

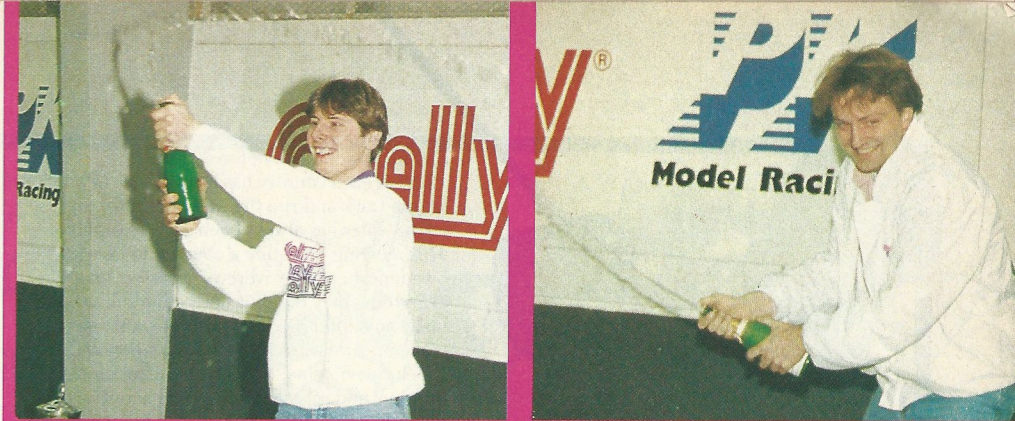
Anders' beautifully modified and prepared car.

RACE REPORT BY CHRIS HARDISTY

Just as each of our own Nationals have a particular "flavour", those who are lucky enough to have done a few Euro's will comment on how different they have been. This year's was in Dordrecht, Holland, home of the Corally; Oscar Jansen's and Constant Paul's test track. So it was no surprise that, just as at home, the "smack" of Corally was very apparent and the aforementioned should be the favourites for a win.

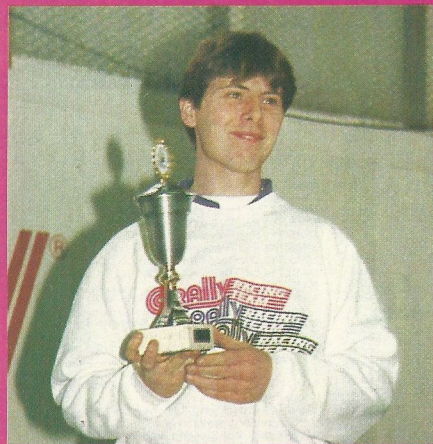
First the scene. The track was glued to a perfectly flat wooden surface, no tape joins, no possibility of it moving. The drivers rostrum at one end, with scrutineering and Race Control on each side of it. The pits were one down one side of the track and outside in a marquee, with a Cafe and Shop at the opposite end to the rostrum. All this was housed in a factory unit on an industrial estate.

The track was marked out with square plastic conduit which was nailed in place, corners were marked out with steel "bot dots" not unlike the "wok dots" in Singapore. These corner markings did launch the car, but only if you tried hard. As agreed at the EFRA meeting the track was laid on the first day of the meeting to remove any advantage for the locals, and from the look on Oscar's face one could tell that it was unlike any



double dutch in dordrecht

Oscar Jansen — T.O. and 1992 European champion.



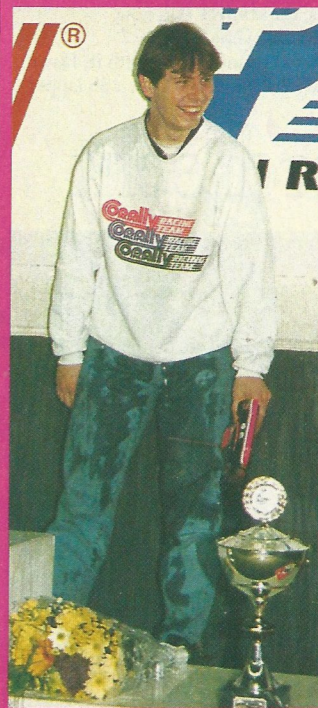
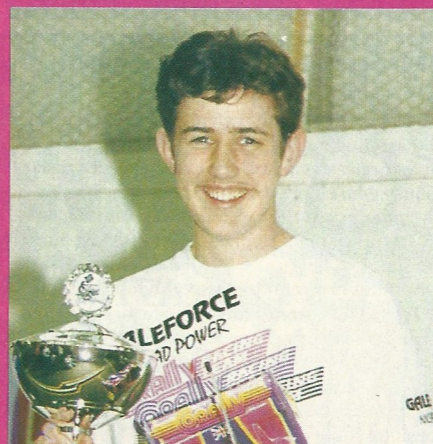
Constant Paul — second overall.



Ralf Krause — third overall.



David Spashett — fourth overall.



Anders Nilsson — fifth overall.



Bert Van Der Vecht — sixth overall.



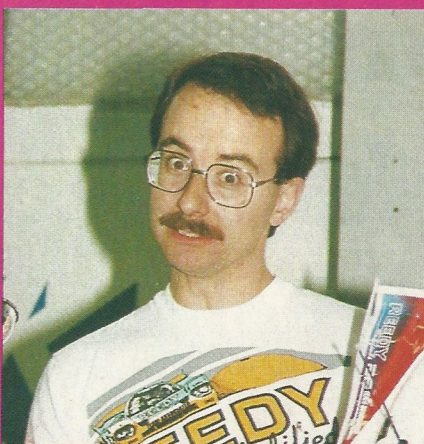
Ron Gerrits — seventh overall.



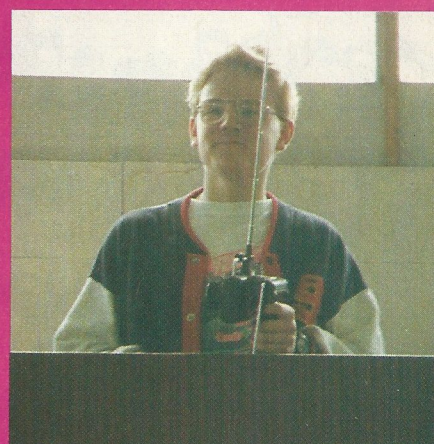
Jurgen Lautenbach — eighth overall.

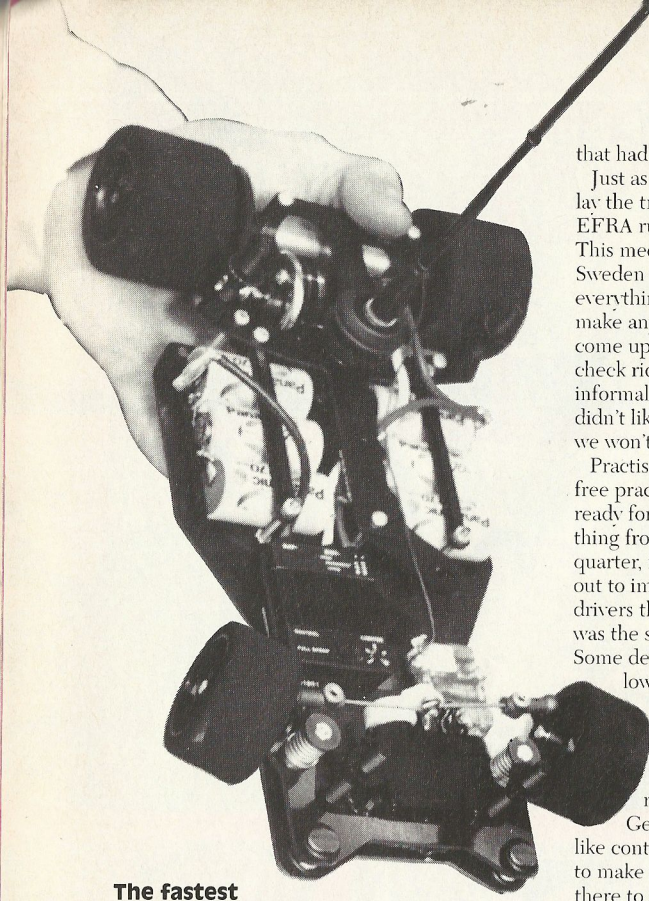


Phil 'Dangerous' Davies — ninth overall.



Markus Mober — tenth overall.





The fastest 1/12 car in Europe.

that had been down before!

Just as each country has its own idea of how to lay the track and run the meeting, enforcing the EFRA rules has always been slightly variable. This meeting was quite a contrast to last years in Sweden where they were very correct in everything they did, but here some rules didn't make any difference. The carpet wasn't going to come up if your car was too low so they didn't check ride heights. It seemed to have an informal and relaxed atmosphere about it, if we didn't like the Dutch we'd say lax but we do so we won't!

Practise started on the Friday morning. Not free practice though, straight into the real thing ready for qualifying! Most thought it was the real thing from the onset however, no-one gave much quarter, it was very competitive, everybody going out to impress each other. Every meeting has drivers that are there to make up the numbers, it was the same here, except they were faster. Some delicate manoeuvres were called for in the lower heats. Whether you think the standard of driving at home is good or not you would have had a chance to sharpen your racecraft here!

Oscar and Constant took control in round one with Anders Nilsson, Ronnie Gerrits and Jurgen Lautenbach looking like contenders, the contest was now to make the A to see who could be there to stop Oscar running away with it. David Spashett pulled it out in round two, a 38 lapper,

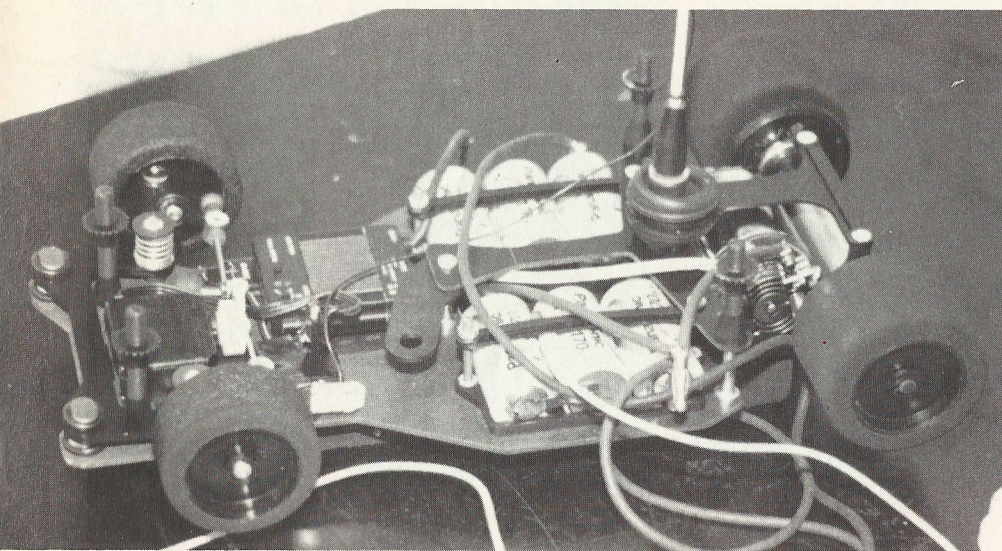
only three seconds behind the near identical times of the flying Dutchmen.

The true picture for the rest of the drivers had not emerged, many failing to put in their best before the close of Friday. Back to the Motel to discuss tactics and what to change, guess what a lot were talking about? Are Panasonics to be or not to be? Most were becoming convinced that this may be the way to go. The rest of the continent has the same dilemma with the odd exception most had, or were about to try, running both SCRs and SCEs. Saturdays differing lap times and dump times were about to bear this out. Even Oscar tried both!



Piet Goemans — the only person to do 38 laps and not make the A final!

double dutch in dordrecht



Constants Corally.

British team.



The grip did not alter significantly throughout the meeting but for some reason the first round of Saturday was slower for many, except Oscar of course who chipped off another two seconds. Perhaps he was the only one awake, after all he wasn't up all night thinking about beating himself was he!

Another two rounds of experiments for some and hard luck stories for others, with only minor changes in the top twenty, it soon became time for that last run. Best tackle in the car and all lucky charms to the fore, all went out with minds set at "most serious". It certainly was too. Pole position slipped away from Oscar to Ralph, but this only spurred Oscar to go out and go quicker, he replied with a time that was almost a 39 lapper! David and Constant had to go quicker just to keep their positions on the grid.

Excluding the TQ time a mere seven secs separated cars two to ten. Phil Davies, who was hovering in the teens until this last run, put his Associated into this group, a heroic run to stop total Corally domination of the A final.

One surprise in the top ten was Markus Mober, powered by an EV motor, fast and economical, smooth and precise. Ronnie Gerrits and Bert v.d. Vecht were expected to be there but some of their countrymen that never go abroad were also expected to be in the A. Perhaps the change of track was too much for them. The B final had some heavyweight names in it and down the field you could pick out the odd name that had not qualified well, many Brits seemed to be in this category. If you're going to

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have a bad meeting why not make it an important one!! So back to the Motel again where we had our own little banquet, the organisers having deprived us of one. OK I know no-one likes them but I do enjoy browbeating the Brits into going!

With a team of twenty one we had interests in most finals. Before they began we had to run the practise ones first, sort out the interference and psych out the opposition, that kind of stuff. First out were the A finalists and it was quite a revelation. David Spashett got the lead after Oscar and Constant had a ragged start, they looked as though they were more concerned about remaining in front of Ralph rather than chasing David. When Oscar had settled down he couldn't catch him, we all thought that David would dump, but he didn't, he put in a time that would have TQ'ed. Not surprisingly this worried everybody except the Brits, pity it wasn't for real, these times counting for nothing.

Van Der Fleck was first out, yes he was part of the British team but he fitted in so well there we decided to rename him, he took an easy win from Jiri Soucek from Czechoslovakia, nice to see Jiri and his teammate, Martin Korinek, who finished second in the J final which had our own Wayne Tompkins in fourth place. The I final should have been a one, two, three, but Ian Spashett broke down in both runs leaving Fred Hatfield to take first place supported by Roy

three with the best two added to count. The rules should say three finals for all but this was accidentally left out, a quick jury meeting voted on staying with the timetable so trying to relate the events of each of the three A finals as they happened would be confusing.

A Final Round One

In the first final Oscar got away with Constant and Ralph untidily battling while David made ground on them only to lose it to the dots as he tried to hard. Constant harried Ralph until he wrenched second place off him to see what he could do about Oscar. Bert made good progress through the field from last, Ronnie, Anders and Jurgen finishing close behind. David finished low in the field struggling for power towards the end, Markus seemed to spend a lot of time getting out of the way for the others and his time reflected this. Phil had an awful time with a bad connection on his receiver. Oscar had a good clear run and finished with a six second advantage over Constant who finished ten seconds in front of Ralph.

A Final Round Two

Another clear start, but for Ralph this time, Oscar slotted in behind him with Constant left down the field. David and Phil in the middle were both looking fast but not as fast as Constant who, in his haste, removed Phil from the track.

double dutch in dordrecht

Aitken in second. Russ Giles looked set to win the H after winning the first one but had a poor run in the second to end up third. Leon Shatwell had an astounding time in the G final, all drivers evenly matched, he won both runs to make sure, incidentally he's a F3 driver! Andy Sawyer drove well in the F final but others drove better beating him down to fifth. The E final had four headstrong Brits in it, Mark Jewitt, Jim Spencer, Tim Biggs and myself, all beaten although Mark did make second.

Into the top forty and no-one in the D final to watch. Well there was French lad called Alex Geus, who has been driving for about 18 months, very fast and cool with it. He obviously attended the Jose Rosas school of motoring. His final times would have put him in the middle of the A, watch out for his name. Second place went to Soeren Christiansen from Denmark who is another quickie to look out for.

Plenty of interest in the C final, Andy Griffiths, Peter Riley, Mick Farrell and Stephen Rowley, a hard time was had by all, none seeming to be able to get into their usual flow except for Andy in the second final who just managed a 38 lapper to get him third. Peter Meurs, a local driver expected in the A, just got it from C. J. Rydh. The B final, as mentioned earlier, was full of stars, ex-champ Mika Leppalahti and Jose Rosas. Poleman was Piet Goemans, considered a Brit as he speaks better English than most of us, and he competes in more of our nationals than some (if only he could grow some proper side-burns). Apart from PG we were represented by a couple from the Bratpack, David Hall and Rob Hopkins with uncle David Gale in there to look after them. Well none faired very well at all, local driver Erik Jonk won with a very quick 38 laps with Mika a second behind him.

The above account of the finals is not chronological, I've not mentioned the two A finals that ran in amongst the others. All drivers got two finals, best one to count. The top ten get

Meanwhile Oscar who could have caught Ralph very quickly decided enough was enough and burned past Ralph down the straight. Ralph very politely didn't take Oscar out and tagged onto him. Not a good run for Constant or Markus whose bodyshell catching cost him lots of time. Anders and Phil dived for a good while as did David and Jurgen. Another 39 laps from Oscar and one from Ralph. Unless the pace of the last final was a lot quicker the main battle would be for second place as Oscar's finishing times combined were quicker than Constant's or Ralph's times for their 39 laps.

A Final Round Three

Constant jumped the start by a foot but had stopped before the go signal, this slight advantage gave him enough of an edge to get the lead leaving Oscar to pursue. Ralph was way down but not out. David was left to chase in fourth for a while, Phil put in some beautiful laps but alas it was too late. After some 'near misses' Oscar managed to get near Constant and when he did he just flew past him staying there until the end of the race. There was still no announcement relating to a penalty for the jump start, they'd missed it and had to go back to the video to check. This put Constant into fourth place but made no difference to the results. David finished in second, ahead of Ralph, Anders put in a 39 lap

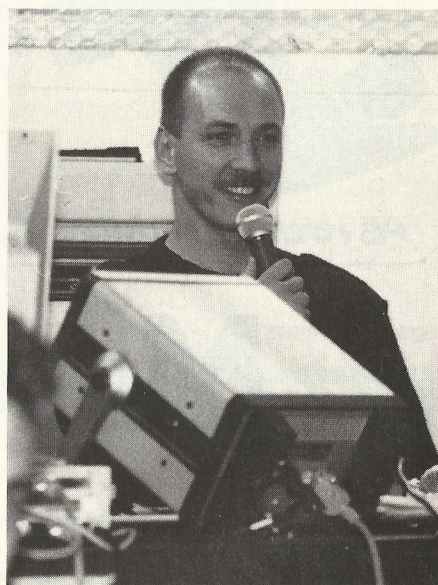
Alex Geus and father — a name to watch for in the future.



time but not quick enough to change much. After adding the best two and any penalties the result were as follows....

Qualifying		
1 O. Jansen	38	0.84
2 C. Paul	38	6.26
3 R. Krause	38	8.13
4 D. Spashett	38	8.25
5 A. Nilsson	38	9.40
6 M. Mober	38	9.59
7 R. Gerits	38	10.85
8 J. Launtenbach	38	11.51
9 P. Davies	38	12.47
10 B. V.D. Vecht	38	13.17

A Final Results		
1 O. Jansen	78	6.45
2 C. Paul	78	22.45
3 R. Krause	78	30.42
4 D. Spashett	77	16.71
5 A. Nilsson	77	17.84
6 B. V.D. Vecht	77	20.12
7 R. Gerits	76	1.59
8 J. Lautenbach	76	10.91
9 P. Davies	75	13.58
10 M. Mober	74	7.47



Koos Albas — ran another superb event (is he the best table football player in Europe??).

A splendid result for Oscar, European Champion two years on the trot, winning all three so convincingly was the cherry on the cake. Constant was always there if Oscar had made any slips. It was quite a weekend for Corally with nine out ten cars in the A with their own driver on their own track. It may sound as though they

The only non-Corally in the A final. Phil Davies' RC12LW.

had an advantage but there were a few contenders for the title, who had to be taken very seriously. No wheels fell off and no broken radio gear, perfection does not come easy, it only looks easy, the other contenders didn't get it as perfect as Oscar, is he the perfect driver?

A good result for Corally, if it wasn't for Phil Davies' efforts it would have been all ten in the A, the current supremacy of the car in Europe and the foothold it is gaining elsewhere must stimulate some kind of response from the other 1/12 Manufacturers.

The meeting itself was of course well run, the organiser, Jan van Kooy, was well acquainted with what was needed for the event. Race Director Koos Albas notched up another Euro's that he has successfully done, he gets a free watch after five, he has a fair table football shot as well!! Congratulations to Oscar, first ever concurrent Eurochamp in 1/12 scale. Congratulations to the organisers of the event as well.

No-one goes to these meetings without learning something, even if it's not to go again. Cells were subjected to some strange treatment. David Gale was remorseless with some Panasonic's just to see what they could take, they withstood everything, even shorting the pack until the connections unsoldered themselves. I've yet to find out how usable these were after this experiment but it's obvious that some cells must be more fragile than others. Some Brits learnt a little about motors after pitting near Markus Mober's motorman, Enrico Vogel. He certainly put some nice motors together and tweaked several Brits into going faster for longer.

Although the pits had little new to offer one or two things were there if you looked, Anders Nilsson was running a third party chassis for his SP12G from America. It looked very nice, as his cars always do. Christophe Blandin sells a similar one which I have but not yet tried, don't know the name of the manufacturer of the one on Anders' car, the one from Christophe is a Eurocomposite.

Plenty to talk about that went on at the meeting that's not related to the racing, perhaps another Euro's Part II to cover this and look at the tech bits in more detail.

Ralf Krause's Corally.

Driver	Team	Car	Nicads	Motor	Speed Cont.	Front Tyre	Rear Tyre	Radio	Servo	MM per rev	Body	Qualify	Final	Notes
Oscar Jansen NL	Corally	SP12G	Corally PK Panasonic	Corally 15 x 2	MMS II	Gold	Gold	KO Esprit II	Sanwa 141HS	31.0	Buds Nissan	1	1	Buds wing, 64DP Gears Hard springs Less caster
Constant Paul NL	Corally	SP12G	Multi Matched Panasonic	Corally 16 x 2	MMS II	Gold	Gold	Futaba	Sanwa 141HS	31.0	PK Nissan	2	2	
Ralf Krause D	Corally	SP12G	RH Mega Speed	Corally 16 x 2	MMS II	Gold	Gold	KO	Sanwa 141HS	31.1	PK Nissan	3	3	
David Spashett GB	Corally Galeforce	SP12G	Galeforce	Corally 16 x 2	MMS II	Kawada	Kawada	Apex	Sanwa 141HS	29.9	PK Nissan	4	4	64DP Gears. Soft springs 2° caster
Anders Nilsson S	Corally	SP12G	Corally, PK Panasonic	Corally 18 x 2	MMS II	Silver	Silver	KO EX1	Sanwa 141HS	32.9	Assoc. Nissan	5	5	Pattern chassis Vhard springs 64DP gears
Markus Mober D	Corally	SP12G	RH Mega Speed	EV 19T	RH Turbo	Kawada	Kawada	Airtron.	Sanwa 141HS	34.6	Buds Nissan	6	10	
Ron Gerrits NL	Corally	SP12G	Corally Panasonic	Corally 16 x 2	MMS II	Gold	Gold	Apex	Sanwa 141HS	31.5	PK Nissan	7	7	
Jurgen Lautenbach D	Corally LRP	SP12G	Team Orion Panasonic	LRP SP12	LRP LE25AMS	Gold	Positrac	KO	Sanwa 141HS	30.5	Buds Nissan	8	8	
Phil Davies GB	Reedy Assoc. Galeforce	Assoc. RC12LW	Galeforce RH Mega Speed	Reedy Mr K Mr R	Novak 410Mic	Yokomo	Yokomo	Apex	Sanwa 141HS	30.0	Buds Nissan	9	9	0.018"fr. spring sil grease on damper 4° caster
Bert Van Der Vecht NL	Corally	SP12G	Corally Panasonic	Corally 19 x 2	MMS II	Gold	Gold	Apex	Sanwa 141HS	34.1	PK Nissan	10	6	Buds wing

