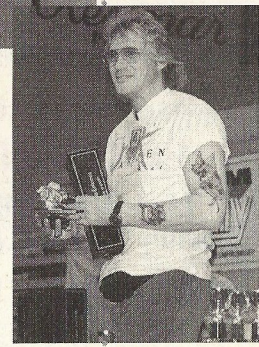
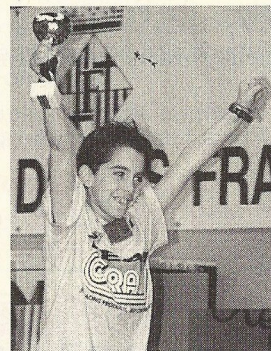
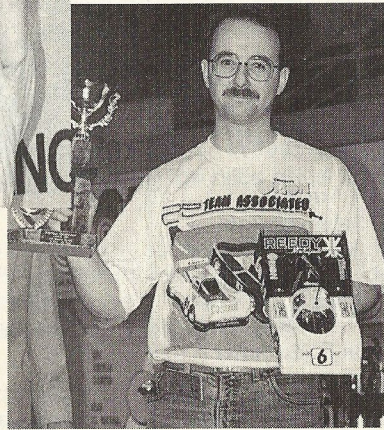
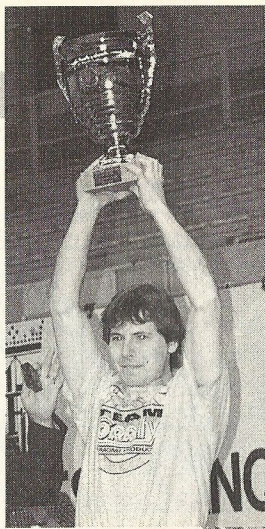


Oscar Jansen went to Barcelona in good shape and turned his skills to take the European title with the world champs on the horizon



The Brits line - up. Bob Hepple collects his trophy. Oscar celebrates his Euros win.

"Friends Forever"

This was the motto of the 1994 European Championships. The Spanish were the hosts and adopted the same motto as that used for the Barcelona Olympics. A fitting motto

as the Spanish certainly proved to be very hospitable hosts, despite the paella they tried to force us all to eat!

I have been home a week now and have been chomping on a

serious amount of humble pie ever since! Over the last few months I have been suggesting that the British team would dominate the event completely, even suggesting a 1 - 2 - 3. As it turned out I was some way off the mark!

Oscar Jansen took his 3rd 1:12th scale European Championship, followed home by Germany's Ralf Krause and Erik Jonk. Where were the Brits? I hear you ask. Well, we did OK. David Spashett was the highest

placed of the Brits, and was joined by Phil Davies and Andy Griffiths in the A final. In the B final we had Craig Drescher and I, and in the C final we had Bob Hepple, Mark Jewitt and Leon Shatwell. With 8 drivers in the top 30 places we were well represented.

What I was not expecting at this meeting was the complete return to form of Oscar Jansen and the form showed by the Finnish and German drivers. Sakke Ahoniemi and Ralf Helbing were sensational during qualifying, with Benoit Thomaes and Ralf Krause equally so in the finals. All the drivers who made the A final deserved to be there. There were no flukes.

The British Team

The British were one of the largest of the 12 national teams entered for the meeting with 18 drivers and a fair few spectators: David and Ian Spashett, Phil Davies, Andy Griffiths and family, Craig Drescher and Dad, Mr and Mrs Hepple, Mark Jewitt, Leon Shatwell and Dad, Chris Hardisty (the Hardest!), Andy Sawyer, Jim Spencer, Jamie McDonagh and family, Kevin Creaser, Russ Giles, Colin Golder and family, Colin Barclay, Tim Biggs and I.

The Journey

The team went in two groups, one from Manchester the other from Heathrow. I was in that from Heathrow with Phil, David, Ian and Tim.

The weekend started at 3am Thursday when the alarm clock went off. A

quick run down the Motorway saw me at Heathrow and meeting the rest at 7am. By 12 o'clock local time we were in Barcelona awaiting the "chosen ones", who duly arrived at 4pm. A bus took us to

Report by Mick Farrell

the town where we were staying, Grenollers, about 20 miles outside of Barcelona. The paperwork we received before the event said that the venue was 800 metres away from the Hotel, in actual fact it was more like 2 miles!! In several groups, all of the lads walked to the hall to check out the venue.

The Venue

The hall was impressive to say the least, perfect for such an event. A large area for the track, a comfortably large pit area and a permanent grandstand for the spectators. Facilities for the drivers included a snack bar, table football, and an "idleness zone", which was aptly named! Just across the road was an excellent ice cream shop. Ian Spashett and Mike Drescher were in competition to see who could eat the most, in the end I think Colin Golder beat them both!

The centre-piece of the event was the track, and this was the main concern of the weekend. The design was excellent, the track markers were not.

Square plastic tubing was used to mark the lanes, this being only one inch square. It was held down by double-sided tape, but was completely incapable of taking any kind of impact. During the controlled practice sessions the track fell apart in almost every heat, and was rebuilt after every heat. Fortunately, by the time practice was over the track had been rebuilt and redesigned to an acceptable level and few problems occurred. Bot-dots marked the corners and were large enough to deflect a car off line but not large enough to launch the car off the track, except for those placed on the apex of the sweeper off the main straight. Craig Drescher took top marks for his clip of the bot-dot during practice as his car was launched by the dots, flew perfectly horizontally at an altitude of two feet and buried itself into one of the advertising boards! The board was then signed by Craig and became the benchmark for later spectacular crashes!

The Track

The design of the huge track was excellent. At first glimpse it

looked to be very narrow and tight, but after driving it, it was a track on which the driver could get into a rhythm. It would prove to be a drivers track which required enough horsepower to go fast down the straight. The infield was where the time was made or lost. From the staggered start, a hairpin followed by a right sweep took the cars off the fast sweeper and into the infield. A left and right kink took you to a right hairpin which was followed by a left kink and into the slow section of three hairpins. This was followed by a short straight, a right "hook" and a tight chicane which then lead into the wide chicane and then onto the straight. All of this and going round the wrong way! This was the first time most of the drivers had driven a track anti-clockwise and it caught one or two out. Colin Golder was marshalled after a crash and sped off from instinct in the wrong direction! He soon realised his mistake and turned around, sparing his blushes!

Developments

Corally had returned to the SP12G for the meeting, changing only the T-piece design. A design similar to that off the Associated car was used and the car became known as the SP12G MK2. All the Corally drivers in the A final ran the car except for Andy Griffiths, who used his old faithful SP12G, albeit with a large hole drilled in the T-piece.

Keypad speed controllers were seen all over the pits, with examples from Tekin and most notably a new one from Ralf Helbing. The latter was used by the German team and if their performance was anything to go by, then the controller is excellent.

The tyres used were from PK/Corally, Yokomo and Kawada,

only personal taste being the deciding factor. The track would prove to be very abrasive on tyres. Front end grip was difficult to find without changing the tyre compound in the early rounds, but by Saturday everyone seemed happy with the handling of their cars.

The new range of Reedy Sonic motors were in use by the British Associated team and seemed to be on the pace. Sub 17 turn motors were the way to go. Also the British Associated team decided that the "Protoform" Nissan gave a better balanced car. This shell is not yet available in Britain, but will be soon.

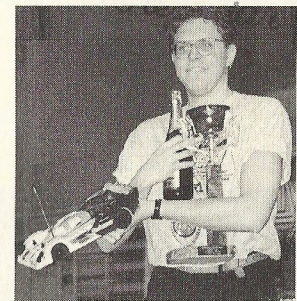
Team Orion co-sponsored the event with Corally and turned up with the biggest box of Panasonic cells I have ever seen! A lot of people used them and those that did generally improved their position. I, for one, being very happy with their performance. By the end of qualifying 80% of the A finalists chose Orion cells. The other 20% being RH High-speed Panasonics.

Qualifying

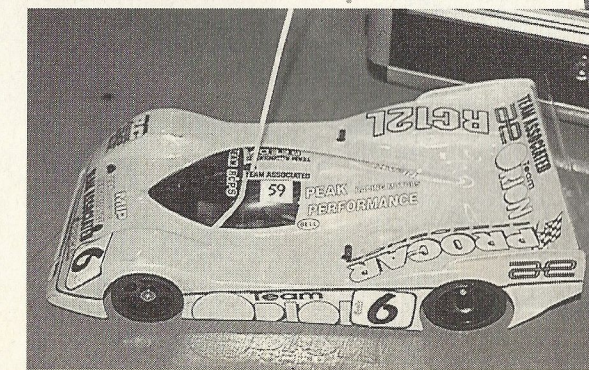
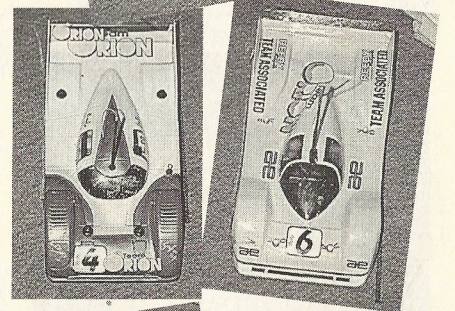
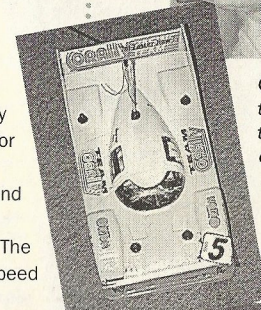
Two controlled practice sessions, and 6 rounds of qualifying was the format for the meeting. Two rounds on Friday and four rounds on Saturday. The Sunday was then devoted to finals.

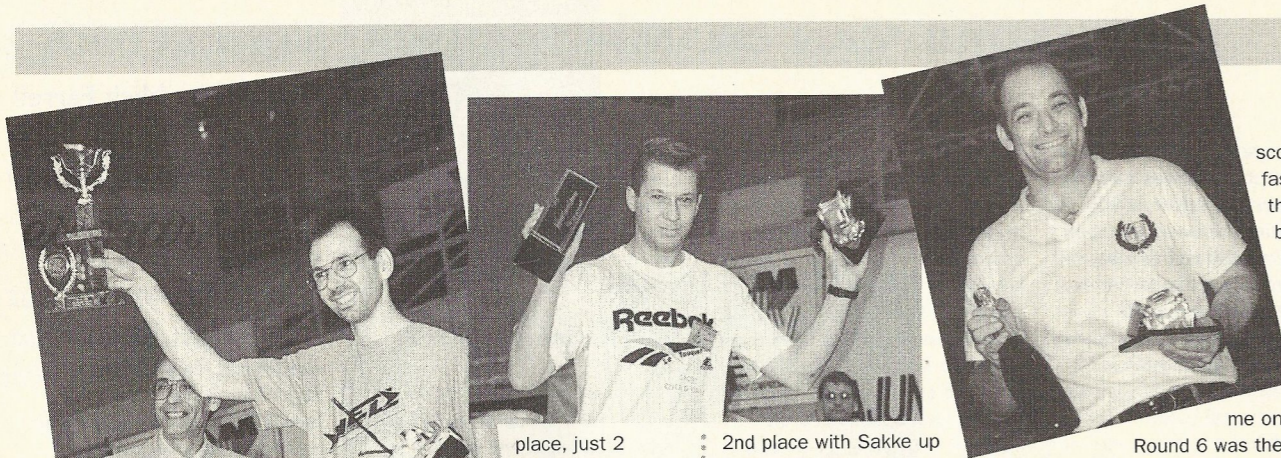
The heats were seeded as last year. Car number one in each heat was a known good driver, except for the first few heats which were filled mainly with the Spanish drivers and were relatively unseeded.

After the first round we were immediately reminded that Oscar Jansen was quick. His form at recent British Nationals has been lacking to say the least. His position after the first round was 1st and was the same after each round. He started with a 29 lapper, the only one of the round. David Spashett was not far behind in 2nd



Cars on the grid for the final that saw the Corally SP12GII of Oscar Jansen storm to victory.





scored our fastest times this round but were both destined for the B final, Jose on 28 and

place, just 2 seconds off a 29 lapper. By the end of qualifying we would see 16 drivers better 29 laps. Oscar had his car dialled into the track right from the off, the information to other Corally drivers slowly filtering through. The Associated teams suffered early on from a lack of bite, some very unusual set-ups were tried, but by the end of qualifying these cars were also looking good.

In round 2 Oscar took 10 seconds off his time to take the overnight pole position and was joined on 29 laps by Benoit Thomaes, David Spashett, Erik Jonk and the Associated of Sakke Ahoniemi. Associated's filled the rest of the A final at this stage with Ralf Helbing, Lars Nordin, Myself and Craig Drescher all in with good 28 lappers. Mick Burkhardt was also there in 9th place.

Early on Saturday morning was round 3. Oscar could not improve but held TQ, David improved to

2nd place with Sakke up to 3rd. Ralf Krause got a 29 lapper to take 4th place pushing Benoit down to 5th. Another Associated driver came good in this round as Petri Kyrolainen was 6th fastest. Phil Davies also improved into the A final in 10th place.

Round 4 saw Oscar crack the 30 lap barrier and confirm his pole position. Sakke was now in 2nd place with a quick 29 lapper with Benoit improving to 3rd. These three drivers were all in the same heat, so were able to pace themselves well. Ralf also improved but remained in 4th knocking David down to 5th. It was in this round that the challenge from Andy Griffiths began as he scored a neat 29 lapper to lie in 9th place. Bert Van Der Vecht also went well to take 7th place. Sakke, Benoit and Bert scored their fastest times in this round.

Round 5 and the top ten was beginning to take shape. David, Phil and Petri scored their fastest times to take 3rd, 5th and 7th respectively at this stage. Oscar was still on top with Sakke 2nd. Bert was in 11th and out of the final as he could not improve his score. Jose Rosas and I

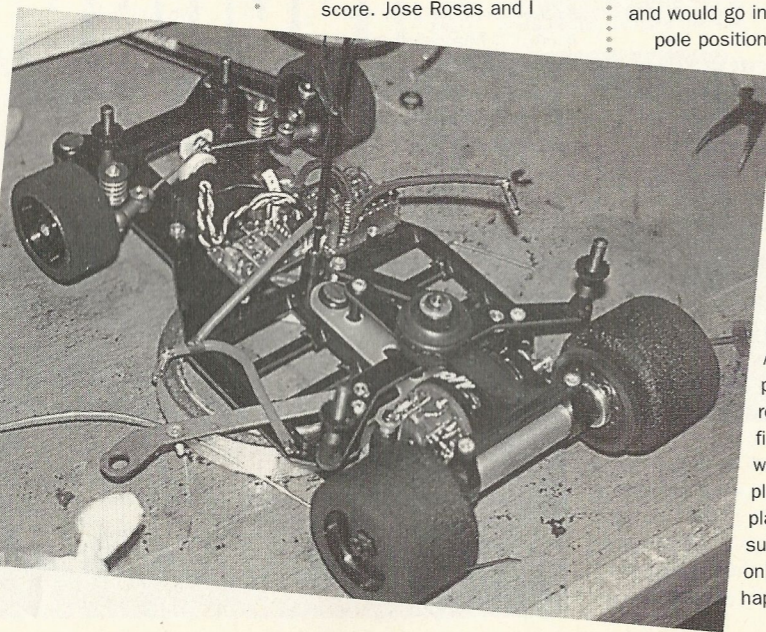
Round 6 was the fastest and final round of qualifying as 5 of the eventual A finalists improved their scores, none however came up from the B final, just the grid positions changed. Oscar shaved another 5 seconds off his time to complete a dominant days qualifying. He was the only driver to break 30 laps and he did it twice! Sakke remained in 2nd but Ralf Helbing found some speed to improve by 8 seconds and qualify 3rd overall. Erik Jonk and Ralf Krause both shaved time off their scores but were down in 7th and 8th by now. Andy also improved but dropped to 10th. The rest of the A final filled out with David 4th, Benoit 5th, Phil 6th, and Petri in 9th.

If Oscar is ignored only 8 seconds separated the Final contenders. The B final was also close with Craig Drescher, Bert and I in 11th, 12th and 13th and only 0.44 seconds apart, and 3 seconds outside the A final. This final being separated by about 6 seconds.

Oscar's performance in qualifying was nothing short of amazing. His worst run was a 29 lapper. He was the number 1 throughout qualifying and would go into the finals with pole position and as a heavy favourite.

The British Qualifying

Mixed fortunes were experienced by the Brits during qualifying. David, Andy and Phil were pleased with their results, all in the A final. Craig and I were reasonably pleased with B final places but were both suffering from the "if only this hadn't happened" stories.



Oscar gets the champagne treatment - also 11th placed Craig Drescher SPI2G2. Right; Corally SPI2GI

Bob Hepple, Mark Jewitt and Leon Shatwell were next up in the C final scoring 28, 28 and a very quick 27 to take 24th, 25th and 30th positions.

The D final was packed out with Brits as Chris Hardisty held pole with Andy Sawyer in 34th, Jim Spencer 37th, Jamie McDonagh 38th and Kevin Creaser 40th. All of these on 27 laps. Jamie's performance was remarkable as he beat a number of higher ranked drivers to take his place in the D final.

The E final contained the rest of the Brits with Russ Giles in pole, Colin Golder 42nd, Colin Barclay 44th, Tim Biggs 46th and Ian Spashett 47th.

The F and G finals contained mainly Spanish drivers with the lone Rumanian, Christian Faur, in the G.

considered.

The G final was the first off with a win going to Joan Della on countback. The F final saw Dani Perez winning with two wins.

The E final had Jerome Dubout as the winner with Russ Giles 2nd after winning the first leg. Colin Golder was 3rd with Colin Barclay 4th after winning the second leg, Tim Biggs 6th and Ian Spashett 7th.

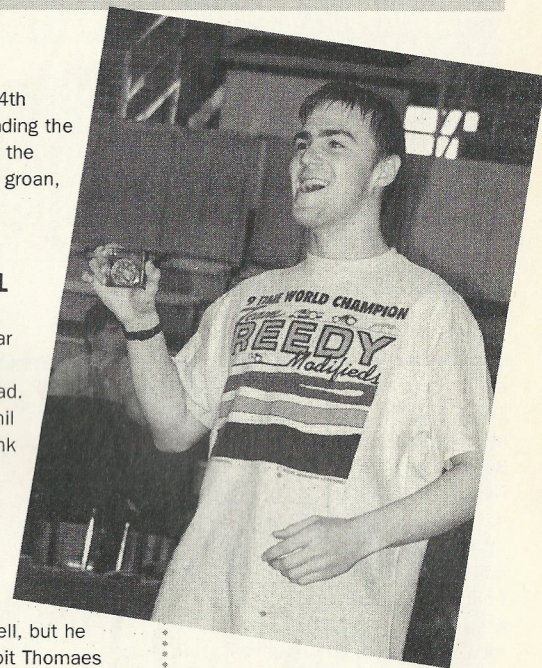
The D final had Andy Sawyer as the winner with two 2nd places, Jamie McDonagh finished a superb 2nd after winning the third leg. Chris Hardisty was 3rd after winning leg 2. Kevin Creaser did well to finish 4th after qualifying 10th and achieving three 3rd places. Jim Spencer was 7th.

Another British win in the C final with Mark Jewitt the winner with a

was able to finish 4th overall, despite leading the first two legs up to the 7.45 minute mark, groan, groan!!

A Final - Leg 1

At the start Oscar Jansen jumped straight into the lead. An accident saw Phil Davies and Erik Jonk at the back. Sakke Ahoniemi took 2nd place. An error by Oscar and some tape had wrapped itself around the front of his bodyshell, but he held the lead. Benoit Thomaes moved up to 2nd place at about 1



1:12 EUROPEAN CHAMPIONSHIPS - A FINAL

DRIVER	SPONSOR	CAR	CELLS	SPEEDO	MOTOR	MM/R	TYRES	RADIO	SERVO	BODY
Oscar Jansen	Corally Orion Select Models Muppet Racing P.K.	Corally SP12G II	Orion P.170	Intronics MMS II	Corally 16x3	33.00	PK Silver	Sanwa Exerd	Sanwa 141 HS	PK Nissan
Sakke Ahoniemi	Associated Orion Peak Performance	Associated RC12LS	Orion P.170	Tekin 411G	Peak Performance	33.50	Yokomo	Sanwa	Sanwa 141 HS	Assoc. Nissan
Ralf Helbing	Hel-Tuning GM Racing Kiel Multiplex	Associated RC12LW	R.H. High Speed P.170	R.H. Digital 3000	Evolution 16x2	32.70	Yokomo	Multiplex	Airtronics 94143	Assoc. Nissan
David Spashett	Corally Intronics Futaba Orion Galeforce	Corally SP12G II	Orion P.170	Intronics MMS II	Corally 16x3	33.90	PK Silver	Futaba FF3	Sanwa 141HS	PK Nissan
Benoit Thomas	Corally Orion GTS Models	Corally SP12G II	Orion P.170	Intronics MMS II	Corally 16x2	34.80	PK Silver & PK Gold	Ko Esprit II	Sanwa 141 HS	PK Nissan
Phil Davies	Associated Reedy Orion Tekin Sanwa	Associated RC12LS	Orion P.170	Tekin 410K	Reedy Sonic 17x4	36.70	Yokomo	Sanwa Exerd	Airtronics 94143	Protoform Nissan
Erik Jonk	Corally Merit Racing	Corally SP12G II	Orion P.170	Novak 410 MIC	Corally 17x2	33.70	PK Silver & PK Gold	Futaba	Sanwa 141 HS	PK Nissan
Ralf Krause	Corally Hel-tuning GH Racing	Corally SP12G II	RH High Speed P.170	RH Digital 3000	Evolution 16x2	32.50	PK Silver & PK Gold	Ko EXI	Sanwa 141 HS	Buds Nissan
Petri Kyrolainen	Re Piste Direct RC Associated Cam Orion	Associated RC12LS	Orion P.170	Tekin 411G	Cam 16x2	34.00	Yokomo	Futaba	Sanwa 141HS	Assoc. Nissan
Andy Griffiths	Corally Intronics HML Extreme	Corally SP12G	Orion P.170	Intronics MMS II	Extreme 15x3	34.00	Kawada	JR Apex	Sanwa 141 HS	PK Nissan

Brits:

11. Craig Drescher
13. Mick Farrell
24. Bob Hepple
25. Mark Jewitt
30. Leon Shatwell
31. Chris Hardisty
34. Andy Sawyer
37. Jim Spencer
38. Jamie McDonagh
40. Kevin Creaser
41. Russ Giles
42. Colin Golder
44. Colin Barclay
46. Tim Biggs
47. Ian Spashett

Finals

The 3 leg finals system was used with a points-for-places situation. 1 point for 1st down to 10 points for 10th. The best two were added together and a score generated. On the event of a tie the third result would be

2nd place and a win in the third leg. Bob Hepple was 4th overall after a 2nd place in the third leg. Expected A finalist, Mikael Nilsson finished 2nd overall.

Juha Simila took the win in the B final with a 1st and a 2nd place finish. Craig Drescher was 2nd overall after winning the third leg. The first leg was won by Lars Nordin, but poor 2nd and 3rd leg results placed him 5th overall. I

minute, the cars were all very close. A mistake by Oscar allowed Benoit into the lead and Oscar and David Spashett were wheel to wheel. Benoit's lead grew steadily as others made mistakes. Petri Kyrolainen moved up to 2nd place at 2.30. Oscar and Ralf Krause were battling hard for 3rd place with the rest of the field in a snake going round the track. A mistake from Petri and Ralf and Oscar went

through. David was now in last place. Ralf began to catch Benoit with Oscar right behind. Petri was still 4th with Phil recovering well in 5th. At six minutes Benoit began to clip dots and Ralf began to catch. Sakke was making headway through the field and was now up to 6th place. With 20 seconds left the gaps stabilised as cars began to slow.

Phil moved up to 4th with Benoit, Ralf and Oscar keeping their positions.

Benoit Thomaes was the winner, a surprise to most.

A Final - Leg 2

The start was disaster for Benoit as he was last, Oscar was leading after the first lap, Sakke 2nd. Ralf Krause got another excellent start from 8th on the grid and was 3rd. Oscar's lead began to grow quickly. Ralf Helbing was 4th with Phil right behind, and Erik Jonk in there too. The front two began to pull away at 2 minutes. At 3 minutes Erik was up to 4th and Benoit retired. The race stabilised. At 5 minutes Sakke had caught Oscar, Ralf still 3rd with Erik 4th and David Spashett moved up to 5th. Benoit got going again and got involved with the leaders resulting in time lost for Sakke. At 7 minutes Oscar had a good lead and Sakke began to slow. Ralf was soon past Sakke for 2nd place. Erik Jonk also passed as did Ralf Helbing, David and Petri.

Oscar Jansen ran out the easy winner with Ralf 2nd and Erik 3rd.

A Final - Leg 3

With two different winners the Championship was yet to be decided. The reigning Champion, David Spashett, was out of the reckoning after two poor races.

Oscar and Sakke again got the start. Benoit moved up to 3rd on the 2nd lap, but soon made a mistake and David took 3rd place. Oscar's lead began to grow as Ralf Krause moved up to 3rd at 2 minutes. Nothing happened for a while until Ralf Krause took 2nd place at the chicane. At 4 minutes Oscar's lead was 2.25 seconds. 5 minutes and the lead was 2.5 seconds, Sakke was challenging hard for 2nd place. This pushed Ralf to go faster and the gap began to shrink. At 6 minutes the gap was down to 1 second. At 7 minutes Ralf was right behind Oscar, Oscar ran wide and Ralf refused the chance to lead the race, 20 seconds later Ralf was dumping and Sakke went past. Oscar held on to win the race with Sakke in 2nd and Ralf in 3rd.



David Spashett had his best result with 4th place, Erik 5th and Ralf Helbing 6th.

With two wins out of three Oscar was crowned as the European Champion for the third time in four years.

The count back gave Ralf Krause 2nd overall, Erik Jonk 3rd and Sakke Ahoniemi 4th.

Conclusions

An excellent meeting was topped off with three very eventful and exciting finals, Oscar again proving he is the quickest 1:12th driver in Europe. Ralf Krause was superb in coming from 8th on the grid to take 2nd overall. The British will go home, lick their wounds and look forward to next year where we will be on home carpet and looking for a winner.

One British driver in particular will be licking his wounds as during the post race fun, Go-Karting was the challenge. Leon Shatwell surprised everybody by not only leaving the track in dramatic style but cleared the fencing as well!! It was a bit late to challenge Craig for the crash of the meeting, but Leon got the prize, as well as a neck collar!!

My thanks and congratulations go to all who organised the meeting, ten out of ten for commitment. My congratulations also go to all who competed as the standard of racing was superb.

The next big one is in July in France, the World Championships, will we see a European winner??!!

