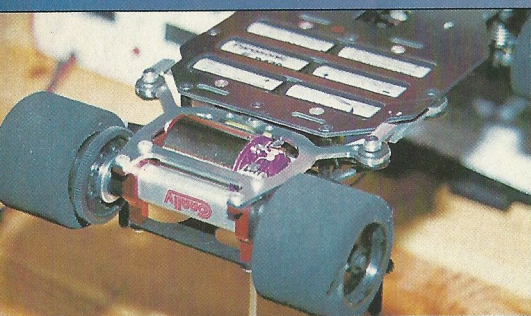


A Dominant David Spashett triumphs over the best Europe has to offer!

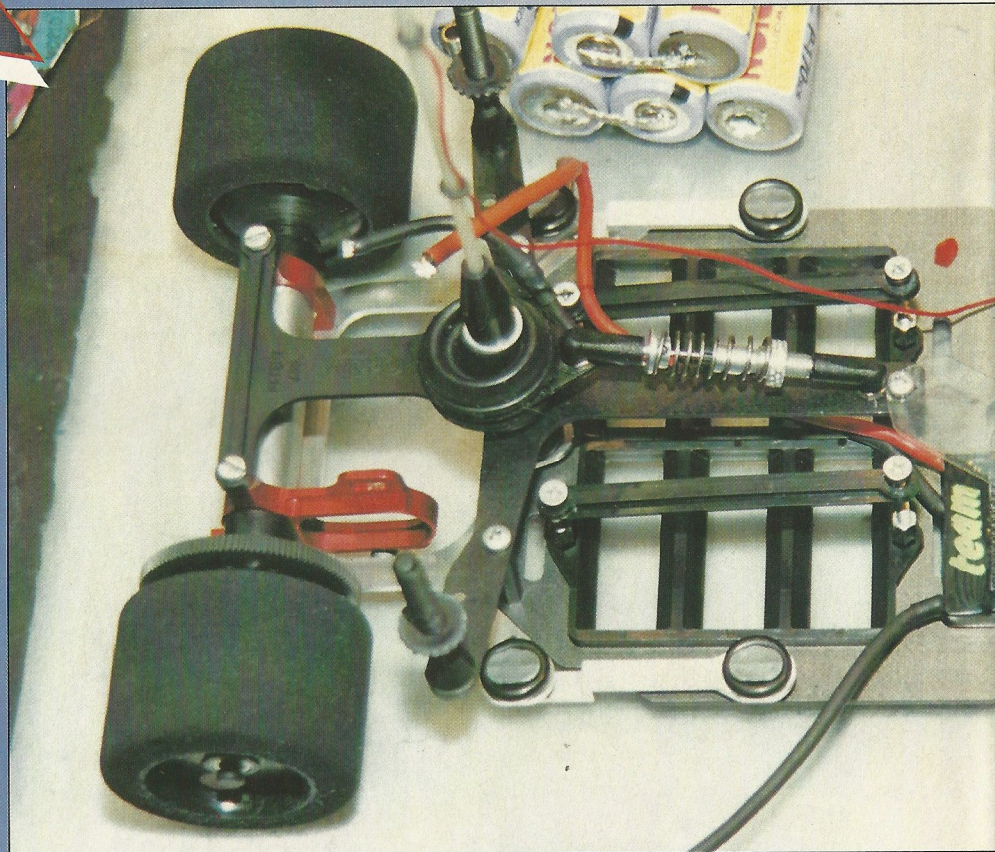


A great showing by the British Team at the 1993 1/12 Eurochamps in France.



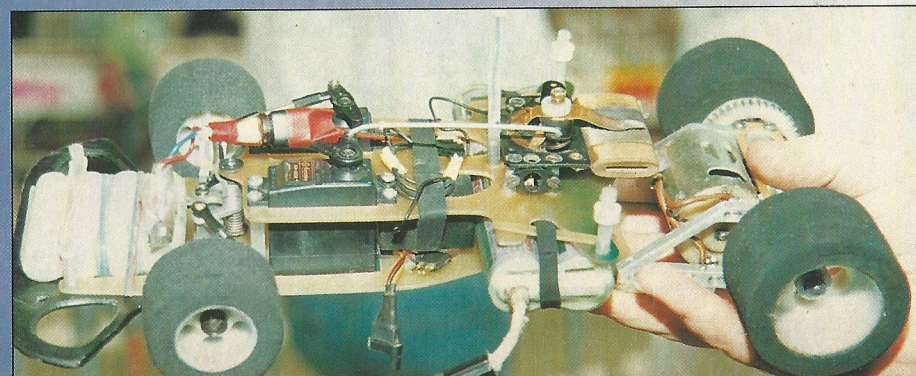
The Galaxy from underneath.

Andy Griffiths finished an excellent 8th.



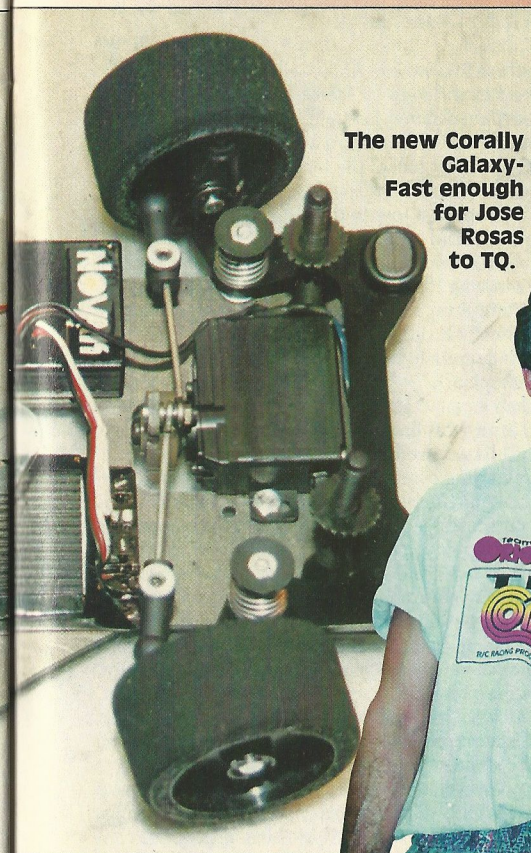
David Spashett knew he could do it, the Brits that went knew he could do it, and the rest of the World knew he could do it. All that remained for him to do was to actually cross the line in front of everybody else at least twice. This he managed to do in splendid style, making him everyone's Hero, particularly the Brits, who displayed none of their usual reserve as he crossed the line to become European Champion for 1993. Phil Davies coming home in second place was the "cherry on top," and with Andy Griffiths finishing in eighth place you could say that their fans had a lot to shout about! The rest of the British Team "shone" in their

A Romanian hand crafted car.



respective finals, with three of our party in the B Final, David Hall, Peter Riley and Leon Shatwell. We saw an impressive performance from each of them, but especially from Leon. Mick Farrell was our lone representative in the C, taking a 1st and

The Romanians represented their country well.

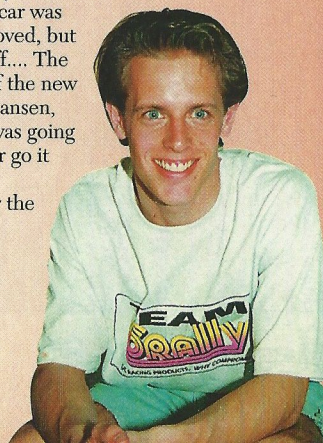


The new Corally Galaxy-Fast enough for Jose Rosas to TQ.

a 2nd, gaining him 2nd place overall. Jon Leonard and Mark Jewitt qualified close together in the D, Jon taking second overall with a 1st and 2nd place in two of the finals.

There are many more tales from our home camp but it's time to mention other Nationals, talking exclusively about our achievements may actually distract from the fact that it was in France and after all it was the Euros! The Hero of France was of course, Jose Rosas, who took the TQ spot demonstrating his superb natural pace and discipline during qualifying. He was running the new car from Corally, called the "Galaxy". This was actually a bit of a gamble, as the car was relatively unproved, but if it had paid off.... The other runner of the new car was Oscar Jansen, and if anyone was going to make this car go it was him. Eurochamp for the

Anders Nilsson-3rd overall.



past two years, being responsible for the new design he was perhaps compelled to stick with the new one to prove its worth? To be honest, the gamble didn't pay off, as despite Jose putting up the FTD, it looked good but not as good as the other Corally's when pushed under racing conditions, some modifications will no doubt remedy this.

Two Swedish shockers, Mikael and Anders Nilsson, made their presence known. Anders is always a contender but the lesser known Nilsson pipped the former by a place on the grid! This apparently has happened a couple of times on their home track. Incidentally, they're not brothers, they just come from the same village. Ralf Krause was in there again, just ahead of the other Hero of the day, as far as the French were concerned, David Delapierre. This brings us to the Anchorman of the A Final, Piet Goemans, always there and popular with it too! That made it five BRCA

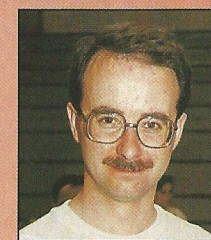
One well designed, but very bumpy track!



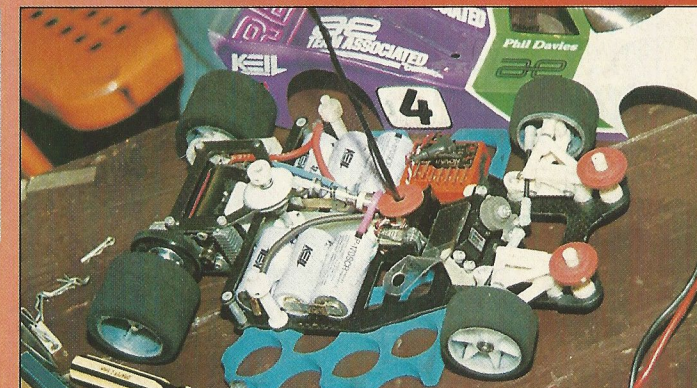
Oscar presents his new baby.



The Top Three Finishers- David Spashett, Phil Davies, and Anders Nilsson.

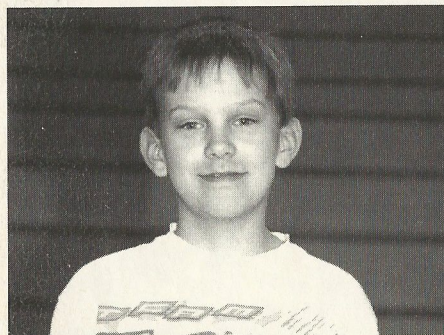


Phil 'Dangerous' Davies returned to form at the right time, with his Associated 12LS car.



members in the A Final! OK, there were two from overseas, but three home grown ones aren't bad. Rather than launch into any criticism of the standards applied to the racing and the inability of EFRA to ensure even conditions from one Euro's to the next, I will limit myself to simple comments on the conditions endured by the drivers. The track design itself was excellent, designed for drivers rather than sheer speed, and believe me, heavy penalties were paid for wrong lines....Bot Dots!!!! The Organisers had done a superb job of the administration, and had been extremely fair when they allocated places in the heats, unfortunately this meant that every heat contained a small number of drivers who did not negotiate the track as well as others...this resulted in one or two crashes..The other problem that confronted us was that the carpet developed lots of "bumps" overnight, this was attributed to the weather, this being typically British as it had rained. The answer to the damp floor was to dry it by turning the heating up! Very soon the room temperature was 28 C, very helpful!!! It did flatten the carpet down on the first day, but had absolutely no effect on the final day as can be seen in the photos! All the drivers complained about the bumps, so I suppose that's fair as it was the same for everyone!Charging Cells could have become a problem if it had got any hotter, keeping the drivers from becoming hotter after some of the heats was already a problem! When the condition of the track was protested, the Team Managers were consulted next to one of the heating vents. The meeting was short....

So, to the details. With three rounds for each finalist, each of the Brits distinguished themselves in some way. I will limit my



Not every competitor at the Euro's was a Mega star!

comments to the ones that won, and then the A final. The first Brit to win a final was Wayne Tompkins, this was the G final. He actually tied on points with Peter Kiefer from Germany, but won it because he was further down the grid. This gives me a chance to explain how this worked....the finishing position in each of the finals gave points as follows: 1 point for first and 10 for last, the lowest two are added together. So the two best finishes are added together, and then the lowest score is declared winner. In the event of a tie the third result is taken into account, and if it's still tied then the one who started the furthest down the grid is given it as they did more work to get the same result! Andy Sawyer won the E with a classic two firsts, Benoit Thomaes (a BRCA member!!!) won the D, again with a double first, young Jon Leonard was second with a first and second.

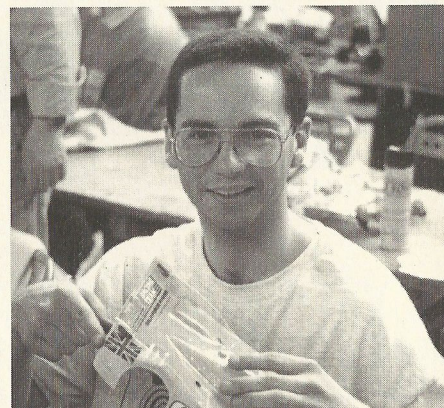
Then in the top thirty we had Mick Farrell tying with Gues Alexander until Mick's poor third score was added in. Constant Paul (another BRCA member) powered his way to a win in the B with the old SP12G, apparently there weren't enough spares to run the new prototype!! Our hopes lay in David Hall who twitched himself a 10 sec start penalty on his best run, and Peter Riley, who despite some fine driving, only came good in the last run, they also rested on Leon Shatwell who had a magnificent weekend to qualify this high, only technical difficulties stopped him from showing us (and maybe the refs) how well he can race.

A Final — 1st Leg.

Jose took off with David in tow and they left the rest of the field to sort out who was to come in third. Pressure from David did not unsettle Jose, but the lead was given over due to Jose's uncertainty with the car on a bend, David gave it back when he argued with the track. Another error from Jose as they came upon the backmarkers let David catch and pass him, never to be caught again. Despite a poor commentary, all in French, the rest of the field were courteous when letting the faster cars through. By now, attention had switched to Phil Davies as he hauled Jose in (or ran away from Oscar, whichever you prefer), more small errors from Jose allowed Phil to do as David had done, making it Brits 1st and 2nd. Andy Griffiths had a rough time in this leg and came in last.

Leg 2.

Again we saw a good start from the front runners, then chaos



Piet Goemans points out his Honorary British Citizenship!

struck and we had Andy Griff in the lead, with Jose being chased by David, unfortunately the dots then claimed Jose and then Andy to allow David into the lead. This is where he stayed for a very cool last half of the race, the longest four minutes ever for the fans. Meanwhile, the battle for second lost Jose to the track markings, leaving Andy to fend off Phil and David Delapierre. Andy became a casualty of the track as did David D., leaving Phil to "bobble" around the dots while running away from Anders Nilsson. This is how it finished, David Spashett cruising home at the 8 minute mark to become the European Champion.

Leg 3.

During this final, the front runners, Jose and David, were well out of it, but the rest of the field were trying ever so hard. Oscar had the lead for a while, but another car jumped the track, unfortunately taking him out. Phil now inherited the lead, only to have to dice with Oscar for several laps, Anders decided to join the main source of entertainment then passed both Phil and Oscar and left them, Oscar managing to get second place off Phil. Third place for Phil gave him second overall, the win for Anders could only put him third.

All in all it was a fantastic weekend for us, with an almost predictable result from David Spashett who has now confirmed that he really is that good! A well deserved title for someone who has consistently displayed his good nature and driving skills at our Nationals, where he is also a Champion.

Q	NAME	TEAM	CAR	CELLS	SPEEDO	SET	MOTOR	MM/REV	TYRES	RADIO	SERVO	BODY	FINAL	NOTES
1	Jose Rosas (F)	Corally	New Corally	Orion Panasonic	Novak HPC	80A	Corally 15 x 2	31.3mm	Gold Star F and R	Esprit II	Sanwa 141HS	Nissan PK	5	Two bumps in final
2	David Spashett (GB)	Intronics, Ripmax Corally, Maxcell	Corally SP12G	Maxcell Panasonic P170	Corally MMS II	10	Corally 17 x 2	35.7	Corally Gold	Futaba FF3	Futaba 132H	Nissan PK	1	Bad heats
3	Oscar Jansen (N)	Corally, Orion Novak	Corally Galaxy	Orion	MMS II	10	Corally 17 x 1	33.2	Gold/ Gold Star	Esprit II	Sanwa 141HS	Nissan PK	4	Bad heats Final bumps
4	Phil Davies (GB)	Reedy, Keil Associated	Associated RC12LS	Keil P170	Novak Mic	Max	Reedy Mr K	34.00	Kawada RX51S (R) KM50S (F)	Sanwa Exerd	Airtronics 94143	Assoc. Nissan	2	
5	Andy Griffiths (GB)	AGR, Smooth Extreme, HML	Corally	Max and Team Smooth	Corally MMS II	10	AGR 17 x 5 and Extreme 16 x 3	33.2	Kawada	Apex	Airtronics 94143	PK Nissan	8	Fibrelyte Front beam
6	Mikael Nilsson (S)	Corally, Sweden	Corally	Maxcell Panasonic	Corally	9	Corally 16Q	30.5mm	Pk—Silver Pk—Silver	KO	Sanwa	Assoc. Nissan	6	Caster/ camber receiver batteries
7	Anders Nilsson (S)	Corally, Keil Team Sweden	Corally SP12G	Keil Panasonic	Corally MMS II	8	Corally 15T	30.8mm	Pk—Silver Pk—Silver	KO	Sanwa	Assoc. Nissan	3	Caster/ camber receiver batteries
8	Ralf Kraus (D)	Corally, Helbing Tekin	Corally SP12G	Hel High Speed Panasonic	RH-WM-Turbo + Tekin 4H6	50A	Corally 2 x 16T	32.7mm	Gold Star Corally Gold	KO	Sanwa	PK Nissan	7	Bad starts Bad handling
9	David Delapierre (F)	Corally, SMT Intronics	Corally	SMT Panasonic	MMS II	100A	SMT 15 x 2	31	Gold Star	Esprit II	Sanwa 141HS	Nissan PK	9	
10	Piet Goemans (B)	Corally, Galeforce	Corally	Maxcell Panasonic	MMS II	Full	Corally 17 x 2	33.3	Corally Gold	Apex	Sanwa 141HS	PK Nissan	10	Soft carbon fibre T piece Belgian!