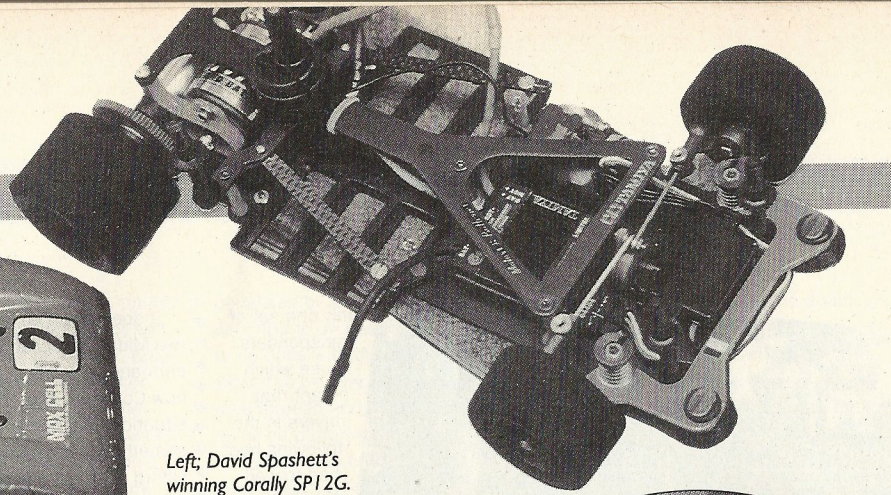


1:12 ON ROAD

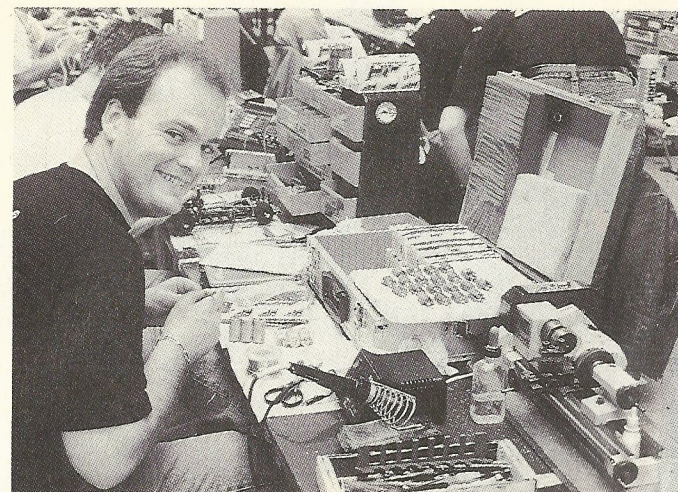
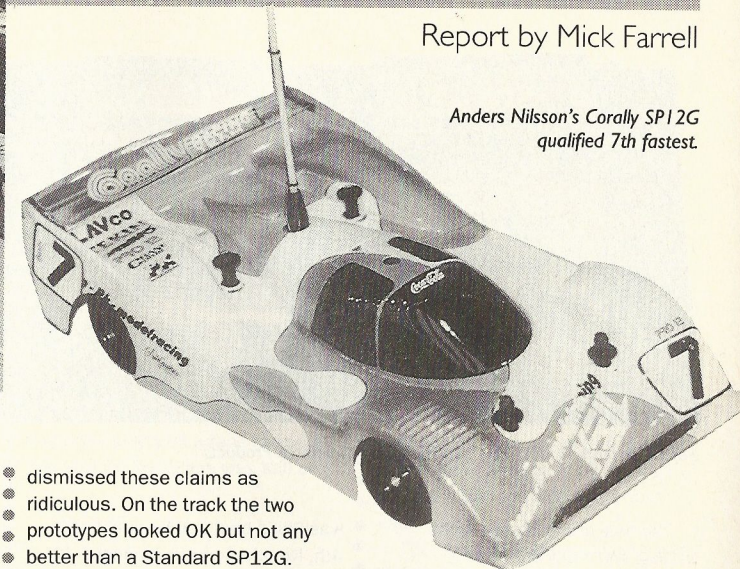


Left; David Spashett's winning Corally SP12G.

1:12 EUROPEAN CHAMPIONSHIPS

Report by Mick Farrell

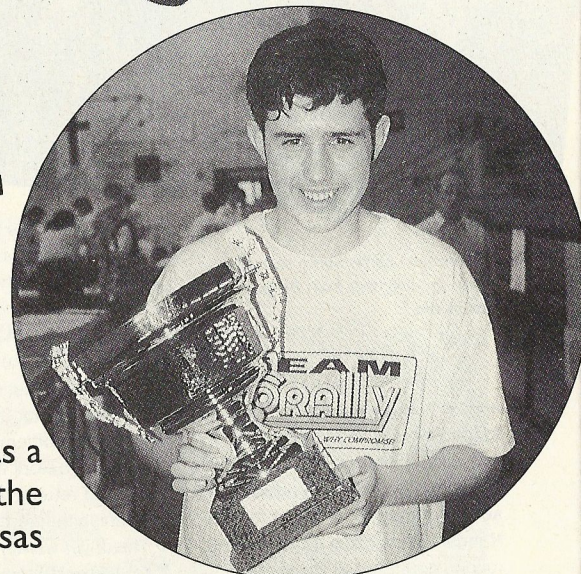
Anders Nilsson's Corally SP12G qualified 7th fastest.



Serge Malliard of SMT building motors for A finalist David Delapierre.

Spashett Splash!

Great Britain now has a new European Champion, David Spashett took the European title after qualifying a fine second to Jose Rosas



The 1993 European Championships is the biggest and most important event of the year. With no World Championships in '93 it was up to the French to make the most of the event. St. Fons, on the outskirts of Lyon was the place where the best drivers in Europe congregated to do battle. The past two years have seen Oscar Jansen of Holland take consecutive titles, but he did not arrive in France as the favourite to win this one.

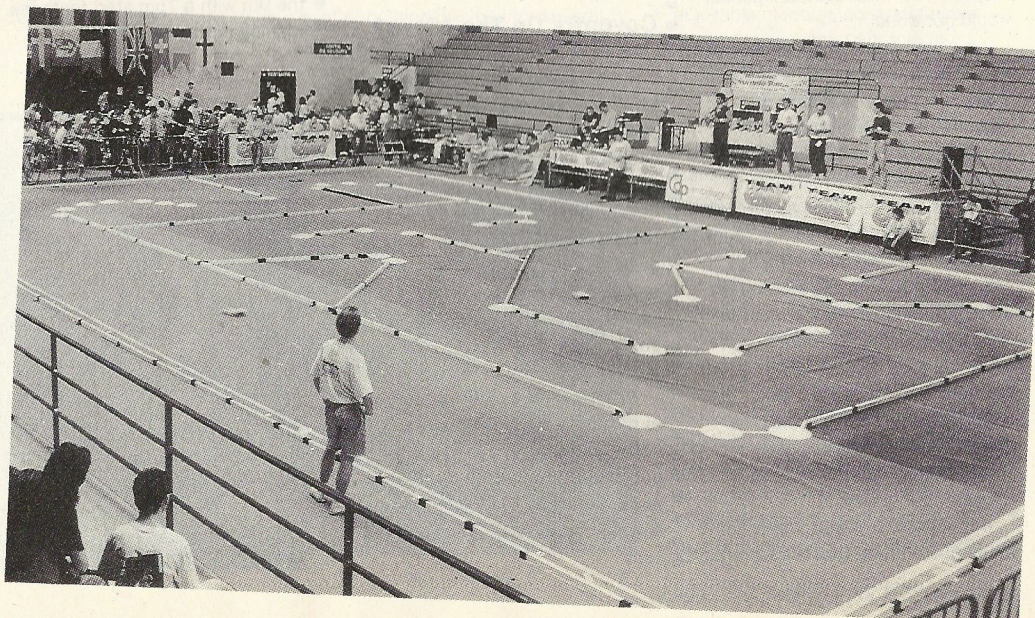
Over the past few months Oscar has competed in a couple of our National meetings and has found David Spashett too much to handle. Could this be the event that David takes over the European Crown? All of the British drivers were sure that this could be David's year, after all he has been thrashing us out of sight all year!

I am sure Oscar fancied his chances, he has been there, seen it and done it, his experience and ability to handle the pressure is not doubted. The only doubt was whether he could handle the force of the Spash. These two drivers were expected to be in contention, as was the French hero Jose Rosas. Jose was in good form at the recent French Grand Prix and was on home soil with all the support that that brings he was not to be forgotten. The main threat from Germany was Ralf Kraus,

Jurgen Lautenbach was not attending the meeting due to more important commitments. From Sweden was Anders Nilsson, another driver who has been there or thereabouts for many a year, could this be his year? Speculation as to what the result would be was rife right up to the opening day of the Championship

British Team

The British racing scene was represented strongly at the Championships with the handicap



system being used to select the team. Unfortunately some of the people who qualified for the event did not attend for what ever reason, the places that were made available were snatched up by those who really wanted to go. This meant that a good cross section of British racers attended the meeting.

Practice

The carpet had been stuck to the sports hall floor with double

A very pleased and dominant Dave Spashett proudly poses as Euro Champ '93.

sided tape to eliminate the tape joints. This idea is fair enough but unfortunately the stretching of the carpet was very difficult. This left large lumps in the carpet which caused one or two concerned faces.

As the day progressed and the track received a good thrashing the bumps seemed to move away from the racing line and by the time Saturday came no bumps were causing any problems. The facilities for the drivers and spectators were

Even from this picture the bumps in the circuit can be clearly seen.

good. Food was available all day long, the most popular being the "jambon" roll - lovely!

A permanent grandstand was available to the spectators and gave an excellent view of the racing. An AMB score board was used to help the spectators follow the racing, which obviously keeps their interest longer especially during the staggered start qualifying.

The Track

The track was built to the usual French standards, but thankfully angle iron was replaced by square plastic tubing to mark the lanes. Steel bot dots were used in abundance on every apex waiting to launch the unsuspecting car into oblivion! The carpet was a very light green in colour, this coupled with the white track markings looked very smart. From the staggered start the cars went along the rostrum and through a ninety degree right hander which tightened into a slight chicane followed immediately by a tight left hander and into a bus stop. A sweeping left took you into the slowest section of the track and via a right hander you went into the chicane which lead via a sweeper onto the straight. The fairly short straight ended with a wide hairpin which was followed by a left hairpin and

another right hairpin and the lap was complete.
A fairly simple track in design, but to drive it was another thing.

Development

The only major development for these Championships was from Corally. Oscar Jansen had been hard at work designing a car that he hoped would give him the edge over the competition. He and Jose Rosas decided to use the new car. Basically the car did not contain the conventional T-piece we have got used to. Instead the rear of the car flexed on one ball/cup in the centre of the rear of the chassis, two arms were sent to the edge of the chassis and along the outside of the cells where connections to the chassis were made by two more ball/cups.

As a result the cells were pushed very close together resulting in better weight distribution. The front end remained the same as the

SP12G, as did the friction damper. A longitudinal damper as on the Associated car was also fitted. When somebody remarked that the car was similar in principle to the Trinity car, Oscar

dismissed these claims as ridiculous. On the track the two prototypes looked OK but not any better than a Standard SP12G. Developments will apparently continue during the summer.

The Associated cars were run as standard with only personal preference deciding the set ups. There were one or two scratch built cars on show but were not on the same pace as the kit cars. On the cell front it was Panasonic's all round, only the source varied. Maxcell were represented by David Spashett, Team Smooth by Andy Griffiths and Team Orion by just about everyone else! I have never seen so many cells being dished out for trial. I tried some and was very impressed, Mark Jewitt tried some and was so impressed he has decided to bring them into the country through his M.J. Racing outlet, contact Mark for more details of availability. I believe that most of the Corally team chose to use Team Orion cells, that should tell you about the quality.

Qualifying

Saturday 24th April saw the meeting start properly with six rounds of qualifying and twelve heats. In each heat, car number

one was a well known good driver, always an ex-A finalist. After that it was pretty much randomised, some standards were far quicker than others. For instance, Jose had a good heat, the slowest driver (only 6 in that one) posted 39 laps. In Oscar's heat (which was also mine!) the slowest driver posted 21 laps. When you consider that 42 laps was the target, there is quite a difference between these two heats! It is no real surprise to say that out of the six drivers in heat 5 (Jose's heat) four made it into the top sixteen.

There were other heats that were fast but none as easy, there were other heats as slow as heat 4 (Oscar's heat), but not as tricky! The main contenders were always on the leader board, David Spashett on top until round 4. David's time of 42 7.19 was proving a difficult nut to crack even for David himself, until Jose Rosas put in a good run to take over the number one slot. The new TQ time became 42 4.30.

After the four rounds only a handful of drivers had made 42 laps. Oscar Jansen, Phil Davies and Mikael Nilsson (Anders brother) joined David and Jose. Quick 41 lappers were set by quite a few, the potential to set 42 being showed by many. In round 5, David managed to shave a few more seconds off his time but missed TQ by 0.7 seconds. David Delapierre, Piet Goemans, Anders Nilsson and our own Andy Griffiths all completed 42 laps to book their places in the final. Constant Paul, David Hall and Sakke Ahoniemi were all within 1 second of 42 laps and in contention at this stage.

Left; Very neatly prepared Corally SP12G with white wheel trims.

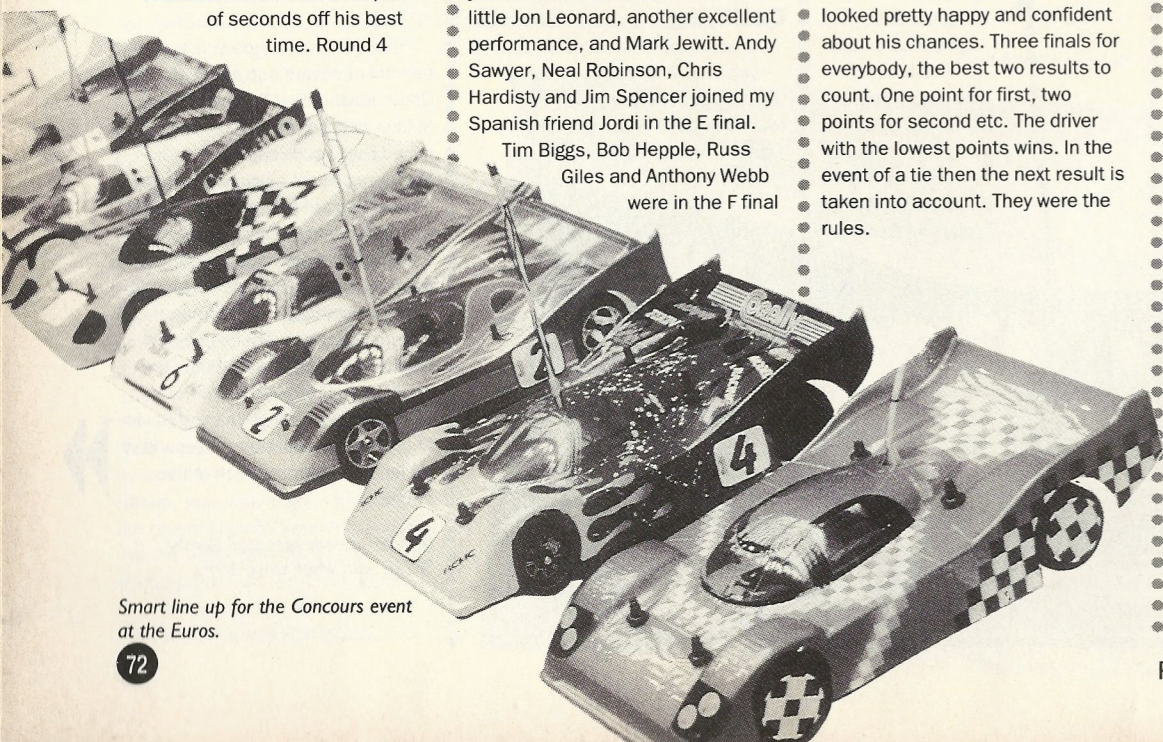




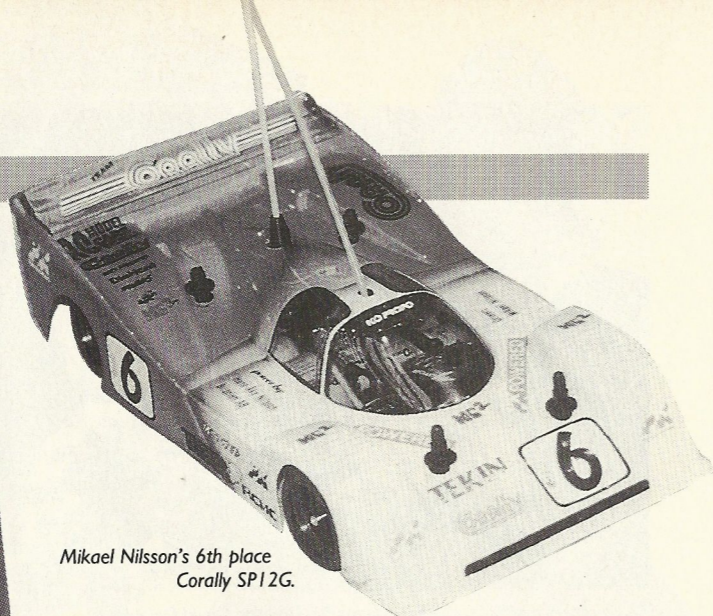
Nifty discharger that is now available from Galeforce Products.

The final round is usually the fastest and many attempts to qualify for the main final came and went throughout the round. In heat 2 Ralf Kraus completed 42 laps to qualify 8th, then in heat 3 it was David's last chance to snatch pole position. His car was very fast and he was driving well, a problem with a backmarker towards the end of the heat was enough for David to miss his target by a mere 0.3 seconds! So close. Oscar found the traffic in his heat too much and failed to make 42 laps, he remained in 3rd place on the grid thanks to his 5th round time. In heat 5, Jose was unable to improve his time, but Mikael Nilsson shaved some seconds off his best to qualify 6th. The next heat to watch was heat 7. Andy Griffiths improved to 42 8.60 to qualify in an excellent 5th place, Andy's car looking every bit a contender.

Heat 9 and Phil Davies was looking good, again a few too many traffic problems put paid to his chances and he was a couple of seconds off his best time. Round 4



Smart line up for the Concours event at the Euros.



Mikael Nilsson's 6th place Corally SP12G.

with Wayne Tompkins and Colin Barclay in the G final. Kevin Creaser supplied bodyshells to most of the A finalists, but couldn't make his go as fast and he was in the H final. Bus driver extraordinaire Nigel Piltz ended up in the I final.

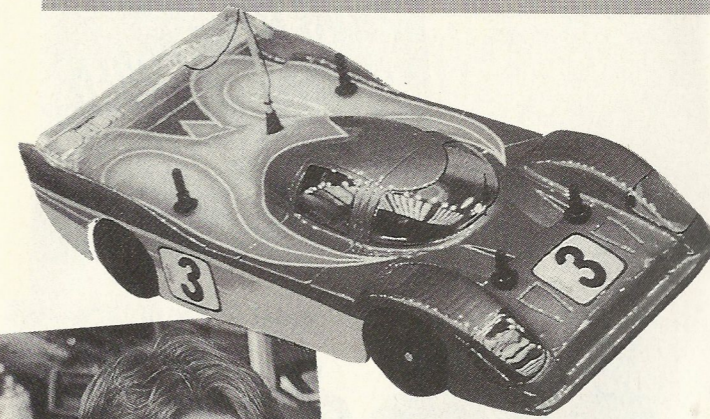
Finals

Room temperature was hovering around 26 degrees most of the time, with rain outside the humidity began to cause problems. Overnight the track had started to regain those dreaded ripples. By the time Sunday morning came the track looked like something you would race an RC10 on rather than a 1:12th car! Nothing could be done about it so it was a case of grin and bear it. At least it gave a few drivers the perfect excuse for poor finals performance. During the practice finals it became evident that the new Corally was not so hot over these bumps. The normal SP12G was OK, but the Associated of Phil Davies looked ace. He won the practice final by a mile and looked pretty happy and confident about his chances. Three finals for everybody, the best two results to count. One point for first, two points for second etc. The driver with the lowest points wins. In the event of a tie then the next result is taken into account. They were the rules.

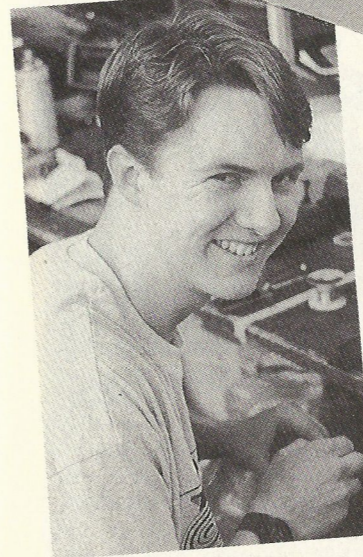
In the C final we had one Brit and that was me! I managed to qualify in exactly the same position as last year, 24th. In the D final we had little Jon Leonard, another excellent performance, and Mark Jewitt. Andy Sawyer, Neal Robinson, Chris Hardisty and Jim Spencer joined my Spanish friend Jordi in the E final. Tim Biggs, Bob Hepple, Russ Giles and Anthony Webb were in the F final

This in mind Nigel Piltz went out and won the first of his finals, but flunked the other two and finished 5th Kevin Creaser set off well as well and won the first leg, a 3rd and 4th followed so 3rd overall was his result, the final being won by Bruno Derozier. Wayne Tompkins also won the first leg of his final, followed it with a 4th and a 2nd and the final was his, one to the British. No British leg winners in the F final allowed Frans Heinsbroek to take the overall victory, Bob Hepple 2nd, Anthony Webb 5th and Russ Giles 10th overall. Neal Robinson started well by winning the first leg of the E final, Andy Sawyer winning the next two was enough for Andy to take the win, Neal 3rd overall, Jim Spencer 5th and Chris Hardisty 9th. It came as a bit of a surprise to see Neal doing so well in this final, after the amount of French ale he supped the night before! Chris Hardisty obviously cannot compete on the same level with a hangover but did supply some Cabaret entertainment on the coach.

The D final upwards saw most people taking the event seriously, the British who normally have hangovers on Sundays were seen to be very sober, if a little tired. Mark Jewitt was next up in the D final, 5th overall was his result, Mark being more than happy with his business exploits over the weekend! Benoit Thomaes won the first two legs and so took the overall win. The C final was the highlight of the weekend (it was to me anyway!). I was in there mixing it with the French. The three legs had three different winners, Jean Francois Bechu the first, Alexandre Geus the second and myself the third. The overall result had to go to the "cast-off" result, Alexandre's being a 3rd place, and mine being a 6th place meant that Alexandre won the final with me in 2nd place. We had some interest in the B final but Erik Jonk, Constant Paul and



Oscar Jansen's Corally prototype which he brought home in 4th place.



Andy Griffiths came home a fine 8th from 5th on the grid.

Sakke Ahoniemi were the three leg winners. Constant took the overall win, David Hall 5th, Pete Riley 6th and Leon Shatwell 9th. Pete managed the best British result in this one with a fine 2nd place in the last leg.

A Final Leg One

The British contingent in good voice most of the time, it is amazing how twenty or so British people can out shout and out cheer two hundred French! At the start of the race Jose and David broke clear. Oscar's car was not good over the bumps and a traffic jam followed by major carnage occurred behind the front two. Phil was demoted to last place and began a surge through the field that would eventually give him 2nd place. Meanwhile Jose and David were fighting it out at the front, first one getting an advantage then the other. In the end Jose crashed out of contention and David went on to win the race. A first and second in leg one made the British lads very happy! Jose recovered to take 3rd place with Anders in 4th.

making steady progress through the field, into the last minute and Phil is 4th. Anders began to slow and Phil passes Oscar into 3rd and soon catches and passes a dumped Anders. David is still miles ahead as the eight minutes is up. David wins again, Phil is 2nd again. Anders holds on to 3rd place with Oscar 4th. With two wins under his belt David is now unbeatable and takes the Championship with a race to spare! The fight for 2nd place was still on.

Leg Two

At the start Oscar crashes out Jose takes the lead followed by David and Phil. An accident drops Phil down to 5th. Andy Griffiths makes it up to 3rd. Jose clips a dot and David is through, Andy closes and a mistake by David lets Andy into the lead. Andy looked nervy and slowed the race down, the first three now very close. A dot clipped and David retakes the lead. Anders takes 3rd off Jose, two minutes down. David began to pull away, his car looking good over the bumps, at four minutes half a lap was his advantage. Andy still holding 2nd with Anders challenging. A dot clipped dropped Andy out of contention, Oscar now up to 3rd place. Meanwhile Phil Davies is

Leg Three

On the first lap Jose and Phil crash out, David takes the lead, could he make three out of three? A collision leaves David on his side, then another leaves Anders on his side, Oscar leads, David 2nd and Phil 3rd. David pulls wide and Phil goes through, right behind Oscar. Jose, some way behind, clipped a dot and barrel rolled over the track markings taking Oscar with him, Phil now takes the lead, Oscar, Mikael and Andy. Phil is driving quite soft, unable to use his grunt due to the bumps, Oscar is now right behind, a mistake is forced and Oscar goes through. Anders is now in 3rd. The

three cars are very close with Mikael holding on to them in 4th, four minutes. Anders dives through on the inside and takes 2nd place. An error from Oscar allows Anders through into the lead, Phil makes an error and drops back. Anders began to pull away. Six minutes. Seven minutes and Anders is really thrashing his car, will he last the race? An error from Phil and a collision with Mikael drops them both back. Oscar still in 2nd, unable to challenge Anders. Anders hangs on to win the race with Oscar 2nd and Phil 3rd.

The countback shows Anders and Phil equal on points, the cast-off being taken into account and this shows Phil as the runner-up, Anders 3rd overall. At last the British return to the top of the 1:12th scene in Europe. David Spashett the winner and European Champion, Phil Davies 2nd. It wasn't long ago that I pondered on how this could be possible. I am not going to say I told you so, but I did tell you so. With Andy Griffiths taking 8th overall, we did very well and I congratulate these three and the rest of the top ten on a superb display of top quality racing. On reflection, the meeting was enjoyable and with the right result, if Phil hadn't made the A final it would have seen ten Corally T-shirts on the rostrum for the A final, proving their dominance in Europe.

RESULTS

Name	Team	Car	Cells	Speedo	Set	Motor	MM/REV	Tyres	Radio	Servo	Body	Final
Jose Rosas	Corally	New Corally	Orion Pana.	Novak HPC	80A	Corally 15x2	31.3mm	Gold Stand F and R	Esprit II	Sanwa 141HS	Nissan PK	5
David Spashett	Intronics Corally Maxcell Ripmax	Corally SP12G	Maxcell Pana. P170	Corally MMSII	10	Corally 17x2	35.7	Corally Gold	Futaba FF3	Futaba 132H	Nissan PK	1
Oscar Jansen	Corally Orion Novak	Corally Galaxy	Orion	MMS II	10	Corally 17x1	33.2	Gold/Goldstar	Esprit II	Sanwa 141HS	Nissan PK	4
Phil Davies	Reedy assoc. Keil	Associated RC12LS	Keil P170	Novak MIC	Max	Reedy Mr K	34.00	Kawada Rx51S KM50S (f)	Sanwa Exerd	Airtronics 94143	Ass. Nissan	2
Andy Griffiths	AGR Smooth Galeforce HML	Corally	Max and Team Smooth	Corally MMS II	10	AGR 17x5 and Extreme 16x3	33.2	Kawada	Apex	Airtronics 94143	Nissan PK	8
Mikael Nilsson	Corally Sweden	Corally	Maxcell Pana.	Corally	9	Corally 160	30.5mm	PK Silver PK Silver	Ko	Sanwa	Ass. Nissan	6
Anders Nilsson	Corally Keil Team Sweden	Corally SP12G	Keil Pana. Pushed	Corally MMS II	8	Corally 15T	30.8mm	PK Silver PK Silver	Ko	Sanwa	Ass. Nissan	3
Ralf Kraus	Corally Helbins Tekin	Corally SP12G	Hel High Speed Panasonic	RH-WM-Turbo + Tekin 411G	50A	Corally 2x16T	32.4mm	Gold Star Corally Gold	Ko	Sanwa	Nissan PK	7
David Delapierre	Corally SMT Intronics	Corally	SMT Pana.	MMS II	100A	SMT 15x2	31	Gold Star	Esprit II	Sanwa 141HS	Nissan PK	9
Piet Goemans	Corally Galeforce	Corally	Maxcell Pana.	MMS II	Full	Corally 17x2	33.3	Corally Gold	Apex	Sanwa 141HS	Nissan PK	10