

tarmac

TENTH

connection with proper racing cars. The winner won with the body he had entered for the previous years concours in Italy, but had failed to impress them, which goes to show that differing countries have different tastes. Wandering round the pits, I noticed that David Spashett had a

The phenomenal Apeldoorn circuit.



Euro 96-Holland This year the Euro's were held at the Apeldoorn circuit in Holland and it 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 tyre 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 circuit (ie. its big) but wasn't that difficult and was very nice to drive. One thing the team did agree on was that if

someone could get Sanyo's to last, then they would win.

Power Max

Oscar Jansen and the Corally camp was totally convinced that Panasonic's were the way to go. Speaking of which the Corally/ Orion runners were using the latest batch which come in as 'PowerMax' in bluish heatshrink and 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 on an equal footing without the home advantage.

Open Practice

This year saw Thursday being given 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 practise which left a converted Corally FI fastest - a bit embarrassing or what. We then moved onto the team presentation and concours. Some of the bodies were well over the top and didn't have the faintest

prototype version of the new KO Esprit transmitter which is computerised 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-increasing-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 don'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 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 Sanyo's, by a mere 9/100ths and David was upholding British honour in third with the only other 18 lapper. A brief shower on 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 change 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 from Ralf, David and Oscar.

Oscar got it wrong this time

For the final round of qualifying the Corally team at last switched to Sanyo's, 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 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 flat. 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 close racing. Of the Brits, David Spashett was best - no surprises there then - as per last year, Robin Hammett really pulled it out of the bag to go 13th and top Yokomo. Windy and Graham Creasey, who was quite pleased at out-qualifying Chris again, were also in the B and Chris was pole in the C final.

British positions

13. Robin Hammett	17- 0.71
16. David Gale	17- 1.69
19. Graham Creasey	17- 2.36
21. Chris Grainger	17- 2.72
36. Neil Mead	17- 9.15
37. Marcus Epstein	17- 9.33
44. Mike Haswell	17-11.18
50. Fred Singleton	17-17.01
52. Darren Lewis	17-20.92
66. Rob Warren	16-10.57
72. James Walker	15- 2.05

Finals

These were being run over the usual EFRA three-legged format with the best two results to count.

H final

The H final was first out and Laszlo Kovacsik of Hungary took the first leg from our own James Walker and third was Gabor Petko, another Hungarian. James took the second leg from Gabor and Laszlo. The final leg went to Gabor from James and Laszlo, which gave a tie on points between James and Gabor and was settled in James's favour.

G final

Next up was Rob but he was still suffering from radio glitches and didn't feature much in the G final. The overall win went to Holland's Jeanine Hanekamp with a win and a second, from Steven Deyhle of Switzerland who had a brace of seconds.

F final

In the F, Darren got bundled out at the start each time, Sweden's Bjorn Johanssen made it a clean sweep by taking all three finals.

E final

Mike and Fred were next up in the E, Mike took a fourth in the first leg but then had two non finishes, a broken rear axle bearing - a poor excuse if you ask me. Fred had a seventh, a fifth and a ninth. Germany's Norbert Forster took the E with two wins from Finland's Tony Raikas, who had a win and a second.

D final

Neil had a good run in the first of the D finals to take second behind the overall winner, Thomas Pumpler of Austria, but didn't go quite so well in the other two legs. Marcus didn't have much luck either and wasn't helped by having a set of uncharged cells in his car.

C final

Chris took the first leg of the C final, and was leading the second when a collision with a back-marker put him on the grass, and the third leg saw his chances ruined by a chunked tyre. This left the door open for Germany's Jurgen to take the overall win, with Chris in third.

B final

Robin took an excellent win in the first leg of the B final from



Air-brush artistry.



Reto, popping in an 18 lapper for good measure. The second leg saw an accident with a slow car which allowed Markus Mober's win with Robin in fourth. The final leg saw the first two collide, Robin saw the chance to grab the lead, but got clouted by one of them and with the rest of the field ploughing into the melee, Robin's car wasn't quite the same. Reto took the third leg and the overall win, whilst Robin had to be content with second.

The Main Event - First Leg

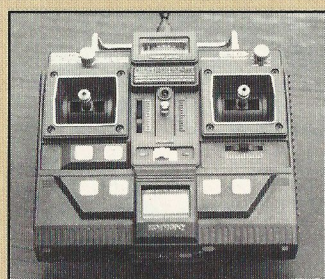
The start of the first A final saw Erik go straight into the lead from Oscar, David, Werner, with Ralf slipping down to fifth. There was a bit of an incident on the third lap involving David and Ralf in which a couple of other cars became embroiled. This gave Erik and Oscar a handy cushion over the rest and Petri gained the most, to lie in third from tenth on the grid! Spash



The Concours finalists.



The latest Corally motor, as used by several of the "A" finalists.



New KO computer stick radio.

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 a quite comfortable win from Petri, Ralf and Oscar, with David in sixth.

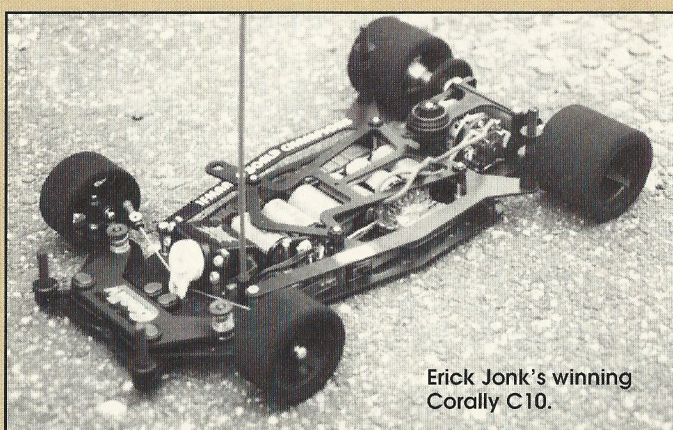
Second Leg

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

halfway 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.

All over

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 between David and Oscar, whilst 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, whilst Oscar picked up third overall.



Erik Jonk's winning Corally C10.

Congratulations

The organisers 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.

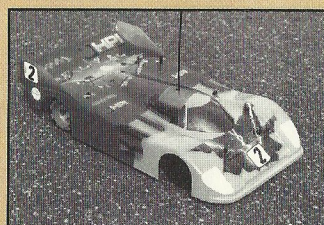
The mini bikes were nearly as quick as the Pro-tens, not.



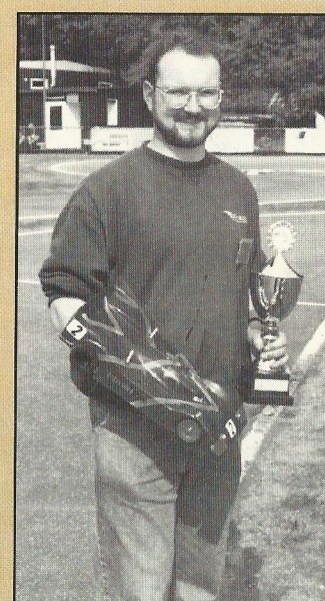
Place	Name	Heat	1st final	2nd final	3rd final	Total
1	Erik Jonk	1	1	1	1	2
2	Ralf Helbing	2	3	2	2	4
3	Oscar Jansen	4	4	3	10	7
4	Ralf Krause	8	5	5	3	8
5	Petri Kyrolainen	10	2	6	6	8
6	Tony Vredenburg	6	7	10	4	11
7	Werner Bergbauer	5	9	7	5	12
8	Christian Wittke	7	10	4	8	12
9	David Spasheff	3	6	8	7	13
10	Sylvian Cachard	9	8	9	9	17

A FINAL

Driver	Team	Car	Nicads	Motor	Speed Controller	Front Tyres	Rear Tyres	Radio	Servo	MM per rev	Body	Qualify	Final
Erik Jonk 22 NL	Corally, Orion, LRP	Corally C10 3D	Orion SCRC	Corally 12 Triple	LRP ICS	Corally Gold Star	Corally Silver Star	Futaba Metatech	Sanwa ERGXR	35.0	Assoc. Nissan	18-12.12	1
Ralf Helbing 29 D	GM, HPI, Helbing Multiplex, Tenith Tech.	HPI Roadstar	GM Panasonic	GM 14 Quad	GM Galaxy	Ennett 28	Ennett Green	KO EX-10	KO 1002	35.0	Frewer Jaguar	18-14.96	2
David Spasheff 20 GB	Corally, Intronics, KO Orion, Novak	Corally C10 3D	Orion SCRC	Corally 12 Double	Novak Tempest	Corally Gold Star M	Corally Silver Star	KO Esprit II	Sanwa ERGXR	35.0	Andy's Nissan	18-15.16	9
Oscar Jansen 29 NL	Corally, Orion, M.troniks	Corally C10 3D	Orion SCRC	Corally 12 Double	M.troniks VHF Proto	Corally Gold Star S	Corally Silver	KO Esprit II	Sanwa ERGXT	34.3	Protoform Nissan	18-17.03	3
Werner Bergbauer 28 D	GM	HPI Roadstar	GM Panasonic	GM 14 Quad	GM Galaxy	Ennett 30	Ennetti Green	KO Precious EX-1	Airtron. 94145	36.0	Protoform Nissan	18-18.08	7
Tony Vredenburg 28 NL	None	Corally 10V	(Smooth) AGY SCRC	(Fantom) AGY 14 Double	AGY	Ellegi 28	UFRA Pink (S)	Airtron. Caliber	KO 1002	34.5	Protoform Nissan	18-18.26	6
Christian Wittke 18 D	GM, Corally, Sonax	HPI Roadstar	GM SCRC	GM 14 Double	GM Galaxy	Ennett 30	Ennett Green	KO EX-1	KO 702	37.3	Frewer Jaguar	18-18.81	8
Ralf Krauss 25 D	GM, Trinity, Jaco	Trinity EV10	Trinity Panasonic	GM 14 Quad	GM Galaxy	Jaco Purple	Ennetti Green	KO EX-1	Airtron. 94145	36.0	Protoform Nissan	18-18.86	4
Sylvian Cachard 29 F	Corally, Orion, GM	Corally C10 3D	Orion Power Max	Corally 12 Triple	Tekin 411G12c	Ennetti 28	Corally Silver Star	Sanwa Exerd	Futaba 9101	34.2	Protoform Nissan	18-19.15	10
Petri Kyrolainen 19 SF	Associated, GM RC-Piste	Assoc. 10LS	GM SCRC	GM 14 Double	GM X000	Ennetti 28	Ennetti Green	Futaba Megatech PCM	Airtron. 94143	35.5	Assoc. Nissan	18-22.34	5



Almost the Euro-champ, Ralf's H.P.I.



The only Brit to win a trophy - James Walker.

The top three (L-R) Oscar, Erik, Ralf.



mike
HASWELL