

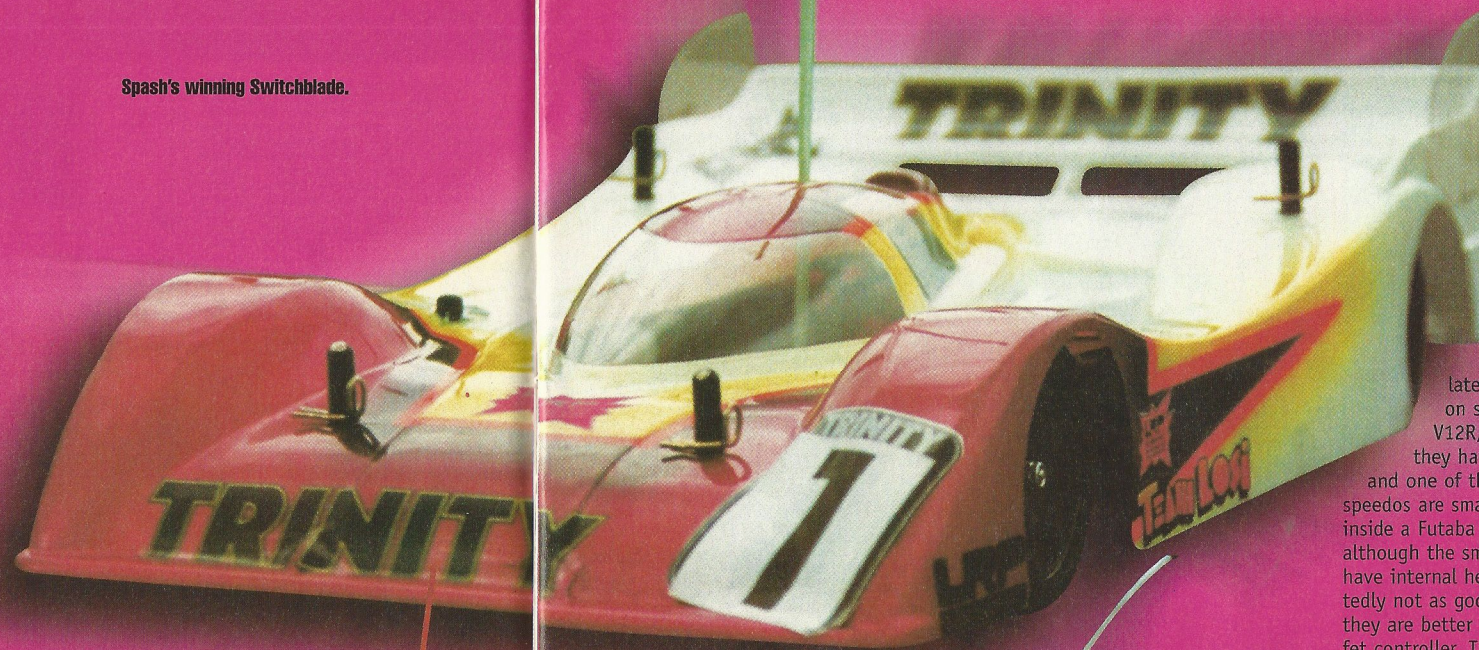
MIKE HASWELL

# TARMAC tenth

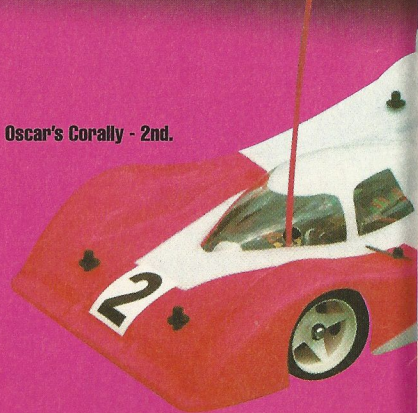
EUROPEAN ON-ROAD  
CHAMPIONSHIPS  
1997

# Spash flies the flag!

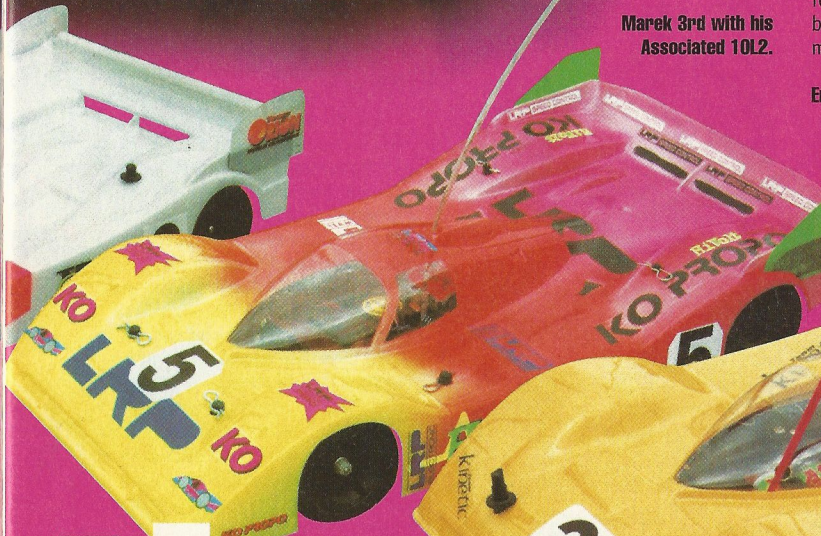
Spash's winning Switchblade.



Oscar's Corally - 2nd.



Marek 3rd with his Associated 10L2.



Erik's Corally placed 4th.



Andy Griffiths managed 5th with his Switchblade.



Top of the tree! David stands proudly on the rostrum as European Champion. Left is Marek Kaminski - third and on the right is Oscar Jansen - second.

named, Hong Nor (they also make 1/8th Off-road cars) scale saloon on show and prices would be around £110 mark for the basic model. GM also had some of their latest speed controllers on show-the V12 and V12R, so named because they have 12 fet's 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 fet's, which have internal heatsinks, are admittedly not as good as 12 large fet's they are better than having a six fet controller. The Reverse unit can be plugged-in or out in around five minutes, according to GM.

With the heats re-seeded we then proceeded into 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 was moved into heat eleven - the last one, which meant he had to marshall the first heat out but hadn't realised 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 of 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 a dry run. You were not allowed to hold an umbrella whilst you were marshallng, but fortunately one team manager realised that there wasn't anything to

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

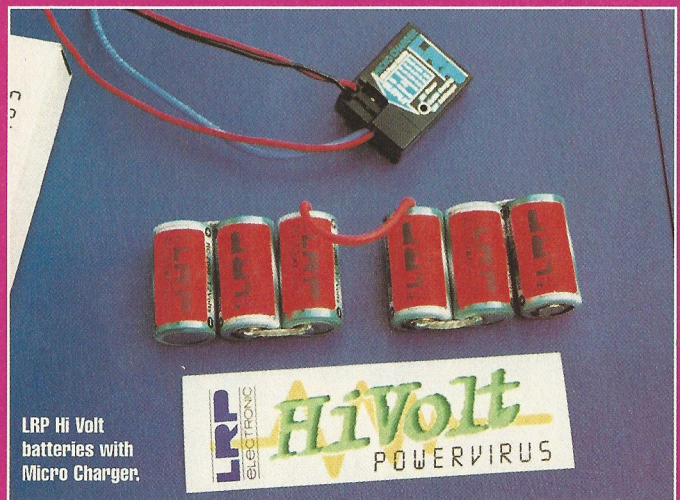
LRP had their Hi-Volt Power Virus cells on show and running in a number of cars and these have had the voltage increased. They also had some of their drivers running the Axon series of 1/10th On-road motors which are claimed to have better efficiency in the mid to top range and should be available in a month or so, along with the Xyou series for 12th.

Jurgen also informed us that in addition to the Microcharger they will be bringing out a mains/220v charger - the Jet and a 12/220v Charger/Discharger - the Quadra - which has a built-in power supply. Their 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-

rostrum and pits, but the mains 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 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,

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 drivers



LRP Hi Volt batteries with Micro Charger.





The British team.

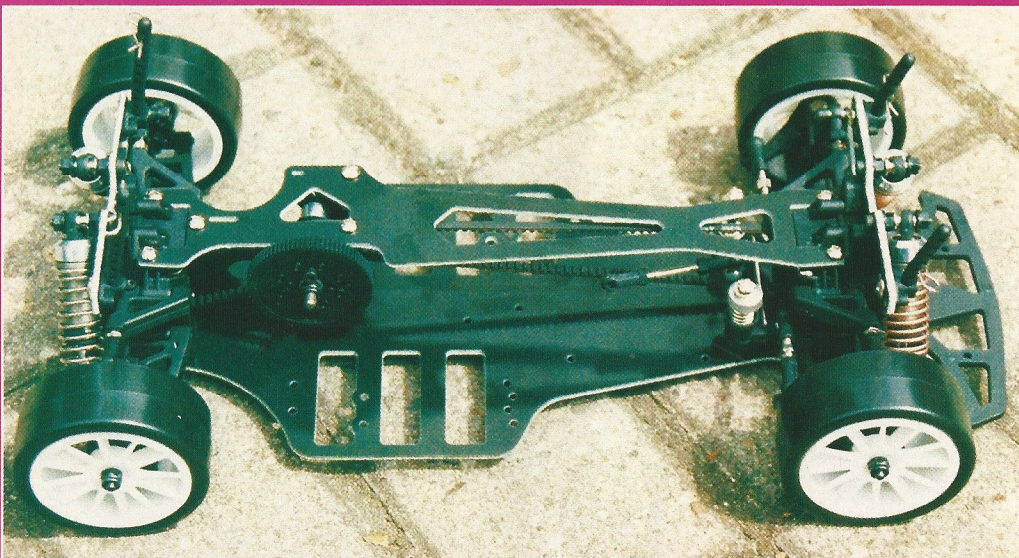
stop somebody else holding the umbrella for the driver.

At the end of Friday's qualifying it was Oscar who led from Germany's Ralf Helbing with a HPI, but a number of drivers had sat out qualifying in hope for drier 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 but 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!

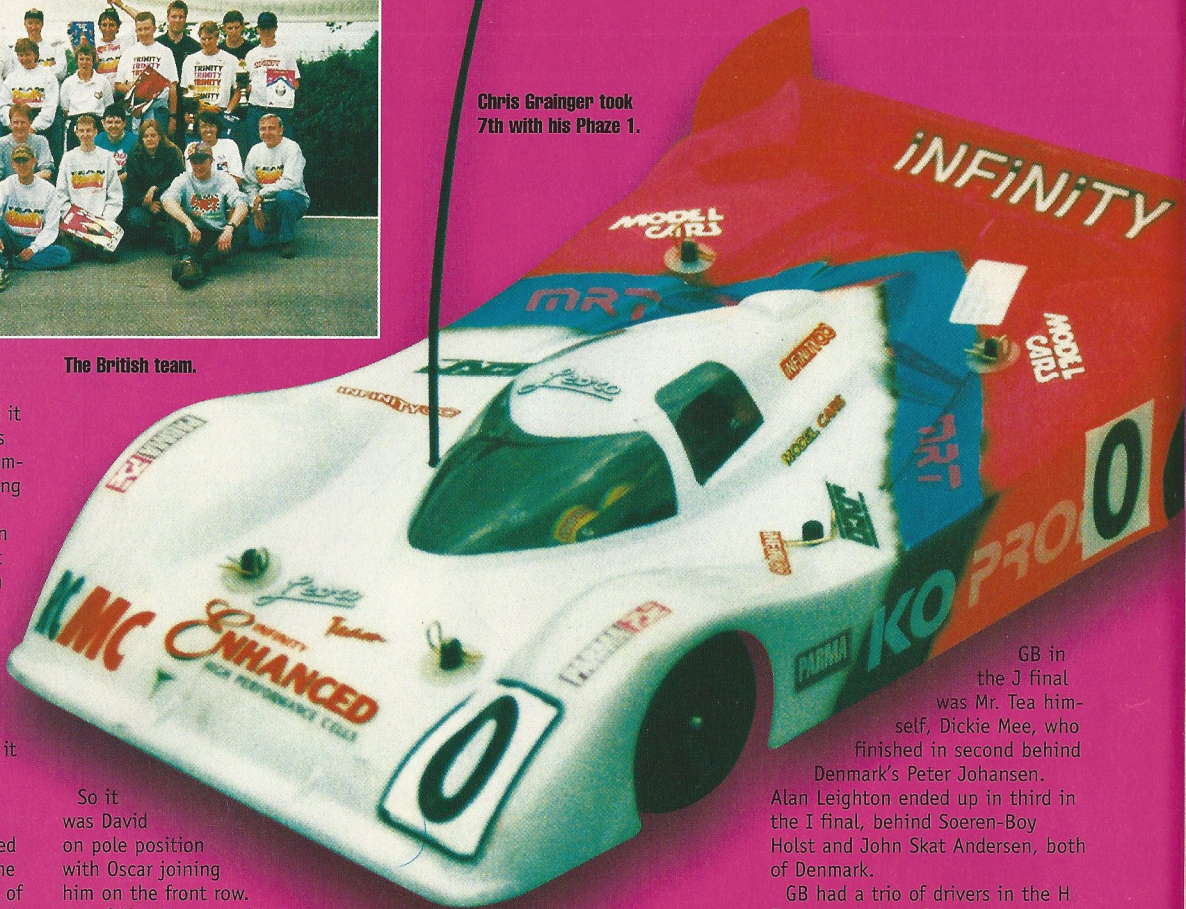
Saturday turned out to be a dry day and the first few heats suffered with a lack of grip, but by the time the big guns came out at the end of the round it was up. David stamped his authority by taking TQ in round three with a twenty lapper, some four seconds quicker than Oscar who was in second. The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

David improved 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.

**Hong Nor Scale Touring car.**



Chris Grainger took 7th with his Phaze 1.



GB in the J final was Mr. Tea himself, Dickie Mee, who finished in second behind Denmark's Peter Johansen. Alan Leighton ended up in third in the I final, behind Soeren-Boy Holst and John Skat Andersen, both of Denmark.

GB had a trio of drivers in the H final consisting of Sam Barnard, James Walker and Darren Lewis, and they finished in seventh, eighth and ninth respectively and weren't helped by some rough driving and penalties. Gerald Page took fourth in the G final, winning the third leg, with Rob Warren in eighth. Another three drivers competed in the F final and it was Darren Foy who fared best, winning the first leg and finishing second in the third, to take second with Fred Singleton in third and Mike Haswell in eighth.

- 28. Marcus Epstein 19-5:05.73
- 36. Neil Mead 19-5:08.50
- 43. Andy Sawyer 19-5:10.03
- 47. Graham Creasey 19-5:11.11
- 56. Fred Singleton 19-5:17.88
- 58. Mike Haswell 19-5:18.50
- 59. Darren Foy 19-5:18.54
- 68. Gerald Page 18-5:02.12
- 69. Rob Warren 18-5:02.58
- 72. Sam Barnard 18-5:03.02
- 79. James Walker 18-5:08.21
- 80. Darren Lewis 18-5:09.71
- 85. Alan Leighton 18-5:12.22
- 92. Dickie Mee 18-5:18.39

**Finals**

There were three finals for all drivers and fortunately the weather was on the sunny side. First out for

Rob Roy - A happy winner of the C Final.

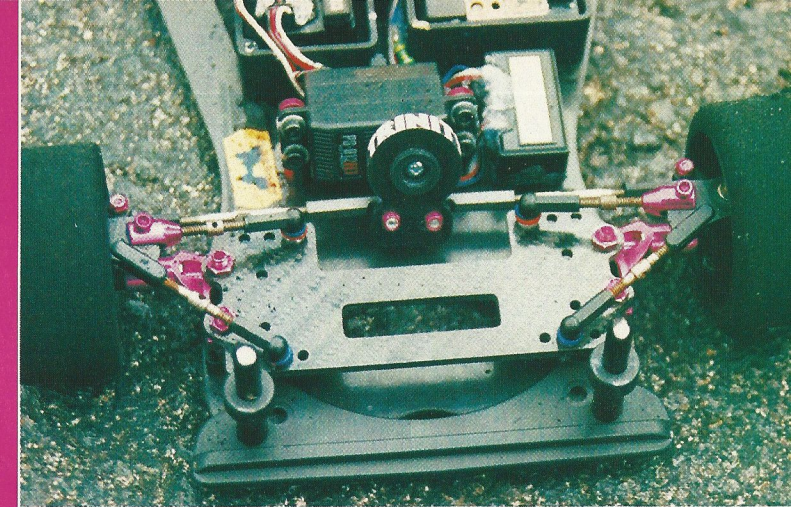


Graham Creasey put it together in the finals to take third in the 1st leg, second in the 2nd and yes, you guessed it, first in the third. All of which gave him second behind Holland's Jilles Groskamp with Andy Sawyer taking fourth. Neil Mead didn't have the best of times in the D final but did manage to take third in the second leg and was disappointed to be seventh.

Three drivers in the C and Rob Roy made the most of pole position to win the first two legs and the final from Germany's Martin Fliessbach and France's James Hild. Andrew Moore was in fourth with two thirds and Marcus Epstein was one place back in fifth. The first B final saw Holland's Tony Vredenberg take the win from Finland's Sakke Ahoniemi, both of whom made the A final last year with Reto in third. The second leg saw a win for Sakke from Reto and Werner Bergbauer of Germany took third. It was all change for the third leg with another Finn, Teemu Saarinen, taking the win from our own David Gale with Tony in third. So the overall win went to Sakke from Tony and Teemu with Dave in seventh.

David Spashett used pole position to good effect at the start of the first A final, 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

Fibrelyte front plate fitted to David's car.



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 kerbs which dropped him down to fourth behind Erik. David was really putting the pressure on Marek, who eventually clipped the kerb 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 final 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 doffing 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 kerb. 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. 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, whilst 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, David gets to keep his title for two years! Well done David! **NRC**



Oscar following David (rest of field in background).

Driver	Team	Car	Nicads	Motor	Speed Controller	Front Tyres	Rear Tyres	Radio	Servo	MM per rev	Body	Qualify	Final
David Spashett GB	Trinity, LRP, Jaco, KO Intronics	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	1,1,3
Oscar Jansen NL	Corally, Orion, KO M.troniks	Corally C-10	Orion V-Max 2000	Corally 13 Dbl	M.troniks Prodigy	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, LRP Kinetic	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, Jaco Intronics, 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 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, Mono	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
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