

David Spashett's Trinity Switchblade on pole.



Germany had its second attempt at running a European Championship event at Oberhausen in July. After April's 1:12 scale debacle, it would be great to say everything went to plan this time, but sadly it didn't. Poor organisation once again spoiled the proceedings and it wasn't until the final day that the standard reached an acceptable level. It made you realise just what an outstanding show the Dutch had put on in Apeldoorn last year.

The Brits came equipped with one of their biggest Euros team ever, with 21 drivers making the trip over to the continent. Most seemed well impressed with the Oberhausen circuit, finding it to be great fun to drive; very fast, very grippy, but maybe a tad too bumpy. The kerbs in particular were extremely

THAT'S THE WAY TO DO IT!

David Spashett supplied the performance of the weekend in Germany, winning the 1997 Pro-10 Euros in style. It was a shame the race organisers couldn't match his high standards



The complete A-final grid.



Inside the new Euro Champ's car.

vicious and a 'bomb-hole' reminiscent of Wrexham made turn-in off the main straight extra spectacular. It was a circuit that definitely rewarded track time, so everyone was looking forward to having lots of races. Sadly this was not to be.

PRACTICE

Thursday was practice day and this quickly degenerated into something akin to a shambles. The idea seemed simple enough. Each driver would have five tokens and surrendering one of these would give you a practice run. To book a slot, you simply had to insert your name and frequency on a race sheet and wait for the appropriate time slot. Easy? Not so. First of all, no announcement was made that the system had started. By the time most drivers realised what was going on, the first three hours of practice were already booked up! Practice sheets then started appearing on the board fully completed, a supply of blank sheets apparently available to some Nationalities but not to others! Ill feeling soon crept through the pits, arguments abounded and the disaster continued all day. The organisers

did nothing to diffuse the situation and it left many drivers extremely unhappy, especially those who didn't manage to book regular slots during the day. Some had to cope with multiple back-to-back runs in the last hour; hardly the best way to set a car up for a European Championship event.

There was a worse problem though; the mains supply kept packing in! This simply couldn't cope with the strain of more than 100 chargers, assorted soldering irons and motor dynos. Pitifully low charge currents of around three Amps were not unusual and frequent power cuts soon became a way of life. It wasn't until finals day that a reliable power supply was finally established. Most days featured delay after delay as yet more fuses were replaced.

Friday started off with two timed runs, designed to seed the qualifying heats, but the order was based on a driver's fastest single lap. If you wanted to be in a top heat, it was time to fit a hot wind motor and go for it and if you went flat at four minutes, so what? The Brits proved to be rather good at the speed show and while Oscar Jansen finished



the session with the fastest lap-time, he was closely followed by Chris Grainger, David Gale and David Spashett. Would everyone be able to last five minutes when qualifying started though?

QUALIFYING

For the first two rounds, the answer was "yes". For three races into round one, the pits power failed, forcing a 30 minute delay. Then, before it

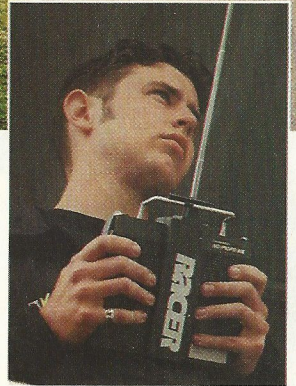
could be fixed, the rain arrived and a downpour soaked the track! For many, that was it for Friday and they packed away. Some forgot to marshal though and immediately lost their TQ times, most before they had even set one! A few determined characters raced in the rain and, in the ultra wet, the cars were really flying. David Spashett in particular looked incredibly spectacular, but a stuck motor



The Oberhausen circuit wet & dry.



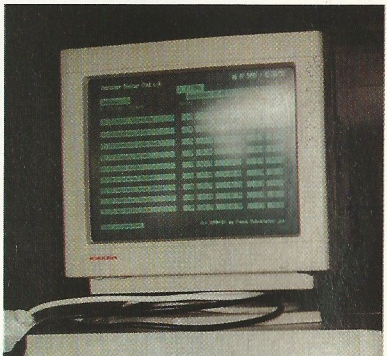
The mechanics dry the tyres on the track before the start.



Maximum concentration. The man himself - David Ian Spashett.



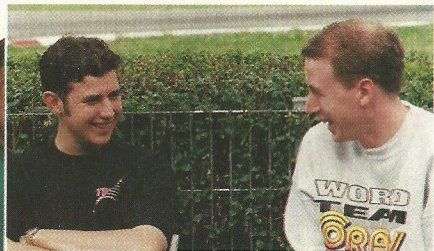
The top ten drivers prepare for battle.



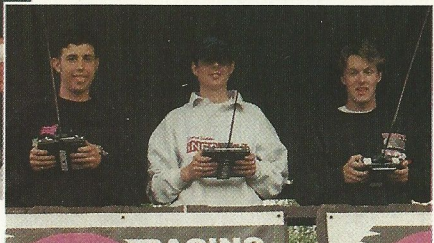
The organisers provided the racers with monitors in the pits.



AGR/Trinity driver Andy Griffiths and friends!



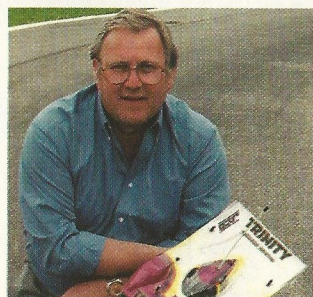
The outgoing champ, Erik Jonk, shares a joke with the new champ, David Spashett.



Safety in numbers. The Brits stick together on the rostrum.



Andy Griffiths, the AGR motor man, holding Andy Griffiths, the racer's, car.



Proud father Ian Spashett gets ready to place David's car on the grid.



Ralf Helbing even had his mechanics charging his batteries on the grid.

brush put paid to his chances of heading the first qualifying list, so the day ended with Oscar Jansen on pole, from speedo-king Ralf Helbing and Austria's Andreas Kohlgruber. Ralf was running a new GM speedo equipped with traction control and a steering gyro, but he assured the organisers the trick electronics weren't being used. One could ask "how could they tell?"

Saturday started off dry and after a dusty start to the day, the quick times finally started to appear. This time David Spashett posted a real flyer, going straight to the top of the pile with a 20-311.10, some four seconds clear of the opposition. He improved even further in the next run, lowering the TQ time to a 20-308.54, but Oscar Jansen was now much closer and the defending Pro-10 champion, Erik Jonk, was also finding his pace. The Corally boys failed to improve in the fifth round, but David shaved a further fraction off TQ, while his Trinity team-mate Andy Griffiths finally posted a good run, placing his AGR powered Switch Blade into sixth place overall.

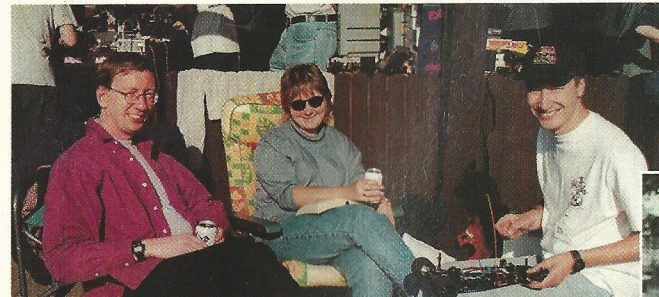
The star of the round had to be our own Robin Hammett though, the Plymouth star driving superbly to stick his Corally into the top ten. All he needed now was for it to rain!

Sure enough, Robin's prayers were answered, for four races into the final round, the heavens opened again and qualifying 'was over. Three dry rounds of racing left the leader-board looking much more jumbled than normal, but at least most of the really fast guys were in the A-final. We were to get an inkling of "what might have been" on finals day though, for the winning times of most of the finals ended up being remarkable similar, hinting that there were actually top drivers spread all through the field.

The question now was "would the rain hold off for the finals?"

FINALS

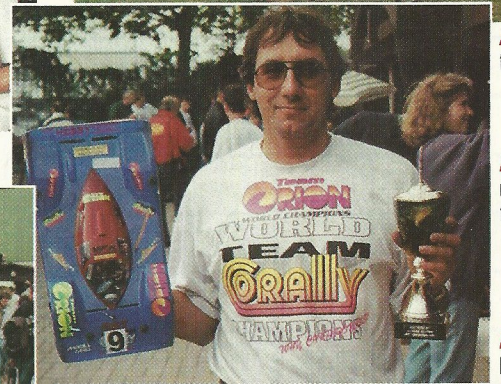
It didn't look like it. Sunday was overcast and breezy and rain looked an imminent possibility. This time luck was with us though and a dry day was finally enjoyed. We had British drivers in every final, so there was plenty of cheering to be done. Dickie Mee was our first representative and two second places earned him the runner-up



David Gale, Caz and Rob Roy enjoy the Oberhausen sun while it lasts.



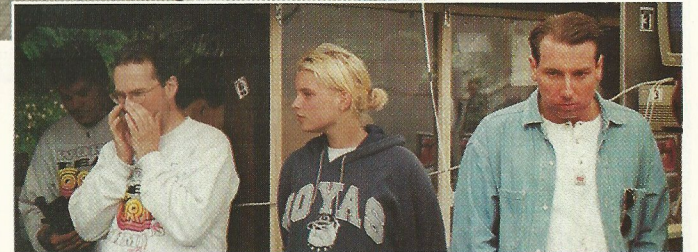
ABOVE: The impressive line-up of trophies.



LEFT: Robin 'Rammit' Hammett who drove superbly all week to qualify for the Euro A-final.



The British team made a collection of racing equipment to donate to the overjoyed Slovak team. R/C car stuff is very expensive and hard to come by in their country.



BELOW: Some of the spectators were better looking than others.

spot in the J-final, just behind Denmark's Peter Johansen. Alan Leighton had to settle for third overall in the I-final, behind another couple of Danes, but his Corally was really flying in the last run, leaving Alan wishing he had found this pace earlier. We had Sam Barnard, James Walker and Darren Lewis doing battle in the H-final, but all three found it tough going. Sam put on the best performance, leading every leg, but some appalling bad luck and some inept marshalling meant she soon started accruing more penalties than laps! Her 'stop-go' penalty in one leg will go down as one of the best ever, as she accelerating out of the pit lane on full power, missing two cars on the sweeper by an absolute fraction! Germany's Kai Oliver Guttschau took the overall win in this final, with the Brits coming in seventh, eighth and ninth.

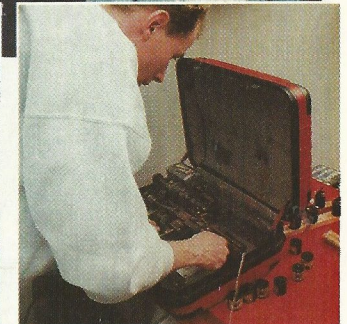
Gerald Page and Rob Warren were our G-final pairing. This duo always seem to end up in the same final in Britain; it was just their luck to be paired in the same qualifying heat in Germany and then end up in the same final again! Gerald faired the best this time, picking up a win in the last leg, but he had to

settle for fourth overall with Sweden's Mikael Nilsson taking the win and Rob claiming eighth. Freddie 'Zorro' Singleton, Mike Haswell and Darren Foy provided Britain's F-final drama, with Darren posting the best performance as he took a win and a second to claim second overall. The win went to Austria's Eduard Flori, but with Freddie Singleton claiming third place, this was the best British performance so far. Mike Haswell had to settle for eighth place, just behind the Danish National champion; another driver who had not enjoyed a successful qualifying effort.

Andy Sawyer and Graham Creasey flew the Union Jack in the E-final, but it was Holland's Jilles Groskamp who made the most of pole-position to take the overall win. Graham picked up a win and a second to claim the runner-up slot, with Andy making it into fourth after a successful final leg. The Germans dominated the D-final, with Sebastian Nill taking the win, but Neil Mead managed to battle his way into seventh place



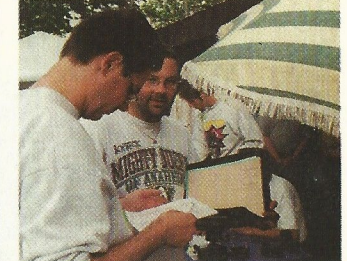
Team Corally caught discussing tactics.



Erik Jonk uses the Team Corally comm. truer lath.

despite being savaged by most of the cars on the track! Our first British winner came in the C-final, where Corally's Rob Roy dominated the racing, taking two wins in superb style. Andrew Moore backed him up with a solid fourth overall, a place clear of Associated's Marcus Epstein who had finally learnt the art of 'not dumping'. David "I must remember to marshal" Gale was our sole B-finalist. A second place in the final leg was his highlight of the day though; his other two finals were a bit of a disaster! Finland's Sakke Ahoniemi took the overall win, with David claiming seventh overall.

So to the final that really matters - the A. Having



Team Orion discuss battery tactics.

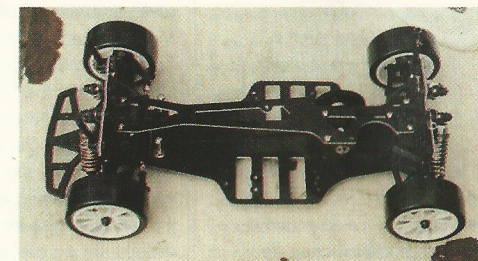
annihilated everyone in the practice run, David Spashett set about doing the same again in the first leg of the A-main. This time he had Oscar Jansen's Corally C10 glued firmly to the rear of his Trinity Switch Blade though and, when Oscar tapped the back of David's car on the sweeping infield section, things

TECH CHART

DRIVER	TEAM	CAR	NICADS	MOTOR	SPEED CONTROL-LER	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 Peugeot 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,Grafax	Trinity Switch Blade	Trinity Vis-Extra 2000	AGR 14 Triple	GM Super Galaxy	Jaco Pink	Jaco Pink	JR X756	Airtronics 94157	44.1	Protoform Peugeot 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 Mober 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 Peugeot 905	10	7 8,6,10



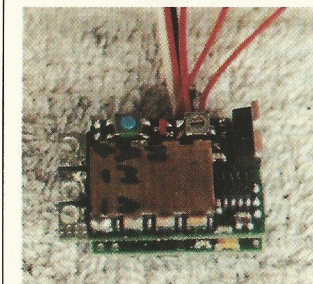
The 1997 Euro Champ's British Team



emerged first out of this carnage, but he was now half a lap down on the leading duo and spent the rest of his race fending off a bunch of aggressive German drivers. Marek Kaminski was one of these, earning himself a 'stop-go' penalty after a somewhat over ambitious overtaking attempt. Up front, 'Spash' had everything under control and even a surprise last lap battery dump failed to prevent a superb victory. David crossed the line just under a second clear of Oscar Jansen, winning the 1997 Pro-10 Euros title. A superb achievement.

It was the battle for second place that provided the interest in the final leg, but many were surprised to see David Spashett lining up on pole once again. It has become almost traditional for new Champions to sit out the final leg if victory has already been earned, but David had other ideas. His plan became apparent a couple of minutes into the race, when he suddenly backed off to let Oscar Jansen through into the lead. What on earth was he up to? A cunning plan was the answer. David quickly accelerated onto the rear of Oscar's Corally and now started pushing the 1993 Euro-Champ extra hard. By making Oscar race for it, David was going to make the Corally star

The new Z10 scale saloon from German manufacturers Jamara Modelltechnik was also spotted at Oberhausen.



The latest speed controller from GM Racing, the incredibly small V12 Genius.

go flat and possibly lose out on second place overall! Oscar, to his credit, quickly sussed out what was going on. When David started to get dangerously close, Oscar quickly moved over and let 'Spash' back into the lead. This time David's battery dump was more severe though and the final lap saw Mr. Jansen take the win from Marek Kaminski, with David crawling into third. Overall, the result moved Oscar up into second place overall from Marek, with the 1996 Champion, Erik Jonk, taking fourth.

An excellent set of finals then and congratulations go to David Spashett for finally winning the title that matters. 'Spash' worked really hard all weekend, quickly perfecting his car setup in

FINAL RESULTS

1997 EFRA PRO-10 EURO-CHAMPS TOP 10 IN QUALIFYING

1st	David Spashett	20-308.10
2nd	Oscar Jansen	20-309.55
3rd	Erik Jonk	20-310.77
4th	Ralf Helbing	20-311.63
5th	Mark Kaminski	20-311.77
6th	Andy Griffiths	20-315.37
7th	Ralf Krause	20-316.92
8th	Markus Mober	20-317.07
9th	Robin Hammett	20-317.31
10th	Chris Grainger	20-319.94

1997 EFRA PRO-10 EURO-CHAMPS A-FINAL RESULTS

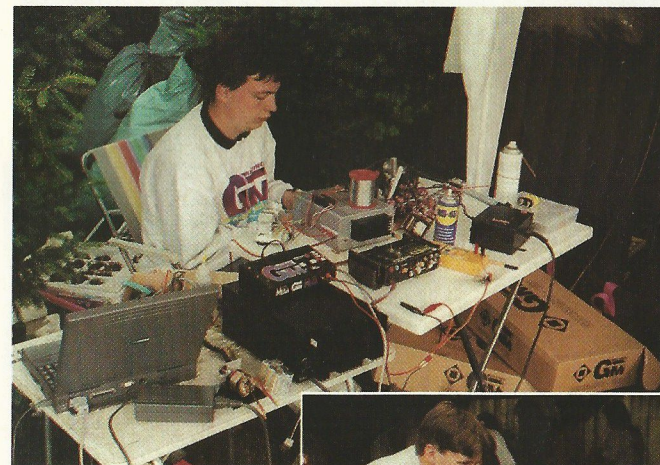
	Leg-1	Leg-2	Leg-3	TOTAL
1st	David Spashett	1	1	3
2nd	Oscar Jansen	4	2	1
3rd	Marek Kaminski	2	7	2
4th	Erik Jonk	3	5	4
5th	Andy Griffiths	5	3	6
6th	Ralf Krause	7	4	8
7th	Chris Grainger	8	6	10
8th	Ralf Helbing	6	9	9
9th	Robin Hammett	9	8	7
10th	Markus Mober	10	10	5

BRITISH RESULTS

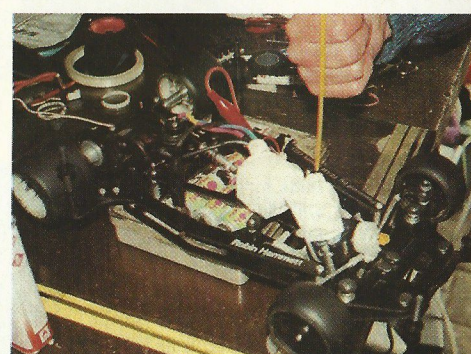
1st	David Spashett
5th	Andy Griffiths
7th	Chris Grainger
9th	Robin Hammett
17th	David Gale
21st	Rob Roy
24th	Andrew Moore
25th	Marcus Epstein
37th	Neil Mead
42nd	Graham Creasey
44th	Andrew Moore
52nd	Darren Foy
53rd	Fred Singleton
58th	Mike Haswell
64th	Gerald Page
68th	Rob Warren
77th	Sam Barnard
78th	James Walker
79th	Darren Lewis
83rd	Alan Leighton
92nd	Richard Mee

practice and then driving an immaculate race every time he went out, even in the wet. With changeable conditions affecting the entire meeting, it was this 'get it right all the time' attitude that clinched him the victory. Others

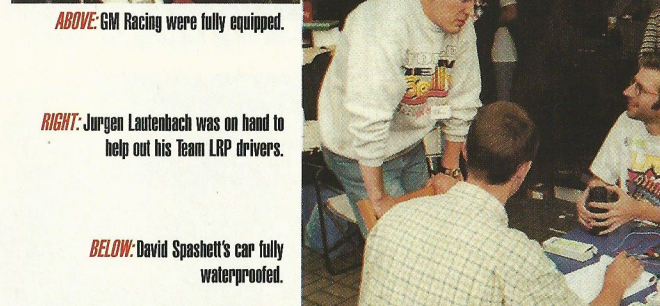
might ultimately have gone quicker, but they never showed the consistency required to make the most of every opportunity. David showed the rest of Europe exactly how it should be done.



ABOVE: GM Racing were fully equipped.



Robin Hammett attempted to neatly waterproof his car, without success.



RIGHT: Jurgen Lautenbach was on hand to help out his Team LRP drivers.



The new Robitronic motor dyno from Austria was in use at Oberhausen.



BELOW: David Spashett's car fully waterproofed.

suddenly started to get very interesting indeed. Oscar sportingly waited for David to recover, but Associated's Marek Kaminski went flying past both of them and soon pulled out a clear lead. 'Spash' now had a race on his hands and he gradually closed in on the lead car before executing a perfectly timed pass on the fast entrance to the sweeper. Marek out-powered David down the main straight

though and it took another two laps for the Trinity star to finally find a safe route through. This time David held on for the win, with Marek settling for second place from Erik Jonk, Oscar Jansen and Andy Griffiths.

David and Oscar made the best starts in the second leg too and were further helped this time by enormous pile-up at the hairpin on lap two when the rest of the field decided to park on top of each other! Andy Griffiths