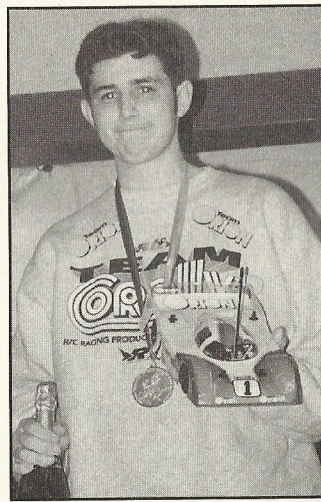
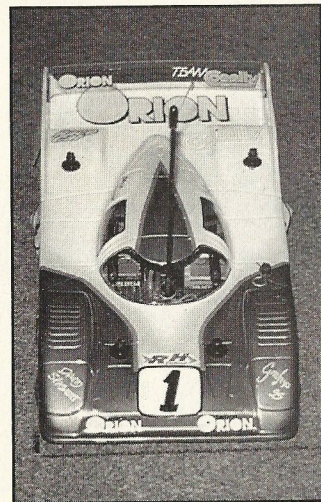


WORLD CHAMPION SPASHETT

TAKES EUROPE

BY STORM



so to all those who put time and effort into the organisation - thanks and congratulations.

The venue

The event was preceded by the customary Grand Prix back in 1994, but no-one could have expected the venue to be transformed into the racing arena which it turned out to be. The track area was the same, but the pits had been moved upstairs to the balcony, the space on the ground floor being used for the huge grandstands for the spectators.

Advertising space around the track was in demand and all of it was sold to those companies which supported the event, all of whom received excellent coverage during the event.

The Conference Centre had the added benefit of having a hotel "built in", this going down very well with the people who took advantage of that facility.

The track

Once again the centre piece of the event proved to be excellent. The original track design (that used for the Grand Prix) was thought to be too tight, making overtaking difficult. The design was changed slightly for the Euro's proper, the end result being an excellent track, ideal for such an event.

It was large, fast and at the same time demanding a well set-up car in order to be

competitive. The universally accepted square plastic tubing was used for the track markings and worked as well as ever, providing a rigid barrier between lanes, punishing driver mistakes, but keeping marshalling down to an absolute minimum.

From the staggered start the cars took a short straight and went into a tight right hander, slightly more than 90 degrees. A straight followed which turned left and went into a bus stop chicane. This ended with a left exit which swept round and into a sharp right hander which led into a tight chicane. A short straight was next, this being followed by right hairpin. The next section became known as the "technical" section of the track. Time could be made and lost if this was taken too fast or too slow. A short straight was followed by a 90 degree left which became a sweeper and finished with a tight left, then immediately, a tight right swept the cars round and onto the straight. At the end of the straight was a right hander which led into a fast chicane exiting via a right and over the timing loop to complete the lap.

All this would take the faster drivers 12.5 - 13 seconds and had to be kept clean for the whole eight minutes in order to make the A final. One mistake would be the difference between glory and disappointment.

The contenders

With the event taking place on British soil/carpet, it was obvious that the British would be at their strongest, and would have the largest team. 41 British drivers competed at the event, the favourites for success would be the usual threesome of David Spashett, Andy Griffiths and Phil Davies. The other members of the British team tipped to feature were Mark Jewitt, Mick Farrell, Craig Drescher and Darren Houghton. Outside bets would be placed on drivers such as Kevin Moore, Rob Roy and Matt Needham.

From the continent there was a vast array of talent on show. From Holland there was Oscar Jansen, very keen to defend his title, and Erik Jonk. From Germany there was Markus Mober, Ralf Krause, Martin Fliessbach and Ralf Helbing, all of whom have made European A finals in the past. From Sweden there was Mikael Fransson, Mikael Nilsson and Lars Nordin. From Finland we had last

The UK held the 1995 European Championships for 1:12 and supplied a superb venue and circuit - the winner was also superb and very familiar...

years A finalists Sakke Ahoniemi and Petri Kyrolainen, plus Juha and Mika Simila. From Switzerland there was Reto Konig and Roger Wicki and from France there was French Grand Prix A finalist Alain Chabert. It was not going to be easy to make that A final!

Qualifying

Local media interest was high during the start of the event. The BBC brought cameras along to make a news item, which was broadcast that evening with commentary from Murray Walker added to spice it up. Local news and radio people were buzzing around soaking up the atmosphere preparing articles for broadcast and print. All this media attention set the scene for what was going to be a meeting to remember, and would catch the eye/ear of the general public, thus promoting the sport of Model Car Racing.

During the early morning practice sessions a number of quick drivers were beginning to show their hands. David Spashett was quickest, but close behind were Phil Davies and Mick Farrell, both revelling in the extra horse power which had arrived from the Reedy and Team Orion factories.

As the first round was completed the above three found themselves occupying three of the first four places, with David in 1st, Phil 2nd and Mick 4th. Erik Jonk had posted the 3rd fastest time. This was the first of six rounds of qualifying, so it was early days, but things were looking good for the Brits.

During round 2 it became clear that 37 laps was the target for the A final as three such times had been posted. David was still on top, with Oscar Jansen now in 2nd place some 5 seconds adrift. Phil had held onto 3rd place 7 seconds behind Oscar. The gap to 4th placed Markus Mober was an incredible 12 seconds as 36 lappers were now counting. Within a second of Markus there was Erik and Mick, still showing well.

Overnight and after two rounds of official qualifying the top ten looked like this:

1. David Spashett	37 8.32
2. Oscar Jansen	37 13.31
3. Phil Davies	37 20.15
4. Markus Mober	36 12.48
5. Erik Jonk	36 12.62
6. Mick Farrell	36 12.84
7. Rob Roy	36 13.02

8. Sakke Ahoniemi	36 15.62
9. Ralf Krause	35 0.15
10. Jon Leonard	35 1.22

With the top ten containing 5 Corally cars, 4 Associated cars and a Trinity car, things were really even-stevens, all chassis' seemed to be working well, it was down to the driver and his speed and consistency which was paying off on this circuit, no one manufacturer had the advantage at this point.

Rounds 3 and 4

Saturday morning saw the mid section of qualifying take place, all the drivers having had the chance of a good nights sleep.

During round 3 the top ten saw a number of changes. David, Oscar and Phil improved their times in relation to each other to remain as the top three. Kevin Moore got to grips with his Spashett-prepared Corally car to go 4th overall with a quick 36 lapper. He was benefitting from the experience and know-how of his pit man, Jurgen Lautenbach. Kevin's car also featured a new digital LRP speed controller with LRP motors. Craig Drescher and Matt Needham also joined in the top ten with good 36 lappers, with Erik, Sakke, Markus and Mick all improving to hold positions in the all important top ten.

Round 4 and the top three all found a few more seconds each to hold position but Andy Griffiths cured his problems to set a 37 lapper and move into 4th place. Lars Nordin also put in a good run to appear in the ranking, only to later be losing his FTD through a marshalling error, apparently he was being interviewed by the BBC!!

Sakke found another second to improve on his best overall, as the rest of the contenders failed to improve.

After four rounds of qualifying the top ten looked like this:

1. David Spashett	37 2.67
2. Oscar Jansen	37 7.33
3. Phil Davies	37 10.23
4. Andy Griffiths	37 11.13
5. Kevin Moore	36 2.71
6. Sakke Ahoniemi	36 4.41
7. Lars Nordin	36 4.56
8. Erik Jonk	36 4.68
9. Craig Drescher	36 5.75
10. Markus Mober	36 6.25

The advantage seemed to be turning towards Corally at this point as 6 now occupied A final places. With 4 Associated's, the Trinity car had dropped down the list. Trinity were at a slight disadvantage with regard to numbers, Ralf Krause and Mark Jewitt were the only drivers really capable of mounting any kind of challenge.

Round 5

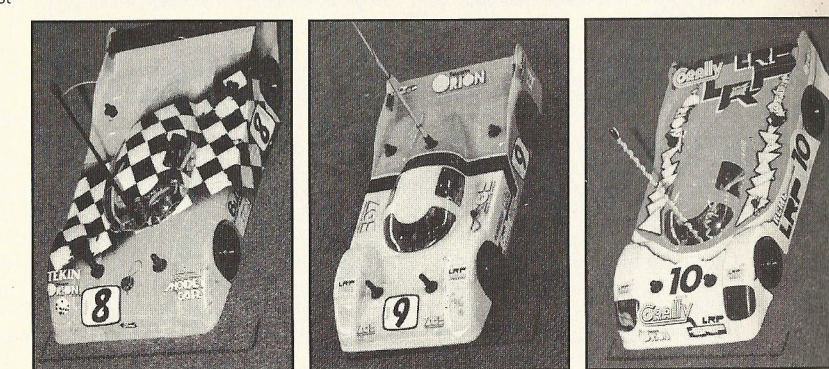
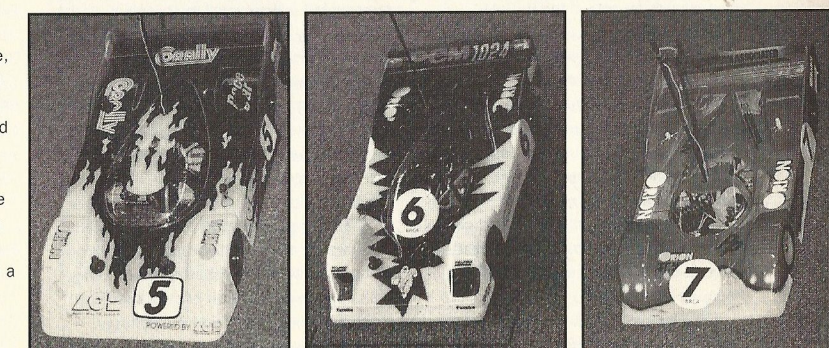
The pace of the event was really picking up now, many drivers were showing form enough to be in contention for A final places. Just one mistake, costing a fraction could be the deciding factor.

Round 5 saw David shave yet more time off the TQ, this time only 0.41 though! This was enough to hold onto 1st place as the rest of the 37 lappers could

not improve, but Erik Jonk moved up to a 37 lapper and to 5th overall. Rob Roy also improved his time to move into the top ten, his car looking very stable, smooth and consistent. Rob was supposed to be testing motors for the AGR team and never openly gave himself much of a chance, but here he was every bit the contender. Markus improved to move up to 8th overall and the Trinity car of Mark Jewitt also moved into the top ten.

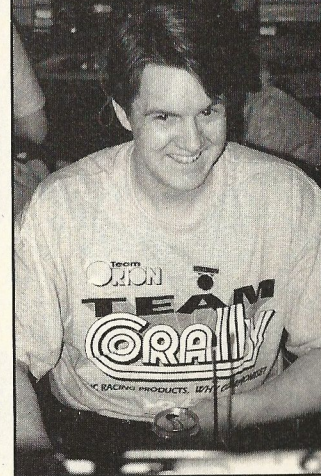
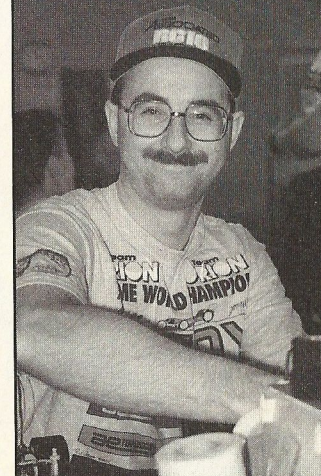
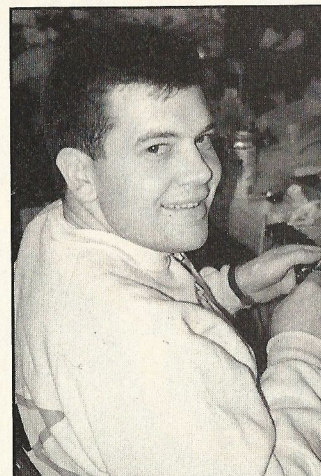
Round 6 - the last chance

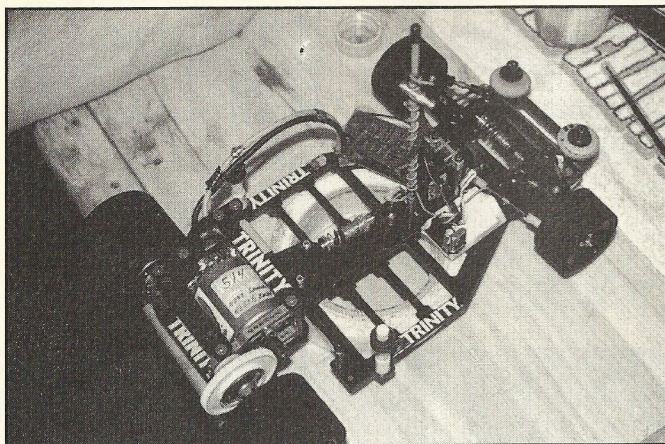
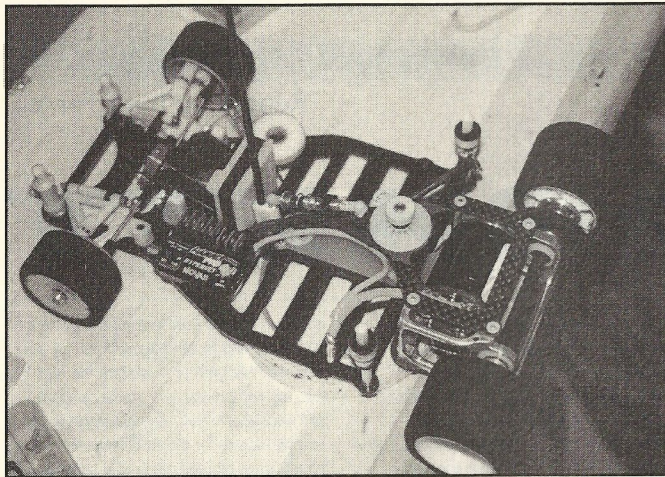
Due to the random seeding of the heats, fast times were coming right the way through the round. In the early heats Reto Konig put in a good run, only to miss out by 1 second, then Rob Roy went out and shaved time off his FTD and was set for a nervous hour as the rest of the field



The highlight of the 1995 1:12 season proved to be exactly that! In April the European Championships was supposed to be the greatest event the UK has yet seen, and as far as I am concerned, it most certainly was.

The Bretby Conference Centre near Burton-on-Trent was the venue and the event was organised by the joint efforts of the Ashby Wolds Model Car Club, the Midland Electric Model Car Club and the British Radio Car Association. Pete and Joan Golder were once again behind the scenes of the event and did the majority of the spade work, so deserve congratulations for their efforts. The list of extra help drafted in for the event is long,





tried to knock him down the list. Mick Farrell was on the pace for 37 laps, only to see his car clip a track marker and barrel roll over the barrier. The result was 36 6.48 with 7 seconds lost! If only!!

Darren Houghton completed eight minutes to secure a good 36 lapper, but only good enough for the B final. Mikael Nilsson improved to put himself into contention, but it only turned out to be good enough for pole in the B, 0.41 seconds shy!

Erik Jonk improved on his 37 lapper to move up to 3rd place, after Phil Davies also improved to go into 2nd place. Mikael Fransson came from nowhere to book an A final place with a 37 lapper. Sakke and Markus made slight improvements, which was the difference between them making the final and not. Kevin Moore could not improve his time but found himself in 10th place at the end of the round, and very happy he was too!

The icing on the cake came in the very last heat of qualifying. Safe in the knowledge that pole position was his, David Spashett relaxed and drove his car to 38 laps, an achievement not many thought possible!

The A final line up was:

1. David Spashett	Corally	38	13.22
2. Phil Davies	Associated	37	6.45
3. Erik Jonk	Corally	37	6.63
4. Oscar Jansen	Corally	37	7.33
5. Andy Griffiths	Corally	37	11.13
6. Mikael Fransson	Corally	37	14.70
7. Sakke Ahoniemi	Associated	36	0.72
8. Markus Mobergs	Corally	36	2.35
9. Rob Roy	Corally	36	2.37
10. Kevin Moore	Corally	36	2.71

As can be seen from the list, the advantage was clearly with Corally. Only Phil Davies and Finland's Sakke Ahoniemi broke the domination.

The majority of the competitors were using the Corally chassis, so it is no surprise to see them high in numbers in the top ten.

Associated were the second largest of the manufacturers, and were well represented in the overall top twenty, although only two drivers could put their cars in the main final. In the B final Associated were represented by Lars Nordin, Craig Drescher, Mick Farrell and Petri Kyrolainen. With 6 drivers in the top twenty, this was a better performance than the proportions would have predicted.

The other manufacturer present at the event was Trinity. Both their main drivers featured in the top ten at some stage, but both Mark Jewitt and Raif Krause found themselves in the B final at the end. Proportionally this was also a good performance as the Trinity chassis is not as widely used as it deserves. Other drivers such as Bob Hepple and David Johnson put in performances which were a fair reflection of their current form, although may have been a disappointment to the individuals involved.

The scene was set for a series of interesting and exciting finals. Many people discount drivers who don't make the "main event" but very often, the lower finals produce better racing than the A final itself. For example, from pole to 10th in the A final there was a gap of approximately 16 seconds, mainly due to the excellence of the pole sitter! On the

other hand the B final was covered by 4 seconds, the C final by 6 seconds and the D final by 8 seconds. This represented very close racing, don't forget 1:12th racing is over eight minutes, not five!

The British performance was excellent. Many people predicted that six Brits would make the A final. This was not far away from the truth, as five were flying the flag by the end of qualifying, although it is fair to say that the actual five, came as some surprise to many. Drivers such as Mark Jewitt, Mick Farrell, Craig Drescher and Darren Houghton were all tipped to feature highly, but had to be content with B final places. In some cases the individual disappointment was difficult to bear! With nine drivers occupying top twenty places, we can call ourselves the strongest nation in Europe!

The rest of the British team ended up like this:

12. Mark Jewitt	36	3.90
14. Craig Drescher	36	5.75
16. Darren Houghton	36	6.11
17. Mick Farrell	36	6.48
21. Matt Needham	36	9.34
25. Jon Leonard	36	10.10
26. Andrew Moore	36	10.53
28. David Bailey	36	13.45
38. Andy Sawyer	35	3.97
39. Pete Riley	35	5.05
40. Nigel Hale	35	6.06
42. Kevin Creaser	35	8.54
44. Jody Allen	35	9.22
46. Bob Hepple	35	11.76
47. Fred Hatfield	35	13.91
52. Neal Robinson	34	7:54.72
53. Jamie McDonagh	34	0.33
54. Paul Ash	34	0.58
55. Martin Donald	34	0.66
56. Jim Spencer	34	3.44
57. Chris Ashton	34	4.19
58. Russ Giles	34	6.05
63. Roger Manwaring	34	10.66
64. Steve Burdett	34	13.95
68. Gavin Rice	33	3.63
70. Chris McDonagh	33	9.84
71. David Johnson	33	12.91
73. Jerry Jones	33	15.10
74. John Davies	33	15.51
75. Syd Evans	33	15.82
77. Marcus Epstein	32	5.68
78. Ben Manwaring	32	6.99
80. Darren Lee	32	7.47
81. Alan Leighton	32	11.83
84. Jody Sherratt	31	5.80
87. Alan Curry	29	12.05

The finals

With 88 drivers all posting qualifying times, we were set for a series of nine finals, the climax of each series being the A final.

The format for the finals was three legs with points for positions applying, the best two results being added together to give the overall result.

There were still three chances (four if

you include the practice final) for the drivers to pit their wits against the track and the competitors in order to improve on their positions.

I - B finals

First off was the I final. This one contained the last eight qualifiers, but we should all remember, that all the drivers present at the meeting had qualified through their respective National championships and had deserved their place at the event. Those words are taken from a speech by Mike Reedy I witnessed at the Worlds of 1994, and very apt they were too!

Karel Careelmont took the overall win by virtue of his victories in the first and second legs. The over leg win went to Eric Gorgeaud who took second overall in the end. Jody Sherratt finished up third overall after a consistent string of races.

The H final saw the Trinity car of David Johnson win each of the three legs, all just a little too late to enable him to improve his overall position as he won all three races from pole. Second place fell to Mirko Morgenstern and third went to Lee Charnock.

Two wins saw Bascal Can Houten take the win in the G final, Gregor Petsch and Robert Klier taking the runners up trophies.

A couple of excellent drives from Neal Robinson saw him take the honours in the F final, and he backed those up with a second place! Paul Ash had a third and a second place finish to take second overall, one point better than Troels Troelsen.

The man responsible for many of the A finalists' bodyshells was the winner of the E final. Kevin "Grafix" Creaser took two wins to push the over leg winner, Soren Bang, into second place. Christophe Boulain took third place.

Another two wins went to Joachim Grauer in the D final to secure the win, the Spaniard Xavier Esteban was the runner-up. Third place went to Christian Fuchs.

The C final saw the first major trophy being won, that of Junior European Champion. Jon Leonard was remarkable in his performances during the finals as well as qualifying, he featured in the top ten during qualifying. The win went his way with a first and a second place finish to beat Matt Needham into second place by 1 point. The other leg winner was the up and coming Andrew Moore, who also took third place overall.

The B final was the battle ground of those who had a right to be disappointed with the results of qualifying, as the last placed man was only 5 seconds short of the A man!

Petri Kyrolainen took a good win in the first leg from 10th on the grid and caused a few eyebrows to be raised. Craig Drescher, Reto Konig and Mick Farrell crossed the finish line within a second of each other in the second leg and in that order, and in the third leg it was Mick

Farrell who took the win. All this meant that Craig had taken the overall win, with Mick in second place and Petri in third. This was an excellent series of races, setting the scene for the superstars of the A finals.

The extra touch of an excited commentator was added for the finals and proved to work very well for the spectators, keeping them informed with the technical aspect as well as the race itself.

A finals

Going into the first leg of the race it was quite clear that the race was between David Spashett on pole position and Phil Davies, second on the grid. Other drivers had put in excellent qualifying runs, but when it comes to racing, these two are the best! The field of ten drivers was the best Europe had to offer and put on three tremendous races.

In leg one it was a flag to flag win for David Spashett. In the early part of the race Phil was battling hard, but a fault in his diff held him back and cost him dearly in the duration stakes. Towards the end of the race David was clear, Phil, Oscar Jansen and Erik Jonk were close together and as Phil's car began to slow and all sorts of confusion ensued. There was a collision on the straight which cost all dearly except for Phil and in the last corners Erik and Oscar were tripping each other up trying to get past the slow car of Phil!

In the end it was Oscar who managed to pass to take second place, some way behind David, Phil held onto third place despite a spur gear which had almost no teeth left on it! Erik was the unlucky one in the collisions and came home in fourth place.

At the start of the second leg, David was caught napping at the start and was beaten to the first corner by Phil, who was electrifying off the grid in each of the races. Phil's lead lasted less than a lap, as David made his move in the technical section of the track. The rest of the field settled down into the snake going round the track. David's lead began to grow as Phil broke away from the rest of the pack, but try as he might, he could make no impression on David's two second lead. The win again went to David with Phil second. Third place was a battle again, but Andy Griffiths came through on this occasion to take the position ahead of Oscar.

That was enough for David to take the crown away from Oscar and add it to his World Championship. There is no doubt that David Spashett is the best driver around at the moment, possibly the best ever. He was never bettered all weekend, from the beginning of practice to the Championship itself, a superb performance.

Leg three was, in effect, a second place run off, but it was not to

Pos	Name	Country	Car	Cells	Motor	mm/rev	Speedo	F Tyre	R Tyre	Radio	Rx	Servo	Bodyshell	Team/Sponsor
1	David Spashett	GB	Corally SP12GII	Activated Orion/Reedy Panasonic	Corally 16x3	35	Helbing 3000	Corally Silver	Corally Gold	JR Apex	Futaba	Sanwa 141HR	PK Grafix Nissan	Intronics, Corally Orion, Helbing G-Force, KO
2	Phil Davies	GB	Associated 12LS	Activated Orion/Reedy Panasonic	Reedy 15x5	34.5	Tekin 411G	Yokomo	Yokomo	Sanwa Exerd	Tekin	Airtronics 94143	Protoform Nissan	Associated/Reedy Orion, Tekin Yokomo, Sanwa
3	Erik Jonk	NL	Corally SP12GII	Activated Orion/Reedy Panasonic	Corally 16x3	33.9	Helbing 3000	Corally Pink Dot	Corally Gold	Futaba	Futaba	Sanwa 141HR	Nissan	Corally Orion
4	Oscar Jansen	NL	Corally SP12GII	Activated Orion/Reedy Panasonic	Corally 16x3	34	Helbing 3000 Star	Corally Silver	Corally Gold	Sanwa EX2ES	Tekin	Sanwa 141HS	PK Grafix Nissan	Corally, Orion GM-HEL
5	Andy Griffiths	GB	Corally SP12GII	Activated Orion/Reedy Panasonic	AGR 16x3	34	Helbing 3000	Corally Silver	Corally Gold	JR X756	Futaba	Sanwa 141HR	PK Grafix Nissan	AGR, Corally, Orion, Helbing, Intronics
6	Mikael Fransson	S	Corally SP12GII	Activated Orion/Reedy Panasonic	Corally 17x2	34	Intronics MMSII	Ellegi	PK Silver Ellegi	Futaba FF3	Futaba	Sanwa 141HS	Associated Nissan	Corally, Orion Ellegi
7	Sakke Ahoniemi	Fin	Associated 12LS	Activated Orion/Reedy Panasonic	Peak 15x4	33	Helbing 3000	ATS	Yokomo	Sanwa	Tekin	Sanwa 141HS	Associated Nissan	Associated, Peak Performance Orion, PC-Piste
8	Markus Mobergs	D	Corally SP12GII	Activated Orion/Reedy Panasonic	Corally 16x3	34	Agy jpc'94	Corally Silver	Corally Gold	Sanwa M-Tech	Futaba	Sanwa 141HR	PK Grafix Nissan	Corally, Orion Agy
9	Rob Roy	GB	Corally SP12GII	Activated Orion/Reedy Panasonic	AGR 16x3	34	LRP ICS Digital	Corally Silver	Corally Gold	JR Apex	Futaba	Sanwa 141HS	PK Grafix Nissan	AGR, Orion, LRP, Corally, G-Force
10	Kevin Moore	GB	Corally SP12GII	Activated Orion/Reedy Panasonic	LRP 15Q Orange & Brown	31	LRP ICS Digital	Corally Silver	Corally Gold	KO Esprit II	Futaba	Sanwa 141HS	PK Nissan	Corally, LRP, KO Orion

tech charts

disappoint the gathering of spectators. This was probably the best race of the weekend as far as entertainment is concerned, the lead changed so many times, especially at the six minute mark, it was difficult to keep track on who was actually leading. Phil Davies made the best of the start and led for much of the race, mainly with David snapping at his spur gear! These two put on a tremendous display. Further back, but not too far, there were all sorts of races going on, it was one busy race!

All hell let loose at six minutes when Phil's car broke down, David made a mistake and Andy Griffiths lost the use of his speed controller! Mikael Fransson came through to take the lead, and held on to take the win. Oscar recovered from the mayhem to take over second place at the end and David took third. Phil's last place in this race would cost him dearly.

Thanks to two second place finishes, Oscar Jansen took the runners-up position in the end, Phil taking third place. Congratulations to both drivers, it was two fantastic performances in what was a fantastic event.

Europe's top ten

1. David Spashett
2. Oscar Jansen
3. Phil Davies
4. Mikael Fransson
5. Andy Griffiths
6. Erik Jonk
7. Kevin Moore
8. Sakke Ahoniemi
9. Markus Mobergs
10. Rob Roy

Equipment

It is always interesting to take a look at what is happening in and around the pits. 1:12th scale doesn't see the

amount of changes as you would expect at an Off-Road event but little tweaks here and there are occurring all the time, mostly unnoticed! On the car front the Corally dominated the event, this being due to the sheer number of drivers using the chassis rather than a definite advantage in the handling stakes. David Spashett's car always looked excellent on the track, as did all the top Corally's, but the Associated cars were also looking excellent. Phil Davies was a serious threat to the Corally camp and was determined and confident about chances going into the finals.

On the motor front, it was once again the big names who dominated the event. The win obviously went to Corally, but Reedy, Peak and Trinity all put up strong performances. The smallest of the motor companies was AGR, and was by no means the slowest, two drivers in the A main. LRP also featured in there with Kevin Moore making the final. LRP also had on show a new digital speed controller. The examples in use were only the prototypes though, so keep an eye out for these speedo's, they certainly seem to work very well.

Team Orion were present at the event to support their team drivers and absolutely dominated the event! All ten

of the A finalists were using Team Orion prepared cells from Panasonic, as were seven of the B finalists! This shows the quality of their cell preparation, and shows a serious commitment to 1:12th scale, an attitude which is getting results. A tie-up between Reedy and Team Orion has recently occurred, and with Masami Hirosaki rumoured to be working in the Panasonic factory, and a Team Orion driver, we should see the development of excellent and robust racing cells as the result.

Congratulations to Team Orion - a superb result!

Reflections

David Spashett has once again proved he is the best. World Champion and now European Champion (again), is certainly some achievement. Behind him, his team mate and mentor Oscar Jansen, gave up his title, but not without a fight. Phil Davies was his usual brilliant self and was very unlucky in the last leg, third overall is nevertheless, an excellent result and he is once again the top non-Corally driver.

Congratulations go to these three especially, but also to all those who took part in the event, it was really quite superb.

