nordin (S)	Associated Sweden	Associated T2LX	Keil Pushed	Edlund 18T	Novak 410 MIC	Yoko 3660	Yoko 3620	KO EX9	Sanwa 141 HS	28.8	Associated TOJ	4	73 18.9
José Rosas (F)	Corally	SP12	Orion	LRP YE 90	MMS II	Gold	Gold	KO ESP 2	KO 902	32.6	Schumacher TOJ	5	73 11.6
David Spashett (GB)	Corally Intronic LRP	SP12	PK LRP	LRP YE 90	MMS II	Gold	Gold	JR Apex	Futaba 132H	33.3	Associated TOJ	6	73 20.7
Ronald Gerrits (NL)	Corally	SP12	PK	Corally Team 17D	MMS II	Gold	Gold	JR Apex	Sanwa 141 HS	30.8	Associated TOJ	7	72 9.4
Ralf Krause (D)	Corally Dingo	SP12	PK MBK	Dingo 17D	MMS II	Gold	Gold	KO EX1	Sanwa 141 HS	31.2	Associated TOJ	8	73 28.2
Carl-Johan Rydh (S)	None Open to Offers	SP12	Keil Pushed	Corally 18D	MMS I 5 Min	PK Silver	Yoko	Futaba PCM	KO 901 BH	30.5	Associated TOJ	9	72 8.1
Jurgen Lautenbach (D)	LRP Corally	SP12	LRP Oberle	LRP YE 90 Proto	LRP Proto	New Gold	New Gold	KO EX1	Sanwa 141 HS	32.7	Schumacher TOJ + Wing	10	71 1.7



○ To say the track was abrasive was an understatement, as Mike Haswell's front tyres prove.

with Phil eventually catching Anders to take second in the last minute to stony silence from the home crowd. The first three had done 38 laps with Anders having an extremely long finishing time. It was very definitely down to the last run.

Two third places in the E and D from Jim Spencer and Mark Jewitt then a fifth from David Hall in the C brought us to the B with David Gale and Matt Ford. The latter rocketed himself into the lead only to attempt to move the barriers halfway down the straight which must have shaken a pile loose in his reactor.

The final A run started with a cheer contest — we won. The ragged first lap allowed Ronnie Gerrits into the lead but he relinquished this without contest as the contenders arrived. David Spashett at this point was out of the running after jumping a barrier and coming out last, unable to get back because of diff problems. It looked settled with Oscar leading Anders and Phil chasing but then Oscar caught a dot, Anders took the lead to polite applause and Phil charged at Oscar for second place.

At the six minute mark Jurgen retired to watch the battle for the title he was here to defend. Oscar slowly reeled Anders back but the odd little mishaps prevented him from getting near enough to challenge the lead until the final lap. Anders won the final by 0.6 seconds but Oscar was the champion. As the best two scores are added together Anders had a time penalty counted into his and this cost him second place which went to our own Phil Davies.

Oscar deserves all congratulations and honours, he will make a good champion for our sport and, of course, Corally. He could not describe how he felt and I don't



think this was a failing in his English. All participants deserve credit for attending this meeting, in particular the Czechs, Martin Korinek and Jiri Soucek, with their dainty team manager/translator Marketa Spinkova. They came to compete despite the incredible cost for them knowing that their irreplaceable cars may be destroyed.

Apart from Lars Nordin's car being modified his motors were Edlund tuned. Sweden was the land of the Sping motor, now it appears another chap from this land, Niklaus Edlund, is hoping to fill the gap Sping has left with his motors, which are modified from Parma Cyclone II motors. Lars held FTD for two rounds so there is no doubt these motors will be competitive, more news after testing.

Anders started the meeting running Twister motors then switched to the PK team units that Oscar was running. He used a

○ Mr Paul congratulates Oscar on his win.

alongside the Yellow E as well as a new speed controller which they hope to produce soon, no details available as yet! A new line from them is connectors claimed to have the same resistance as a piece of wire the same length?

Oscar's car was a standard Corally but he was using new gold rubber on his wheels. Apartly this is Paragon/Positrak rubber and it was the rear donuts trued down that made his front tyres. His motors are from the Corally team stable, the winds an incredible 16 double and the cells that managed to power this were of course PK.

Technically speaking there was nothing anybody had that gave them a huge advantage over others. A lot of preparation had obviously been done by those that succeeded here and perhaps the results reflect this.

British Team Results

Name	Qualified	Finished	Excuses
Phil Davies	3rd	2nd	Needs none
David Spashett	6th	6th	Needs none
David Gale	13th	13th	Remains unlucky
Matt Ford	18th	19th	Low alcohol level
David Hall	28th	25th	Too steady
Mark Jewitt	32nd	33rd	Did not spend enough
Rob Hopkins	36th	36th	Edited
Peter Riley	38th	37th	Not enough rounds
Jim Spencer	45th	43rd	Enjoyed it too much
Chris Hardisty	54th	60th	Low stimulant level
Stephen Rowley	55th	54th	Enjoyed foreign contact
Rich Pickering	68th	62nd	Track too dirty
Kevin Creaser	76th	72nd	Died a little
Martin Dodsworth	79th	73rd	Nervous cough
Andy Sawyer	81st	81st	Won final
Robin Streeter	84th	82nd	Low alcohol level
Mike Haswell	85th	84th	Poor dress sense
Ian Spashett	86th	90th	Bottom too near floor
Nigel Piltz	93rd	93rd	PMT
Russ Giles	102nd	103rd	Poor room mates
Steve Stowell	105th	108th	Rails too slippy
Paul Bilmes	106th	106th	Low alcohol level

graphite chassis à la Composite Craft with a piece of graphite bonded to the top to stiffen it. Painted all black it looks very sexy and is much lighter than the standard Coral unit. LRP were running prototype motors

More details of tips and bits picked up at the meeting to follow. The other 22 team members will be surprised at the lack of comments in this report but they won't be able to relax as the sequel to this is already being "composed".... ●