

EURO '96

In Holland

By Mike Haswell

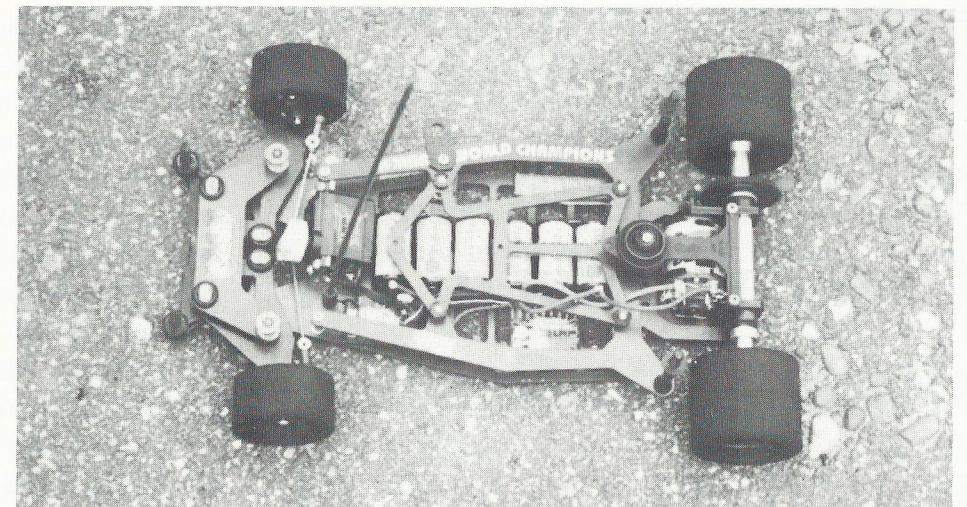
This year the Euro's were held at the Apeldoorn circuit in Holland and has by far and away the best facilities of any track we have been to for a European Championship. There was an area set aside for tire truing, a compressor for cleaning cars and a giant scoreboard which gave positions of all ten cars and the laps they had completed. Essentially the track is a 1/8th gas circuit (i.e. its big) but wasn't that difficult and was very nice to drive. One thing the British team did agree on was that if someone could get Sanyos to last, (we race 5 minutes in

Europe), then they would win. Oscar Jansen in the Corally camp was totally convinced that Panasonics were the way to go. Speaking of which the Corally/Orion runners were using the latest batch which came in as "PowerMax" in bluish heatshrink with no reference to Panasonic whatsoever. The defending Champion, Marco De Marchi, wasn't there to defend his title which meant that nobody has yet managed to successfully defend their title. In fact, there were no Italians entered at all, maybe they didn't fancy having to compete without the home advantage or were they saving themselves for the worlds?

This year saw Thursday being chosen over to open practice with one round of controlled practice. This worked well despite initial teething problems and was definitely a more equitable solution than last year and the drivers were a lot happier. Friday kicked off with another round of controlled practice which left a converted Corally F1 fastest - would Oscar pop back to the factory for some for the team drivers to try?

Wandering around the pits, I noticed that David Spashett had a prototype version of the new KO Esprit transmitter (stick) which is computerized and has multi-model memory, etc. The Corally drivers were all using the latest Corally motors with the new Yokomo can and endbell. Those racing for GM had the new Evolution II motors and the GM-VIS (voltage increas-

*Top: Erik's C10 Corally Chassis.
Opposite: The beautiful track the
the championships were
contested on.*



ing system) treated cells. The exact process they are keeping to themselves but they guarantee a .3V higher voltage per pack under acceleration. Is it just hype? Well Trinity doesn't think so, as they

have got the distribution rights and Orion are working on their own version which should be out in the next couple of months.

QUALIFYING

The first round saw Ralf

A Main

1st - Erik Jonk/Holland

Corally C1030/Corally 12 Turn/Orion SCRC

2nd - Ralf Helbing/Germany

HPI Roadstar/GM 14 Quad/GM Panasonic

3rd - Oscar Jansen/Holland

Corally C1030/Corally 12 Double/Orion SCRC

4th - Ralf Krause/Germany

Trinity EV10/GM 14 Quad/Trinity Panasonic

5th - Petri Kyrolainen/Finland

Assoc. 10LS/GM 14 Double/GM SCRC

6th - Tony Vredenburg/Holland

Corally 10V/Fantom 14 Double/Smooth AGY SCRC

7th - Werner Bergbauer/Germany

HPI Roadstar/GM 14 Quad/GM Panasonic

8th - Christian Wittke/Germany

HPI Roadstar/GM 14 Double/GM SCRC

9th - David Spashett/Great Britain

Corally C1030/Corally 12 Double/Orion SCRC

10th - Sylvian Cachard/France

Corally C1030/Corally 12 Triple/Orion Powermax Panasonic

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European Champ Erik Jonk.



Helbing with his GM powered HPI set the pace with an impressive 18 lapper, from the Corally trio of Oscar Jansen, David Spashett and Chris Grainger, all of whom were on quick 17's. The second round saw Ralf improve his time to lead Erik Jonk, driving a Corally on Sanyos by a mere 9/100ths and David was upholding British honor in third with the only other 18 lapper.

A brief shower Saturday morning messed up the grip for the first four heats and meant no improvement for Erik who was in the first heat out. This left the order pretty much the same with Christian Wittke (D-HPI) moving up to fifth splitting Oscar and Chris. The fourth round saw Erik pinch pole position by .62 seconds and it was all changed below fourth with Werner Bergbauer and Thomas Behnke up to fifth and sixth. David Gale was now also in the top ten having displaced Chris. After round five all of the top six were now on 18 laps, but it was still Erik then Ralf, David and Oscar. For the final round of qualifying the Corally Team at last switched to Sanyos, which just goes to show that Oscar isn't right all of the time. The times were certainly tumbling and nearly half of all the drivers improved their times. Erik improved the pole by 3 seconds and then had to wait to see if anybody could better it. A number of drivers were on the pace but ultimately failed on the last lap when their cells went. Ralf managed a minor improvement but it wasn't enough and he wound up second on the grid, just ahead of David. In fact the top eleven drivers were all on 18 laps, unlucky eleventh was Switzerland's Reto Koenig, and the next 41 drivers were on 17 laps - talk about some close racing.

MAINS

These were being run over the usual EFRA three-legged format with the best two results to count. The start of the first A Main saw Erik go straight into the lead from Oscar, David, Werner, with Ralf slipping down to fifth. There was a bit of an incident on the third lap involving David and Ralf in which a couple of other cars became involved. This gave Erik and Oscar a handy cushion over the rest and Petri gained the most to lie in third from tenth on the grid! Spashett was on a charge, popping in a 16.62 lap, and was soon up to fifth and glued to the back of Ralf's car. Oscar had an off dropping him down to sixth and putting Petri in second. David was eventually able to get past Ralf, only for his cells to cry enough the following lap and engage dump mode. So Erik took quite a com-

fortable win from Petri, Ralf and Oscar, with David in sixth. The second leg saw Ralf get the jump on Erik at the start to lead, with Oscar and David slotting in behind them. The order remained pretty much the same with David slipping past Oscar for third at the half-way point. Erik did the same to Ralf a couple of laps later and was able to gradually pull away to win by a couple of seconds. Oscar took third when David engaged dump mode a lap early. This meant that with two wins already in the bag, Erik Jonk was the new European Champion and Corally regained their crown. The third leg started pretty much as the second with Ralf leading from Erik, Oscar, David and Ralf Krause showing in fifth with the lone Trinity. A bump be-

tween David and Oscar, allowed Ralf K up to third, while Oscar dropped out with a missing pinion. At the front we again had a battle between Ralf H. and Erik which after an exchange of door mirrors saw Erik take the lead and ease away to another win. Ralf H. took second which confirmed him as runner-up and Ralf K. took third in the race and fourth overall. David went flat again dropping him to seventh, while Oscar picked up third overall.

The organizers deserve congratulating on a well run meeting and I am certain that the drivers would be happy to come back. Next year it looks like we could be heading for Germany, but first there is the small matter of the World Championships in California.

The A Main finalists at the 1996 European Championships. (left to right) Spashett, Cachard, Vredenberg, Wittke, Kyrolainen, Jonk, Helbing, Krause and Bergbauer. What, were you expecting a Smith or Jones?

