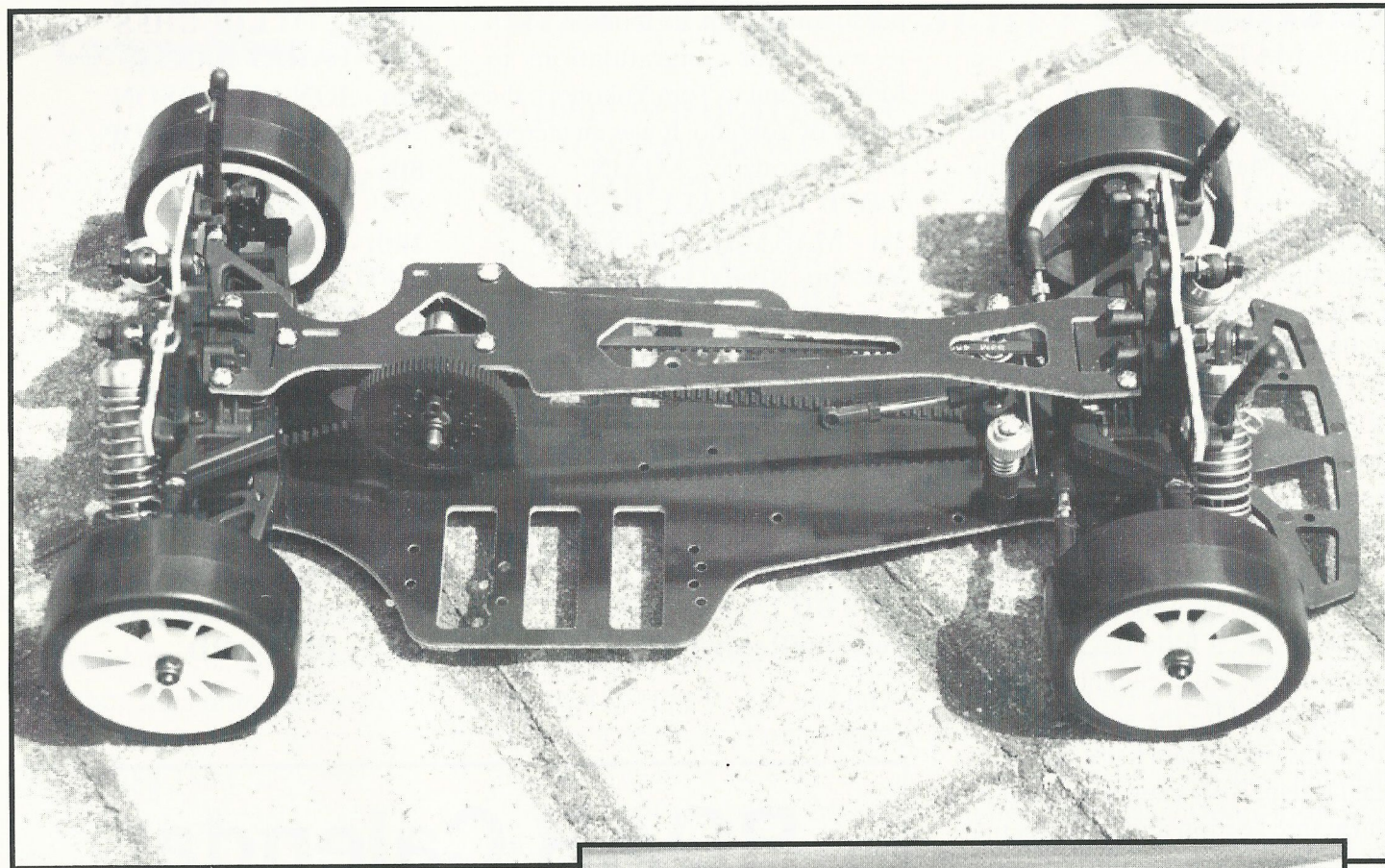
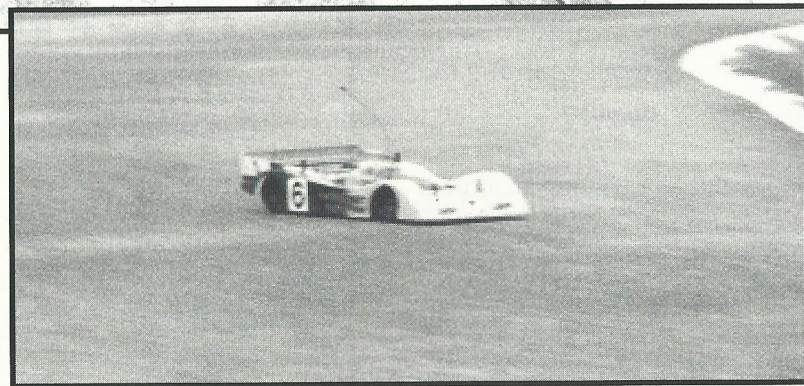


EUROPEAN ON-ROAD CHAMPIONSHIPS '97

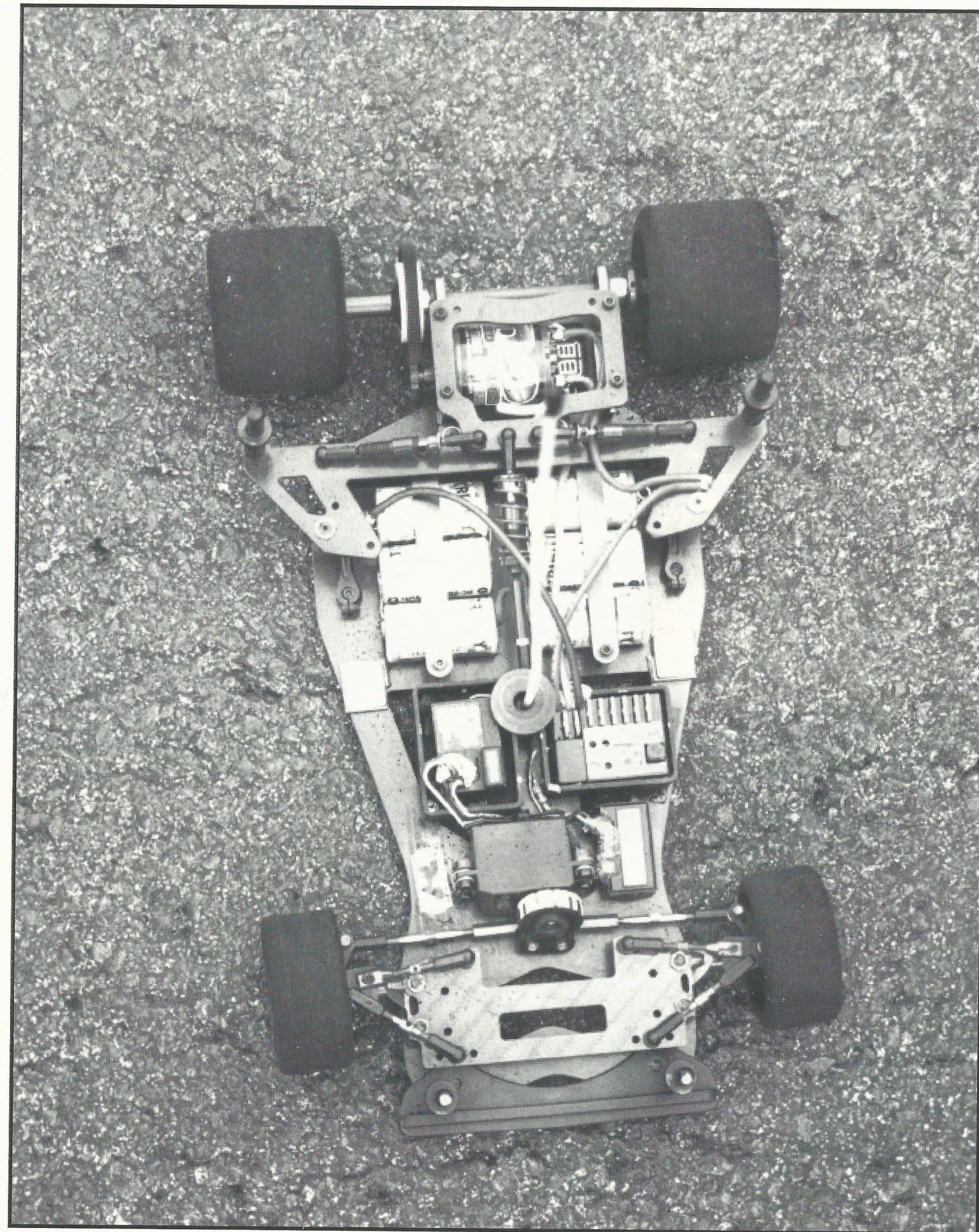
By Mike Haswell



The 1997 European On-Road Championship saw us return to Oberhausen in Germany, which hosted the 1991 Championship and the 1992 Euro-Cup Finals and is about thirty miles from the Dutch border. The track had a covered driver's rostrum and pits, but the main power did prove to be troublesome and failed a number of times. The electric was down around the 190 volt mark for most of the time, instead of the normal 220 volts



Top: The Hong Kong sedan car. Insert: The Switch Blade of Andy Griffith. Opposite: David's Switch Blade Chassis



and at one point it was even as low as 170. Thursday was given over to free practice and on Friday there were two rounds of controlled practice, after which the heats were re-seeded based on fastest laps. The fastest lap after the two rounds went to Holland's Oscar Jansen with a Corally from a trio of British drivers consisting of Chris Grainger's PSE Phaze 1, David Gale's Corally and David Spashett's Trinity.

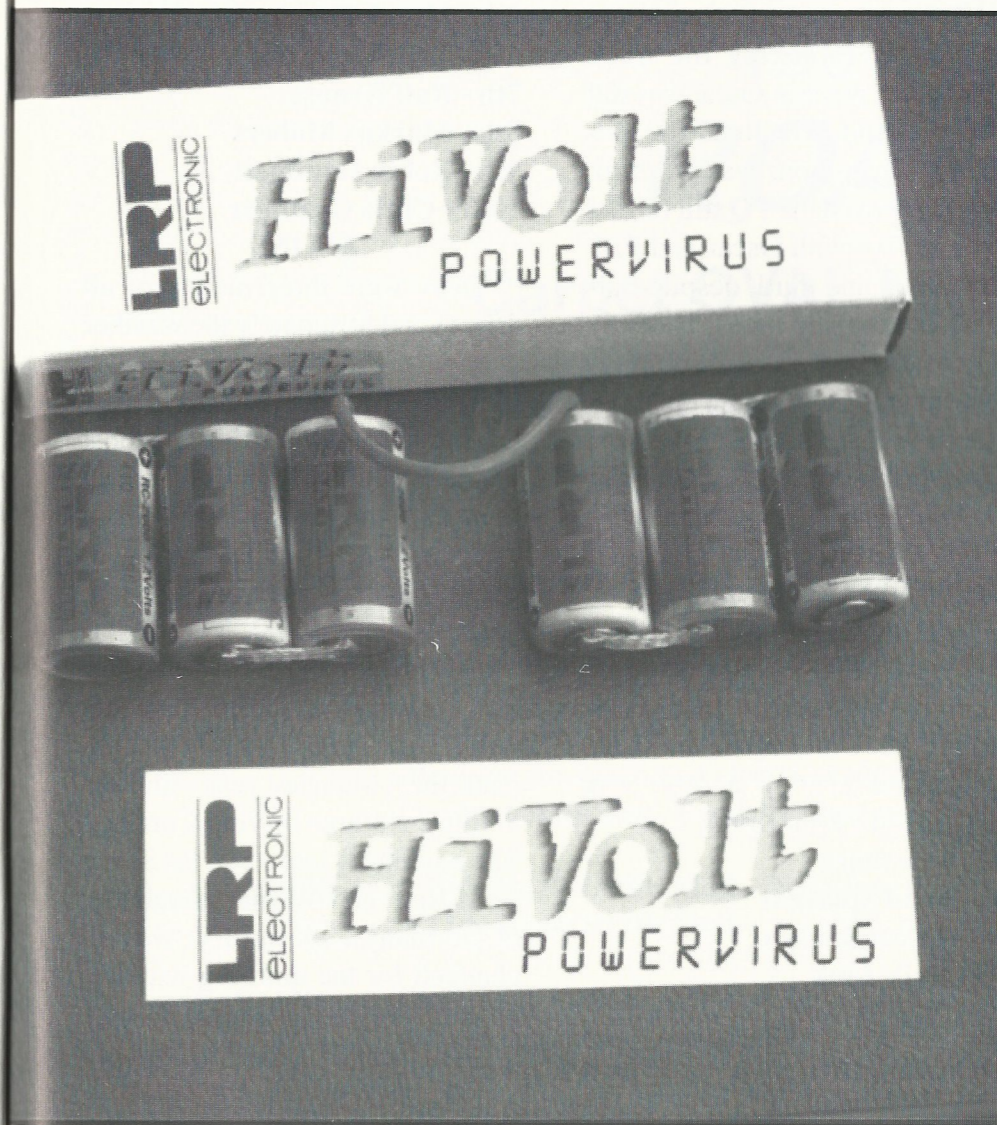
WHAT'S NEW

LRP had their Hi-Volt Power Virus cells on show and running in a number of cars and these have had the voltage increased. They also had some of their drivers running the Axxon series of 1/10th On-Road motors which claimed to have better efficiency in the mid to top range and should be available in a month or so, along with the Xyou series for 12th. There is also a distinct possibility that LRP might have a new/revised speedo for the Off-Road Worlds. GM Racing had the, as yet



un-named, Hong Nor (they also make 1/8th off-road cars) scale saloon on show. GM also had some of their latest speed controllers on show - the V12 and V12R, so named because they have 12 fets in them and one of them has reverse. The speedos are small enough to fit inside a Futaba receiver case and although the small SMT fets, which have internal heatsinks, are admittedly not as good as 12 large fets, they are better than having a six fet controller. The reverse unit can be plugged-in or out in around five

Top: Left to right is Marek, David and Oscar. Left: Robin Hammett was the oldest driver in the A Main at 37.



LRP's Hi-Volt Batteries

minutes, according to GM.

QUALIFYING

With the heats re-seeded we then proceeded to the two qualifying rounds scheduled for Friday. David Gale managed to set a new European record for losing his fastest time before the first heat had even finished. With the heats being changed, David moved into heat eleven - the last one, which meant he had to marshall the first heat out but hadn't realized this - Oops! He wasn't the only one to lose his fastest time and by the end of qualifying he was joined by another ten

drivers and it could have been more. Unfortunately the power tripped out after a couple of heats and this meant a delay until it was fixed. About ten minutes after the power was restored, just before qualifying was due to resume, it rained. This brought the wet weather rules into play, which meant that only wet times would count until everybody had had a dry run. In Europe rain does not stop play. You were not allowed to hold an umbrella while you were marshalling, but fortunately the British team manager realized that there wasn't anything to

stop somebody else holding the umbrella for the driver. At the end of Friday's qualifying it was Oscar who led from Germany's Ralf Helbing with an HPI, but a number of drivers had sat out qualifying in hope for dry conditions on Saturday. David Spashett had been on a storming run in the first wet round until slowing to a halt with a suspected motor problem. However, it wasn't a motor problem, it was a speedo one and this was only discovered when he went out for his second qualifier. Once the speedo was thoroughly dried out, it worked fine, water and electrics don't mix.

Saturday turned out to be a dry day and the first few heats suffered with a lack of grip, but by the time the big guns came out at the end of the round, it was up. David stamped his authority by taking TQ in round three with a twenty lapper, some four seconds quicker than Oscar who was in second. The fourth round saw everybody going faster

and David further improving the TQ time by breaking the track record in the process. Oscar was still in second and Erik Jonk, the Defending Champion, was in third. David improved the TQ still further in round five with Oscar and Erik still second and third, despite failing to better their times. Halfway through the final round of qualifying it started to rain again, but those in the early heats had made the most of conditions and the biggest mover was Mike Haswell going up twenty-six places. So it was David on pole position with Oscar joining him on the front row and hopefully things would go better for David this time round, having been on pole previously in '92. Unlucky eleventh, for the second year in a row, was Switzerland's Reto Konig.

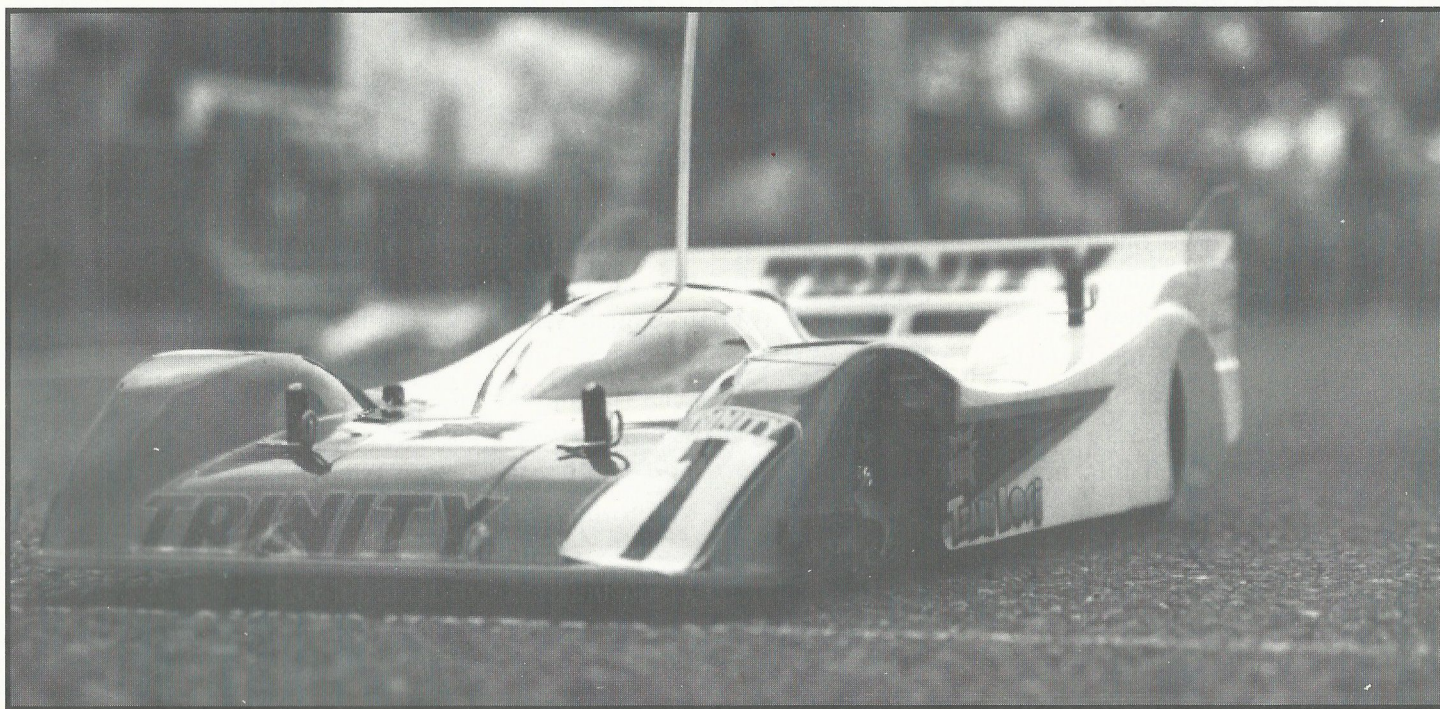
Top ten times:

- 1st - David Spashett**
- 2nd - Oscar Jansen**
- 3rd - Erik Jonk**
- 4th - Ralf Helbing**

- 5th - Marek Kaminski**
 - 6th - Andy Griffiths**
 - 7th - Ralf Krause**
 - 8th - Markus Moberg**
 - 9th - Robin Hammett**
 - 10th - Chris Grainger**
- MAINS**

There were three mains for all drivers and fortunately the weather was on the sunny side. In the C Main we had Britain's Rob Roy, driving a Corally making the most of pole position to win the first two legs and the overall win from Germany's Martin Fliessbach with an Associated and third went to France's James Hild. The first B Main saw Holland's Tony Vredenberg take the win from Finland's Sakke Ahoniemi, both of whom made the A Main last year with Reto in third, all three driving Corallys. The second leg saw a win for Sakke from Reto and Werner Bergbauer of Germany took third. It was all changed for the third leg with another Finn, Teemu Saarinen, take

Dave Spashett's (from Great Britain) car on the grid for the final.



the win from Britain's David Gale with Tony in third. So it was Sakke who took the overall win from Tony and Teemu with Reto in fourth.

David Spashett used pole position to good effect at the start of the first A Main, going straight into the lead followed by Oscar Jansen, Erik Jonk, Ralf Helbing and Marek Kaminski. Marek moved quickly up to third when Erik and Ralf got together, then Oscar managed to run up the back of David's car. Rather than get a stop-and-go penalty, Oscar waited for David to go back in front of him, but whilst this was going on, Marek went around the pair of them to take the lead. Oscar then clipped one of the high curbs which dropped him down to fourth behind Erik. David was really putting the pressure on Marek, who eventually clipped the curb which caused him to run wide and David wasted no time in retaking the lead. David then proceeded to open a gap over Marek, as he cruised in to take

the first leg.

The second A Main saw David again make a clean start from pole to lead from Oscar, Erik Ralf and Marek. On the second lap there was a major paint-trading session at the end of the straight hairpin which gave Andy Griffiths third place and handed a healthy lead to David and Oscar. A mistake by Andy saw him drop down to fifth, but he regained third when Marek and Ralf got together, which also resulted in Marek getting a stop-and-go penalty. With Oscar seemingly unable to do anything about David's lead, it was David who took the second leg and with it the title of European Champion, having already won the first leg. This also rather amazingly gave Trinity their first ever European Title! I bet Ernie was pleased when he heard the result.

The final leg saw David into the lead from Oscar and Erik with Oscar taking the lead after David clipped a curb. David was having

none of it and eventually got down the inside of Oscar going onto the sweeper that lead onto the main straight to retake the lead. Such was their pace that they set the fastest individual laps of the entire meeting. On the last lap David's cells started to go flat, allowing Oscar to take the lead. Marek was the man who had saved his batteries, while those at the front had battled it out and came storming past a slowing Erik, then was straight past David but didn't quite manage to catch Oscar who had also gone flat. So Oscar took the final leg from a charging Marek with David in third and Erik fourth. The overall result was that David took the title with Oscar in second and Marek third. As there is no European Championships scheduled for '98 due to the World Championships being in Europe, Great Britain to be exact, David gets to keep his title for two years.

CP

FINALS CHART

DRIVER	TEAM	CAR	NICADS	MOTOR	SPEED CONTROLLER	FRONT TYRE	REAR TYRE	RADIO	SERVO	MPR	BODY	QUALIFY	FINAL
David Spashett GB	Trinity,LRP Intronics Jaco,KO	Trinity Switch Blade	Trinity Vis-Extra 2000	Trinity D2 13 Triple	LRP IPC	Jaco Pink	Jaco Pink	KO Vantage	KO 912 Fet	40.9	Protoform Peugoet 905	1	1 1,1,3
Oscar Jansen NL	Corally,Orion M-troniks,KO	Corally C-10	Orion V-Max 2000	Corally 13 Dbl	M-Troniks Pro-digi	Corally Gold Star(M)	Corally Green	KO Vantage	KO 1014	37.5	Andy's Nissan	2	2 4,2,1
Erik Jonk NL	Corally,Orion Kinetic,LRP	Corally C-10	Orion V-Max 2000	Corally 12 Triple	LRP IPC	Corally Gold Star(M)	Corally Green	Futaba Megatech	Sanwa ERG-XR	34.5	Protoform Nissan	3	4 3,5,4
Ralf Helbing D	GM,HPI Multiplex	HPI Road Star 10G	GM-VIS 2000	GM Evo II 16 Dbl	GM ASP	Enneti 32	Enneti White(H)	KO Multiplex EX-10	KO 1002	41.9	GM Jaguar	4	8 6,9,9
Marek Kaminski D	LRP	Associated 10L2	LRP Hi-Volt 2000	LRP Axxon 15 Quad	LRP IPC	LRP Orange 30	LRP Green 24	KO Precious	KO 1004	39.9	Protoform Nissan	5	3 2,7,2
Andy Griffiths GB	Trinity,AGR GM,Intonics Jaco,Grafix	Trinity Switch Blade	Trinity Vis-Extra 2000	AGR 14 Triple	GM Super Galaxy	Jaco Pink	Jaco Pink	JR X756	Airtronics 94157	44.1	Protoform Peugoet 905	6	5 5,3,6
Ralf Krause D	Keil,Assoc Reedy,Jaco Sanwa	Associated 10L2	Keil Pushed 2000	Reedy 13 Dbl	Novak Cyclone	Jaco Pink	Jaco Aqua	Sanwa M-zechs	KO 1014	38	Protoform Nissan	7	6 7,4,8
Markus Mobergs D	Corally,Orion LRP,Robitronic Carson,Momo	Corally C-10	Orion V-Max 2000	Corally 13 Triple	LRP IPC	Corally Gold Star(S)	Corally Green	Sanwa M-zechs	Sanwa ERG-RR	36	Protoform Nissan	8	10 10,10,5
Robin Hammett GB	Mirage,Orion Corally,Hobby Warehouse,MRT	Corally C-10	Orion V-Max 2000	Corally 13 Triple	MRT VFX	Corally Gold Star(M)	Corally Gold Star(M)	JR X756	KO 912 Fet	37.1	Protoform Nissan	9	9 9,8,7
Chris Grainger GB	Lesro,Infinity Parma/PSE MRT,KO,Jaco	PSE Phaze 1	Infinity 2000	Infinity 14 Dbl	MRT VFX	PSE Silver Star	Jaco Pink	KO Vantage	KO 1002	39.8	Protoform Peugoet 905	10	7 8,6,10