

1/12 EURO-CHAMPS

Chris Hardisty

A smaller team, than in previous years. (L-R) Kevin Creaser, Capt Chris, Phil Davies, Phil Davies, Andy Griffiths, D S, Russ Giles, Chris Clarke, Mick Farrell.



What a track!!!!

Sweden is a flat and, at least at this time of year, a cold land. No surprises that the track was flat and in an Ice Hockey stadium, thankfully it was warm inside. A superb venue, meticulous planning, every detail having been gone over several times by the Master of Ceremonies, Tyrone Norrman. The Club Esktil have run many major Scandinavian events and have a good home team. The Swedes in general are pretty quick, could have been good for a local win! This was not to be the case, our own David Spashett was there to defend his title and by the end of qualifying the only certain threat was from Sakke Ahoniemi from Finland.

The Track

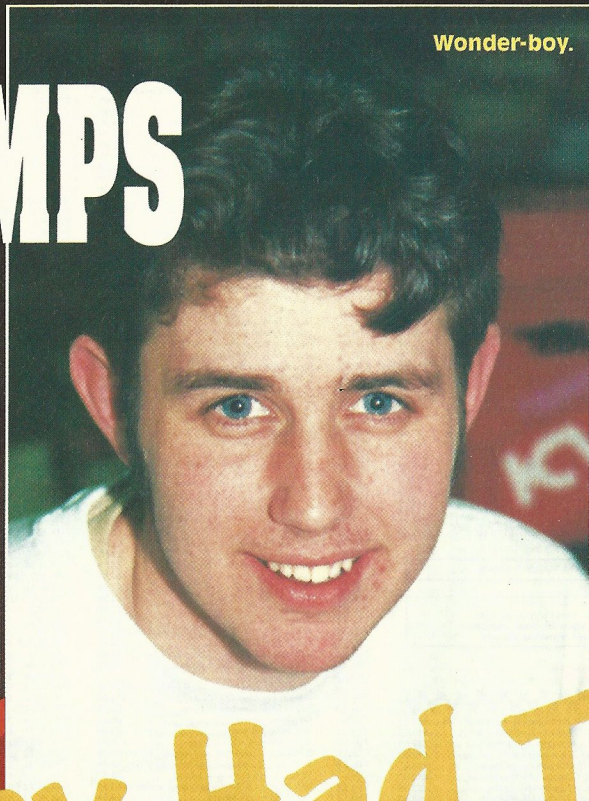
Well stuck down, no tape, high grip. The unusual feature, for us at least, was the fact that it was cut out and shaped i.e. not a load of rolls butted up to each other. The corners were small, heavy "hub cap" type bot dots, everyone had a bit of their red paint under the chassis! No edge barriers, if you stepped off onto the white painted floor you spun, getting back on in haste was amusing. It was an excellent track to drive, at first

a little daunting, it felt narrow but a well set up car demonstrated how this track was safe at speed, a bonus was the lack of required marshalling. The Swedes get a lot of co-operation from halls and the local communities and having the time to spend on such a track makes our best efforts look a bit squalid.

Qualifying

After getting up in the middle of the night to breakfast, climb in the bus to go to the track you expected a day of furious activity, wrong! Heats were unhurried affairs but never late, after all there was a timetable. Cars looked fast and never put a good time in, David's runs looked smooth and relaxed, he got the good times. So did others, although Wonderboy was doing his best Sakke Ahoniemi pipped him in a couple of the early rounds. It was close, a 34 lapper was required for the A, something near 35 was going to be TQ. David stole TQ back by a 1/3 of a second in the first round of Saturday, it wasn't enough so he went out to pop the 35 lapper that would be the psychological barrier he needed. There was a lot of talent here, by the end of the qualifying some

Wonder-boy.



Wonder-boy Had To Work For This One !!!



Total shock for David S, when Phil Davies admits to wearing ladies underwear for all the "A" finals.

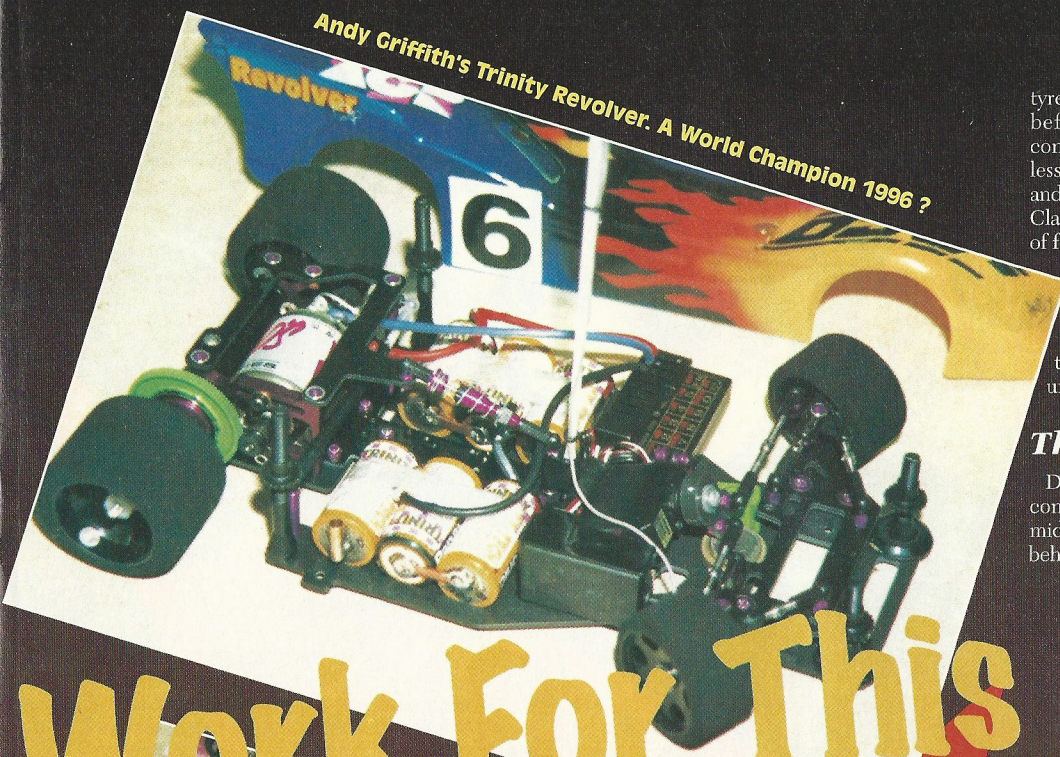
of it was missing from the top ten, Oscar Jansen, Mikael Franson, our own Mick Farrell. The fact is that they suffered from extremely minor gremlins but with about 12 seconds separating the grid in the A it was only the perfect package that was going to make it.

An Interlude

Apparently in the Nordic Championships the Team Managers nominate 3 drivers and their results are added in some way to determine the winning team. Well it was decided that we would make this more interesting by running an impromptu 20 minute team enduro at the end of qualifying. Our team consisted of David, Phil and Andy, our three A finalists and guess what? We won! This put everyone in good spirit and broke a bit of the tension that exists at these meetings. After a splendid banquet, the best yet, some of us even went out to get drunk, the cost of that exercise would have funded a dream team at any National!

The Other Finals

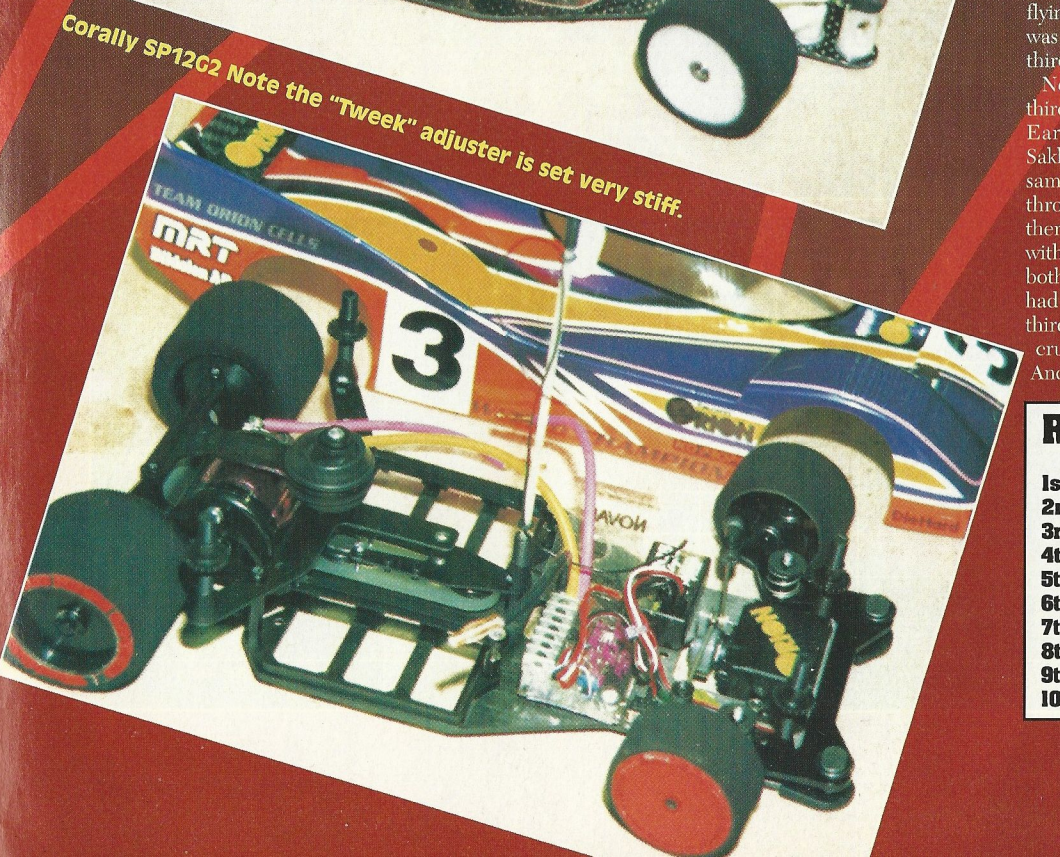
The timetable for the finals was a little strange, they catered for the press, by running the A to D finals in the afternoon, and the lesser mortals that didn't make the top 40 ran in the morning. This meant that with 3 finals for all it was very busy,



Andy Griffith's Trinity Revolver. A World Champion 1996?



A well laid out RC12L.



Corally SP12G2 Note the "Tweek" adjuster is set very stiff.

tyres and cells for the next final being prepared before you go out for the one before can be confusing for those with hangovers! The four lesser Brits fared ok, Russ Giles, Kevin Creaser and myself being old hands at this by now. Chris Clarke, his first trip in many ways had a great deal of fun eventually coming third in the F.

Mick Farrell had been plagued with all sorts of little things going wrong but won the C final with two wins and a big cheesy grin. Mikael Franson settled for by winning the B, full of Nordic competitors...and an unhappy Oscar....

The A finals

David had elected to take the inside line on a conventional grid start, this left Sakke in the middle of the track so despite starting off slightly behind he had a better line

for the first bend. The start of the first leg was sweet, David led Sakke of round the track for a couple of minutes, leaving the rest of the field trailing a little. At the 2 minute mark Sakke began his attack on the lead, for many laps it was very, very close racing with Sakke eventually charging through to first on a bend approaching the chicane. Too much, he caught a dot and David managed not only to regain but stretch that invisible elastic cord between them until the 8 minute mark. Another Brit, Andy Griffiths, had pulled up a few places to be the best of the rest and finish third.

Leg 2 was a disaster for David, moments before the start a glitch and he picked up a mandatory 10 second penalty. It got worst he went off on the first bend, this left Anders Nilsson and Sakke battling for the lead. Now it was close enough for most of the race but it got closer in the last couple of laps. Eventually Sakke put his bid in on the last lap and muscled his way past Anders, the crowd were sad! During the race David had been flying round, his only chance of picking up a first was popping in a 35 lapper, he crossed the line in third but the penalty put him down to ninth.

Now David usually likes it all tied up before the third leg, after all he has to enjoy one race at least! Earnest wasn't the word! At the start he and Sakke connected sides as they both went for the same piece of carpet. Andy Griff had powered through the grid into second, now Sakke wasn't there. For the remainder of the race David led off with Andy doing himself and the car real credit, both with one thing on their mind, a win! Sakke had an impressive race clawing his way back to third. The closing laps were very sedate, David cruising his car to win with Sakke rolling past Andy into second. Three sets of bruised cells!

Results

		Leg1	Leg2	Leg3
1st	David Spashett	1	9	1
2nd	Sakke Ahoniemi	2	1	2
3rd	Andy Griffiths	3	7	2
4th	Erik Jonk	4	3	4
5th	Anders Nilsson	5	2	7
6th	Markus Moberg	6	6	5
7th	Petri Kyrolainen	9	5	6
8th	Phil Davies	8	4	8
9th	Mikael Nilsson	7	10	10
10th	Reto Konig	10	8	9



The winning car. Note the carbon fibre rear wing.

Some very tasty paint jobs.

Our Team

With a long standing tradition of winning this event one could say it went according to plan. This was the 16th European Championship and a Brit has taken the title on 9 occasions! We also have a habit of arriving at meetings mob handed, teams of 20 and entourage, 8 and 2 mechanics was a little less than usual. The exchange rate of one limb to one glass of beer being a little inhibitive made persuading everyone to come on a jolly, a little hard.

Bits And Pieces

Not much new around. Corally had a couple of new versions of their rear pod and a new material for the front beam. Chris Clarke had brought over H&H Systems pack discharger, which discharges each cell actively. Jurgen has got into rubber! Tyres that is, you can now buy LRP tyres, they come with some very fetching wall rings! There was rumours of a gearbox that was to be used by someone in the Swedish team but it had disappeared again when the camera came out.

Outlook for the Worlds

The racing in Europe is very competitive. With having David as World Champion the rest of Europe can gauge how well they are doing by marking their pace against his. This years Worlds are on Tarmac, some say to the advantage of the Americans. Let them say it, unless something goes seriously wrong I'd still expect a few Europeans in the A. The warm up was held on the same weekend as the Euros, not very handy. Masami took the 1/12 and Joel Johnson the 1/10. Apparently it's a big track with not much grip when compared with carpet, sounds as though it's going to be tough going for all.

EFRA EUROPEAN CHAMPS SWEDEN 1996

Pos	Name	Country	Car	Cells	Motor	mm/rev	Speedo	Front Tyre	Rear Tyre	Radio	Rx	Servo	Bodyshell	Team/Sponsor
1	David Spashett	GB	Corally SP12GII	Orion Panasonic	Corally 14 x 3	33	Novak Tempest/Proto	Corally Silver	Corally Silver	KO	KO	Sanwa 141HR	Corally Nissan	Corally/Orion Intronics/Novak KO
2	Sakke Ahoniemi	FIN	Associated 12LS	Orion Panasonic	Peak Perform. 16 x 2	34	Helbing 3000	Yokomo	Yokomo	Sanwa Exerd	Tekin	Airtronics 9414s	Associated Nissan	RC-Piste/Orion Associated/Peak Performance
3	Anders Nilsson	SE	Corally SP12GII	Orion Panasonic	Corally 16 x 2	34	MRT P9000	Corally Silver	Corally Silver	KO	Hitec	Sanwa 141HR	Associated Nissan	Bildelen AB Corally/Orion
4	Phil Davies	GB	Associated 12LS, Own Chas.	Orion Panasonic	Reedy 15 x 3	36	Tekin 411G	Jaco Purple	Jaco Grey	Sanwa	Tekin	Sanwa 141HR	Protoform Nissan	Reedy/Tekin Associated/Orion Jaco/Sanwa
5	Erik Jonk	NL	Corally SP12GII	Orion Panasonic	Corally 15 x 3	34	LRP ICS	Corally Gold	Corally Gold	Futaba Mega	Futaba	Airtronic 9414s	Corally Nissan	Corally/LRP Orion
6	Andy Griffiths	GB	Trinity 22J	Trinity Panasonic	AGR 15 x 2	35	Helbing 3000	Jaco Purple	Jaco Grey	JR X756	Futaba	Airtronic 9414s	Protoform Nissan Graphix	Trinity/AGR Helgar Racing Helbing
7	Petri Kyrolainen	FIN	Associated 12LS	Mega Panasonic	CAM 14 x 3	32	Helbing 3000	Elegi 38/40	Yokomo	Futaba	Tekin	Airtronics 9414s	Protoform Nissan	Associated CAM/RC-Piste
8	Markus Mober	DE	Corally SP12GII	Orion Panasonic	Corally 15 x 2	34	AGY/Mtroniks	Corally Silver	Corally Gold	Futaba M-Techs	Futaba	Sanwa 141HR	Corally Nissan	Orion/Corally Carson
9	Mikael Nilsson	SE	Corally SP12GII	Orion Panasonic	Corally 16 x 3	34	MRT P9000	Corally Silver	Corally Silver	KO EX1	Futaba	Sanwa 141HR	Protoform Nissan	Corally/Orion
10	Reto Konig	CH	Corally SP12GII	Orion Panasonic	Peak Perform. 16 x 2	35	LRP ICS	Corally Silver	Corally Gold	KO EX1	Futaba	Sanwa 141HR	Corally Nissan	Corally/Orion LRP/Peak

Pos	Name	Country	Occupation	Age	How Long Racing	Best Previous Result	Best World Result	Best National Result	Ambitions	Influence
1	David Spashett	GB	Student	20	10	WC 1st	1st	1st	Solar System Champion!	Papa Spashett, Oscar Jansen, Phil Davies and the Corally Team
2	Sakke Ahoniemi	FIN	Student	22	10	Euros 4th	-	1st	To win this race	Father and Sirmilla Family
3	Anders Nilsson	SE	Comms Consultant	26	13	WC 7th	7	1st	I want a Porsche 928GTS	Everyone here!
4	Phil Davies	GB	Project Engineer	33	14	Euros 1st	7	1st	To win again!	Mike Reedy, Andy Dobson
5	Erik Jonk	NL	Student	21	8	Euros 3rd	11	1st	To get a Honda CRX	Father, Team Corally, Merit Racing
6	Andy Griffiths	GB	Electrician	21	7	WC 5th	5	1st	World and European Championship	Father, Phil Davies and David Spashett
7	Petri Kyrolainen	FIN	Student	10	11	Euros 8th	-	1st	Good World Championship Result	Sakke, Masami and Father
8	Markus Mober	DE	Student	20	12	Euros 6th	-	1st	Good World Championship Result	Father
9	Mikael Nilsson	SE	Military Service	20	10	Euros 6th	-	3rd	To beat Anders	Father
10	Reto Konig	CH	Electrician	22	7	Euros	-	1st	Not be last in the A	The Corally Team