

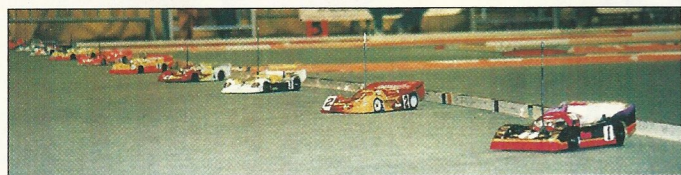
Corally's Oscar Jansen hit top form again to become 1/12 European Champion for 1994!

The Place...

What an attractive idea it was for this year's Euro's; going racing on the Costa Brava! Well, the venue wasn't exactly next to a shimmering sea, the district was called Granollers, which was actually about a £40 return fare in a taxi to the beach, so we forgot our ideas about catching some rays between the Heats, although Tim Biggs did manage to change colour during a siesta...

One aspect of racing abroad is the difference in the culture, and how seriously organisers view the actual running of meetings. This was reflected in

The silverware was well worthy of a European Championship!



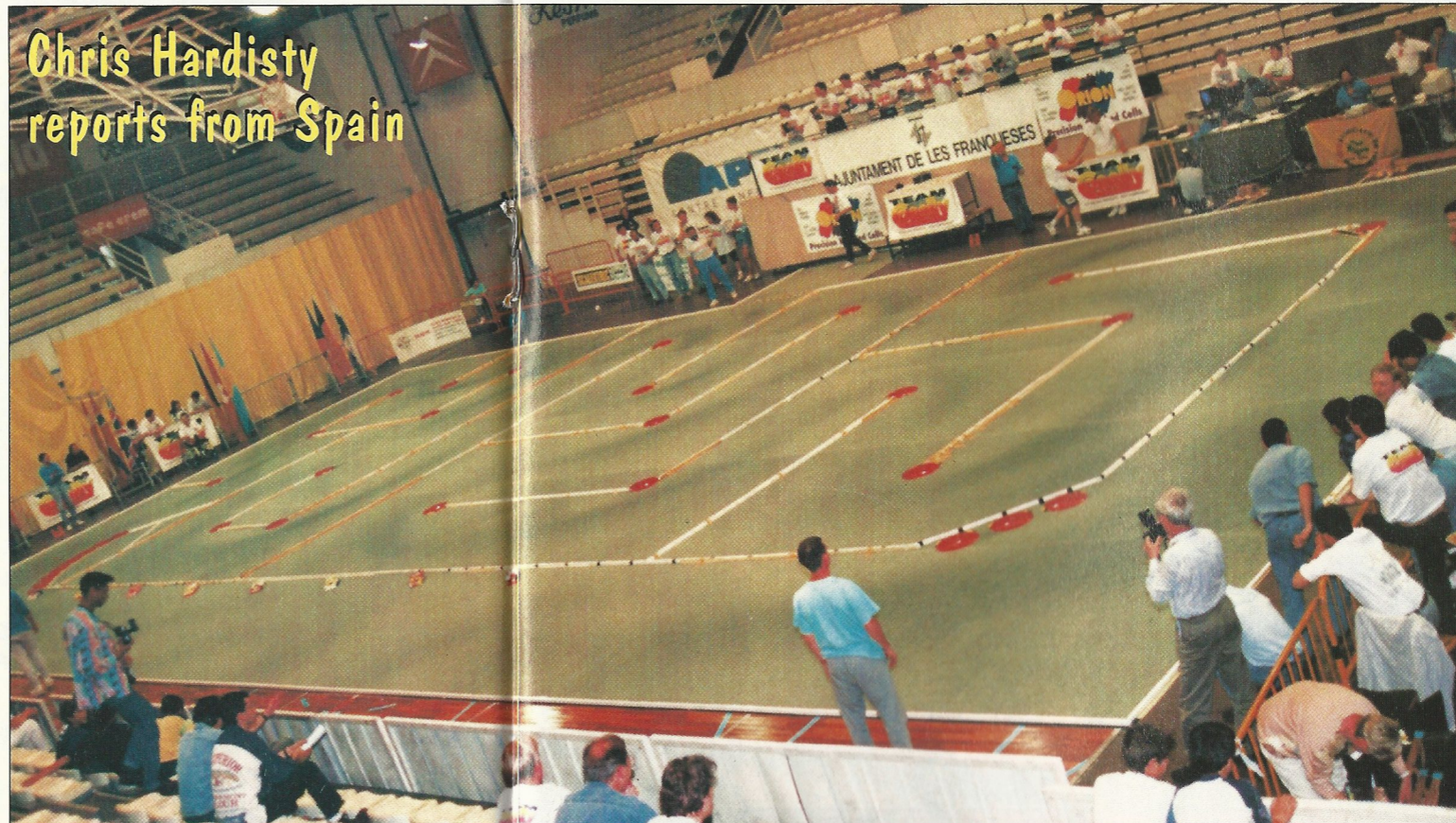
The A Finalists lined up 'Le Mans' fashion for the start.

the schedule itself, with its early start and late finish with a long, long, lunchbreak in the middle. The area was Catalan and the folk there are a jolly lot, and friendly to boot, but they didn't really know what was expected of them to run a European Championship. This was not their fault, but can be attributed to a lack of guidance from EFRA, a harsh thing to say I know, but true. The conditions were equal for all though, and I and everyone else to my knowledge had a good time.

The Track...

This was pretty murderous to begin with, and practice saw most of it off, so odd Brits (!) such as Mark Jewitt, aided by Tom C, the Phantom Belgian Referee, rebuilt and strengthened a fair portion of it. The end result wasn't pretty, but it did survive the meeting (just!). It was shame that we couldn't nail the conduit to the basketball

Chris Hardisty reports from Spain



court's floor, but even the Spanish weren't that laid back. A lap looked very short at first, but this was quite deceptive, and eventually 30 laps was the order of the day for a guaranteed slot in the A Final.

The Qualifying...

Oscar Jansen started off in Round 1 as he meant to finish the meeting, at the front, with the only 29 lapper to be TQ, with our own David Spashett lying in second. Others such as Jose 'The Ice Man' Rosas looked strong at this point. In the second round there were a few more slow 29 lappers, but Oscar carved 10 seconds off his first round time to remain on pole, and it became apparent that a quick 29 or a 30 was required to make the A, and although Mick Farrell had shown up well with a quick 28, it wasn't going to be enough.

Round 4 saw the 30 lap mark broken, by Oscar of course, a feat equalled in the



'Super Dad' in crew chief mode.

The track appeared to be tight, but flowed quite well, 30 laps being the benchmark for the A Final.

last round, naturally again by Oscar! By the end of qualifying the top ten were separated by just 8 seconds. The spread across the B was actually less, although it straddled the 28/29 lap mark.

Who made it to the A was a surprise in some ways; the two Finns, Sakke Ahoniemi and Petri Kyrolainen, were relatively unknown, and apparently it was the latter's very first International event!

Ralf Helbing qualified a splendid 3rd, and I think most would have bet on Ralf Krause

topping him, but he slipped into the A Final in 8th. Three Brits, David Spashett, Phil Davies and Andy Griffiths also made it as we expected. Eric Jonk had recently rubbed some famous faces in the carpet at Dordrecht driving an Associated, but he was running a Corally at the Euro's. Benoit Thomas qualified fifth, so has Belgium found a replacement for Piet Goemans?

The rest of the Brits fared pretty well, Craig Drescher sat on pole in the B, with Mick Farrell third. Bob Hepple, Mark Jewitt and Leon

The German Team even resorted to last minute cell peaking on the line.....



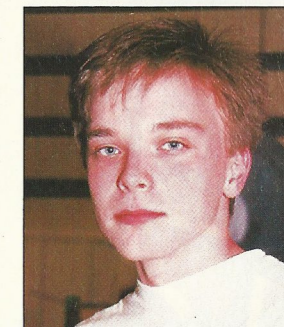
"You pull it back to wind it up, then let it go" (The Corally Management System in operation).



Shatwell made the C, whilst the D and E Finals seemed just like a home event with a few excitable strangers along for the ride! Loyalty to 'The Team' was noticeable in these Finals.....

It was during the last flings of qualifying that we were all dragged out of the hall into a bus to go for our "banquet". This feast was laid on free by our generously hosts (no badgering for the money from the team) for us to delight in their local delicacies. However, it was held in the open air during the middle of the day and, for the follically challenged amongst us, to describe the temperature as warm is an understatement! Not all appreciated their wrapped seafood, and sadly for many it became a lesson in dissection. The function was well intended though, and was yet another example of the friendliness of our Spanish hosts.

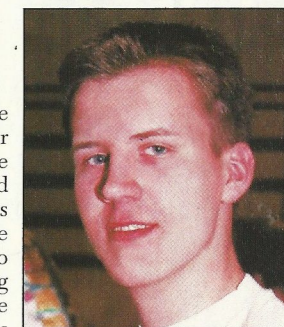
The Finnish 'new boys'; Petri Kyrolainen and Sakke Ahoniemi showed really well, Petri making the A Final at his first Euro's!



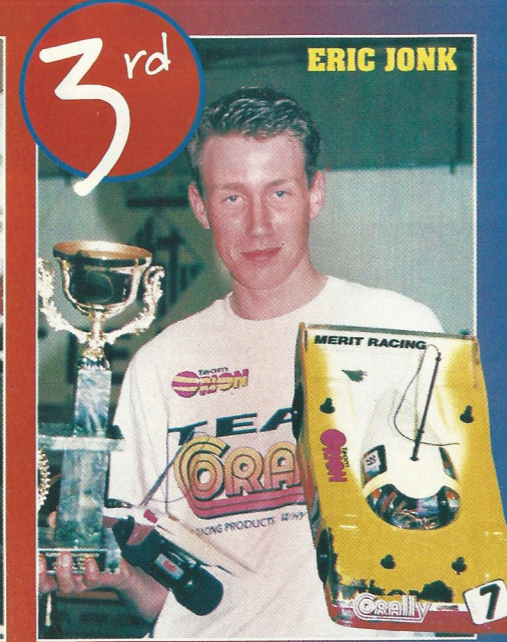
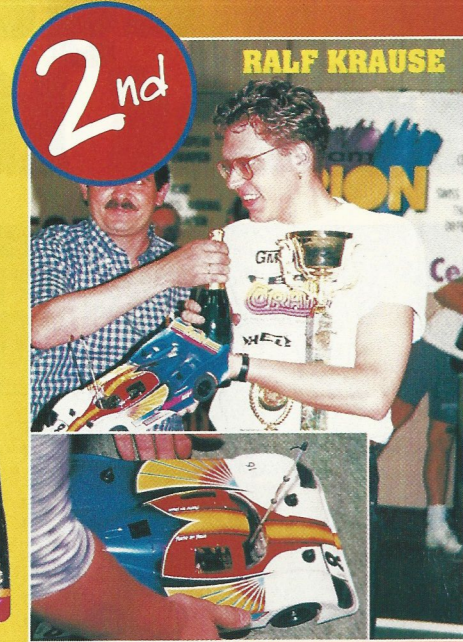
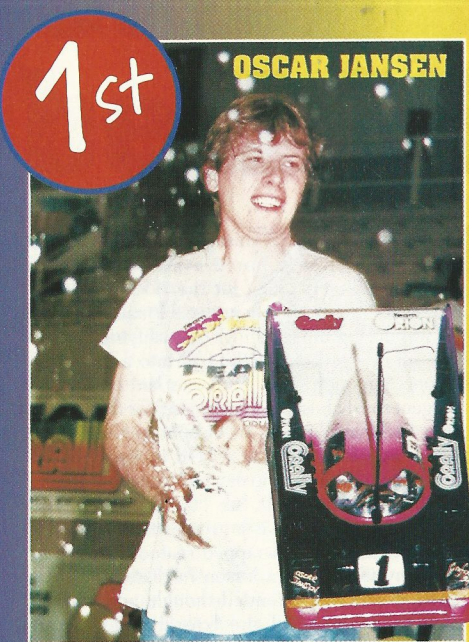
The Finals

There were three Finals for all, with the results decided on the points accrued for the best two finishing positions. One difference this year was if the end result was still tied after going back to the third finishing position, the decider was the qualifying position.

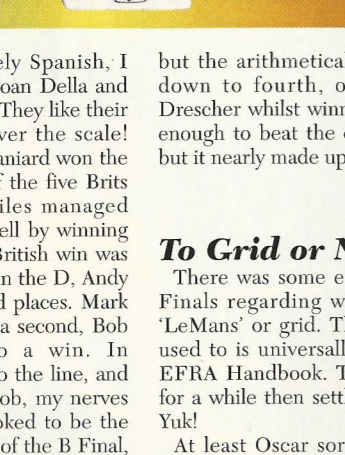
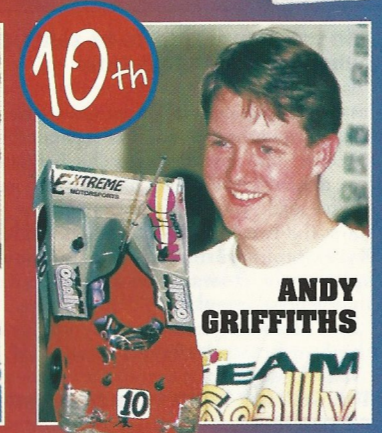
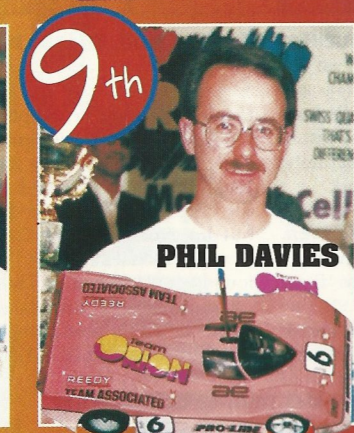
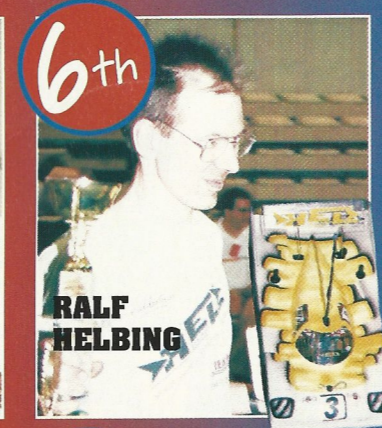
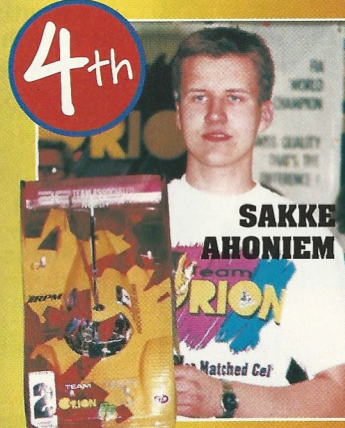
The G and F Finals are a little difficult to relate



EUROPEAN CHAMPIONSHIPS
1/12
 LES FRANQUESES
 DES VALLES, SPAIN



Top Ten



to, the participants being entirely Spanish, I think. The winners of each were Joan Della and Dani Pere, and the crowd loved it. They like their motor racing round here whatever the scale! Happily for the crowd, another Spaniard won the E despite the (dubious?) tactics of the five Brits careering around in it! Russ Giles managed second overall after starting off well by winning the first leg. The possibility of a British win was certainly there with five Brits also in the D, Andy Sawyer winning it with two second places. Mark Jewitt won the C with a first and a second, Bob Hepple nursemaiding him to a win. In 'Tynesideise', that's dice like hell to the line, and please don't do me any favours Bob, my nerves couldn't stand it! Mick Farrell looked to be the favourite for the win after two legs of the B Final,

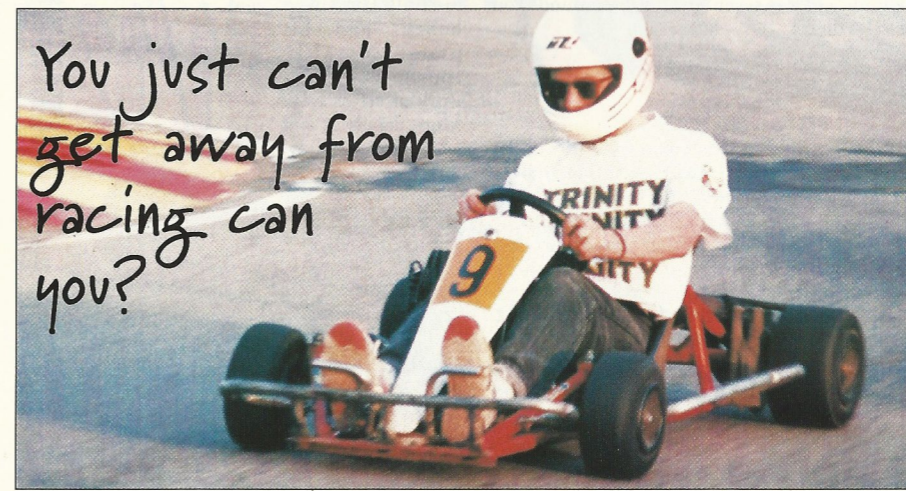
but the arithmetically wrong people beat him down to fourth, one of them being Craig Drescher whilst winning the last leg. This wasn't enough to beat the overall winner, Juha Simila, but it nearly made up for just missing the A Final.

To Grid or Not To Grid...?
There was some early controversy before the Finals regarding what style of start to have; 'LeMans' or grid. The normal grid that we are used to is universally preferred, but not in the EFRA Handbook. The Team managers argued for a while then settled on the Le Mans type.... Yuk!
At least Oscar sorted out the next argument

himself. If the start was on the outside of the straight it would have been a dream for the pole position man, so he demanded his right to choose, and picked the inside! That meant everyone had to turn at the start. As it happened things went quite well, as most of the starts were trouble free, although the first bend after the sweeper was a problem if your car didn't get round it quickly enough!
In the first leg of the A, Oscar made a good start but the dots caught him out, sadly his re-emergence into the fray resulted in David leaving it, leaving Benoit Thomaes in the lead with Ralf Krause trailing. This advantage was made good use of by Benoit, as he finished first with a jubilant Ralf in second, whilst Oscar clawed his way back up to third. There were quite a few



The British Team on their return from sunny Spain, all looking in need of a Holiday (it's hard work racing in those sunny climes!).



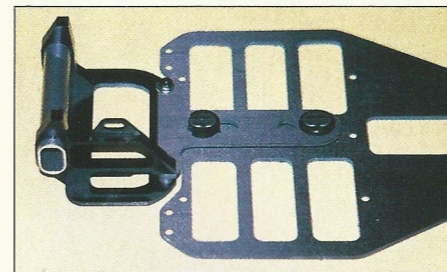
scowls in evidence after this race for various reasons, and Oscar had tape stuck to a tyre which explained the somewhat erratic behaviour of his car. Phil finished in fourth, but only after the Finnish finished each other off at the finish...
The second A Final leg saw a very determined Oscar jump off straight into the lead with no mistakes this time, and again it was Ralf Krause chasing in second place. Quite a few incidents slowed the rest of the field down; David was out of the picture at the very first bend where he went off, Phil was busy with the Finns again, Ralf Helbing was one lap perfect, the next not so

perfect, but nonetheless quick. Benoit was nowhere, the first to be lapped, and noticeably he lost so much ground whilst pulling over for Oscar that Ralf was on him straight away, but he didn't let him by immediately, to the dissatisfaction of the crowd who demonstrated their feelings as only an excited gathering of Spaniards can... It wouldn't really have made much difference though, as Oscar's winning margin was eventually all of 10 seconds!

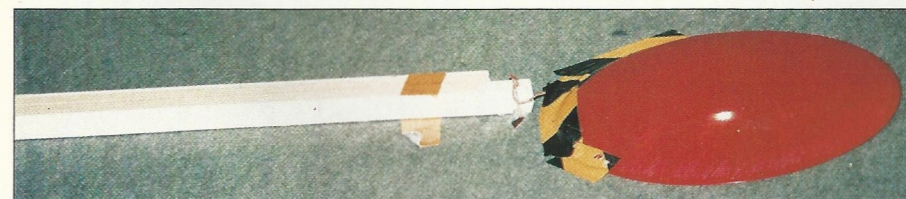
Prior to the last leg, tension was high. The permutations were being worked out: What if Ralf Krause won or Oscar crashed out? What if Benoit finished in second or won?

Again Oscar made a good start, Sakke harried him for the first lap but Oscar soon put some air between them. Benoit Thomaes then crashed out of contention whilst Andy Griffiths decided to retire to watch the race! This left Oscar charging off into the distance with Sakke chasing, whilst Ralf Krause and David Spashett were looking for a way past Sakke. Ralf did the business and passed Sakke to make up ground on Oscar towards the end, but when it mattered Oscar delved into his bag of tricks and pulled away in the last few seconds to win comfortably.

A bare SP12GII chassis, note the new 2 piece Tee bar and the stronger alloy motor pod.



The disintegrating track markings!



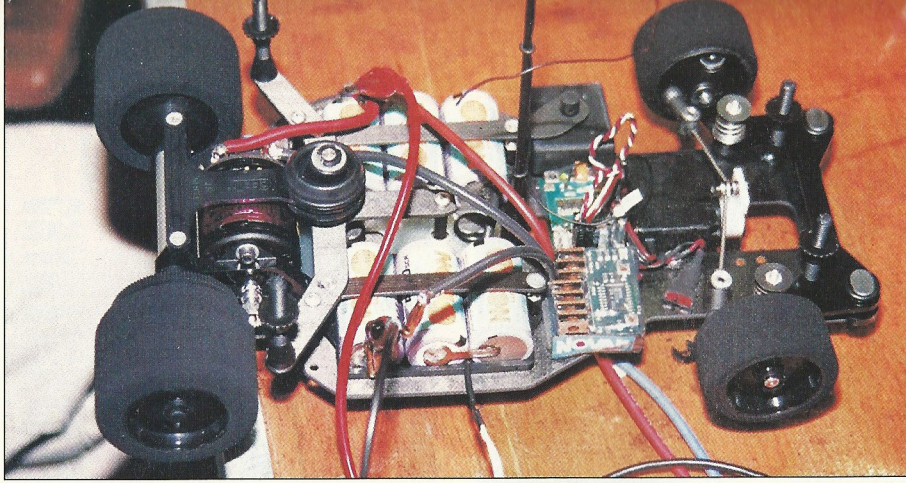
EUROPEAN CHAMPIONSHIPS 1/12 LES FRANQUEUSES DES VALLES, SPAIN

The Winner

Oscar Jansen is the first person to have won the European 1/12 Championship title three times, a racer through and through. His first win was in Sweden and he defended it successfully on home ground in Holland. In recent times some had written him off to a certain extent, a bad mistake! David Spashett took the title off Oscar in France last year, David running an SP12G with which he was happy, while Oscar, possibly to his cost, ran the 'Galaxy', a prototype car that never made it into production. Oscar ran the 'new' SP12G2 in Spain, so he's been three times the winner driving virtually the same car! He has become a real force to reckon with these days, with his influence felt in the design of cars and the manufacture of motors for Corally, plus his 'Power Brokership' for Orion cells. He now has the experience, the morale and the equipment to make good at the World's 'near' Paris. I would rather have a British World Champion, but I'd be almost as happy with a European one!!!!

Oscar takes the 1/12 European Championship title for the third time! What will the World's bring?





The winning car, the latest Corally SP12GII. At first glance very similar to its predecessor, but in reality very different.



Ralf Helbing's interesting charger.

The Losers

Any one of the A Finalists and most of those in the B have enough talent to win, and whilst most of you will demote their performance into obscurity, don't! They are the cream of European talent, and are the people that make winning a European Championship the special and prestigious title it is. These are the best, and it's only the best that beats them!

The Brits

Well, twenty nine English speaking (?) folk ventured forth from our shores, reinforcing the reason our mother tongue is designated as the official EFRA language. They all enjoyed

themselves, especially Leon Shatwell who convinced the locals that the minimum ride height for a kart is seven feet off the ground! You had to be there....

Comments...

I really expected to see at least five Brits in the A Final at this event. I was to be disappointed, but I do expect five Europeans to make the A at the World's. One of them has surely got to be Oscar, accompanied by a certain cool Frenchman and a few Brits. The problem is that these

Team Rumania attended the Euro's yet again and were made very welcome.

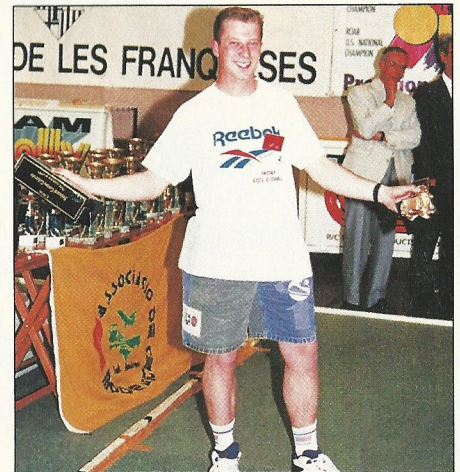


Scandinavians will insist on popping out of the woodwork with masses of talent! Maybe it's a result of the long winters?

New Bits?

The 'new' Corally SP12GII appeared for the first time, and duly took the win for Oscar. It looked very similar to the old SP12G, but on closer examination it's a total redesign, with a better chassis with the cells located slightly further forward, a stronger motor pod that offers better motor cooling, relocated Tee piece pivots that move the flexing point rearwards, aligning the damper and flexing point better, a 2 piece Tee bar, and a new upper tray offering the same body mounting holes as the 'V'. I understand it will sell for the same price as the 12G, and is very strong indeed!

There was an interesting charger on Ralf Helbing's bench, and his programmable speedo is quite a work of art as well. More details as and when available.



Tom the Belgian Referee, probably glad it's all over!

QUAL	NAME	TEAM/SPONSOR	CAR	CELLS	MOTOR	MM/REV	SPEEDO	SET	FRONT TYRE	REAR TYRE	SERVO	RADIO/RX	BODYSHELL
1	Oscar Jansen NL	Corally/Orion Select Models PK	SP12GII	Orion Pan	Corally 16T	33	Intronics MMS II		Silver	Silver	Sanwa 141	Sanwa Exerd/ Tekin 40 FM	PK Nissan
2	Sakke Ahoniemi Fin	Associated, Orion Peak Performance	12LS	Orion	P.P. 15 x 3	33.5	Tekin 411G		Yokomo	Yokomo	Sanwa 141	Sanwa Machine/ Tekin 27	Assoc. Nissan
3	Ralf Helbing D	Hel-Tuning, Kell 6M-Racing Multiplex	12LW	R.H. High Panas.	Evolution 2 x 16T	32.7	RH Digital 3000	Lim 48 Turbo 8 +Amp 8	Yokomo	Yokomo	Airtron. 94143	Multiplex/ Multiplex	Assoc. Nissan
4	David Spashett GB	Orion, Futaba Intronics Galeforce	SP12GII	Orion	Corally 16T	33.9	Intronics MMS II		Silver	Silver	Sanwa 141	FF3/Fut 40	PK Nissan
5	Benoit Thomas B	Corally, Orion GTS Models	SP12GII	Orion	Corally 16 x 2	34.8	Corally MMS II		Silver	Gold	Sanwa 141	KO Esprit/Tekin	PK Nissan
6	Phil Davies GB	Reedy, Orion Associated Tekin, Sanwa	12LS	Orion	Reedy Sonic K 17 x 4	36.7	Tekin 410K		Yokomo	Yokomo	Airtron. 94143	Sanwa Exerd	Protoform Nissan
7	Erik Jonk D	Corally Merit Racing	SP12GII	Orion	Corally 17 x 2	33.7	Novak 410Mic		Silver	Gold	Sanwa 141	Futaba/Futaba	PK Nissan
8	Ralf Krause D	Hel-Tuning 6M-Racing Corally	SP12GII	RH	Evolution 16 x 2	32.5	RH Digital 3000	Lim 48 Turbo 8 +Amp 8	Silver	Gold	Sanwa 141	KO Ex1/Futaba	Buds Nissan
9	Petri Kyrolainen Fin	RC-Piste, Direct RC Cam, Associated Orion	12LS	Orion	Cam 16 x 2	34	Tekin 411G		Yokomo	Yokomo	Sanwa 141	Futaba/Tekin	Assoc. Nissan
10	Andy Griffiths GB	Extreme, HML Intronics	SP12G	Orion	Extreme 15 x 3	34	Intronics MMS II		Kawada	Kawada	Sanwa 141	JR/Futaba	PK Nissan