

The Euro - a stable currency

1/12th EFRA European Championships in Boston, Lincolnshire



Photos: Chris Hardisty

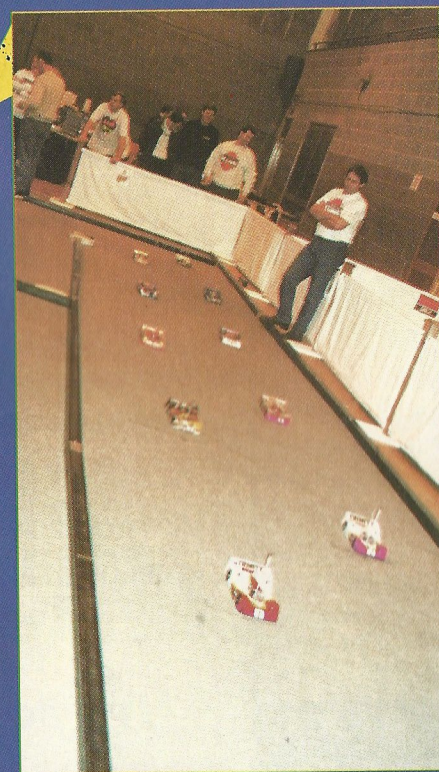
Before the 1/12th season started, Boston was intended to be a normal 1/12th National. At the end of October we discovered that the National had become the first 4 Cell European Championships. Well, the ball started rolling, the plans were made, e-mails sent, phone calls made and orders placed. By the first week of March everything was arranged, leaving only the orders to collect. Endless checklists were checked, to make more than sure that nothing could possibly be missed off. On the Thursday before the Euros started, everything was checked for the last time, before the take 1, camera and action scenario.

Make tracks

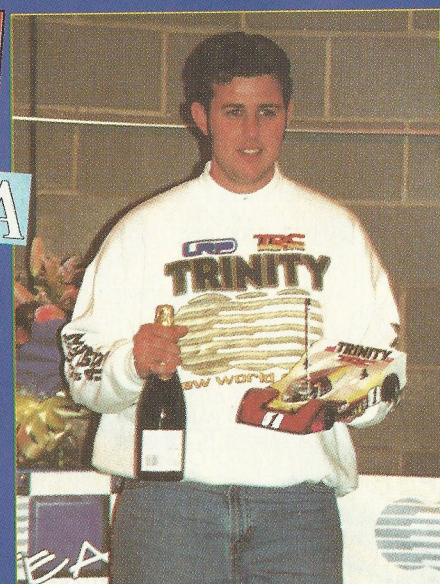
First to arrive after Alan Leighton and myself were Jim Spencer, Glyn Ward and Gareth Bevans. They had collected the carpet and track markers to cart cross-country from Chesterfield. Then it was all hands on deck to get the track laid. Everybody, who walked in and who looked familiar were motivated to help out - or else. The track was soon laid, the computer wires were there ready for action and the first European drivers and pit crew had arrived.

Whoops, we are not quite ready. Everyone that knew the ropes or could learn fast had to help out. At about 8.30 pm, we called it a day, leaving minor finishing touches to be dealt

The big one gets ready for the off



The grid forms up



The boss' Spash splashed em again.....

with in the morning. While the lads were beavering away downstairs, I had set up a display area upstairs, where the information centre was going to be. At this point, I would like to express my sincere thanks to Trinity; LRP and their importer Helger for their assistance in making the information centre look the way it did - professional.

After a quick visit to the hotel, we had arranged to meet up for a quiet drink after some grub. At this point the 'Quote' of the Euros came from Marcus Epstein in the Chinese Restaurant by saying, 'I am full!' Half the crowd dropped their chopsticks; the other half was speechless. Those amongst you, who know Marcus, will understand why.

Open for business

Friday morning, early start, finish off and start booking in. Every driver was issued with a drivers and pit-crew badge and was asked if they wanted to join us for the party on Saturday night. Well, the response was far better than expected and numbers had to be increased on several occasions. I will give you the inside story a bit later.

By now all practise heats were sorted, and the fun began. The track measured 24 x 12 metres, most surely demanded a lot of



Andrew Moore made it a 1, 2 for the Brits

concentration and looked fairly narrow in places. Believe you me, I did not envy these guys for one minute. At 12 o'clock the grand opening of the European Championships took place. The Mayor of Boston, Mr Paul Goodale officially opened the Euros. Suddenly, the Press were there, taking pictures left, right and centre, as well as asking a fair few questions. Celebrity status or what?

It certainly was a moment of glory for Markus Möbers (D) for being awarded the Concourse Award for an awesome looking bodyshell. Now all official 'engagements' had finished the facial expressions of drivers changed, and their moods changed to competitiveness. They were all ready for the 'Green Light'.

Practise & Qualifying

Well, they hit the track with some controlled practise. It was interesting to watch how they would all cope with a tight track and 4 cell. Some became very familiar with the track markers, others just took it easy and the rest just doodled along like it was nothing new. Pretty amazing! One thing, I must point out we noticed, was Chris Hardisty's speed increasing rapidly when 30 Schoolchildren were prepped to shout 'CHOCOLATE' every time Chris was on the straight. It worked wonders! Unfortunately we could not keep them for the finals, sorry Chris.

Now the fun began. Six rounds of qualifying name changes up and down the list, fighting for the top ten spots. The first of six rounds was run Friday evening, leaving everybody eager for Saturday to arrive.

Saturday

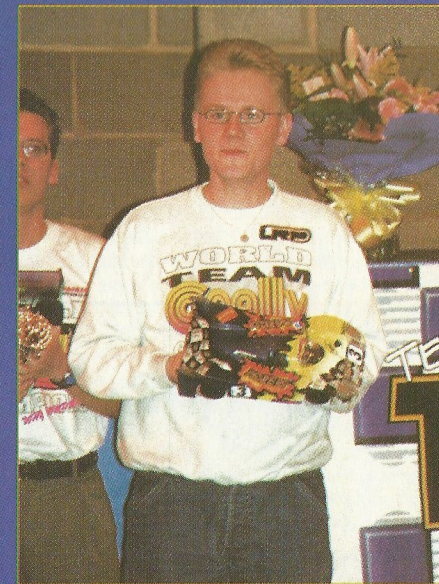
The morning arrived and the pits were very busy. As always, with meetings like this one, there are no new items in the pits to report about, as they need to be commercially available for three months prior to the event.

The second round of qualifying showed six British lads in the top ten - would they be able to hold on to that? Would be more than abfab! Overall five guys had put 35 laps in and five 34.

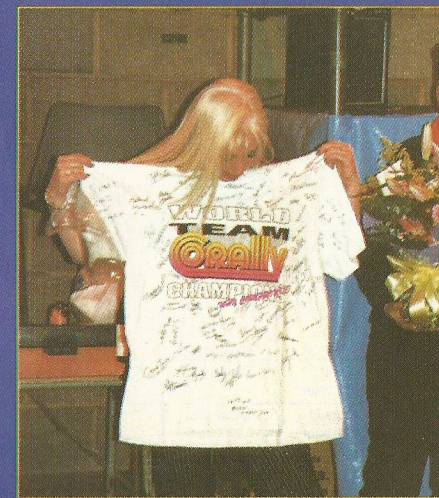
Round three showed 5 Brits (as we call them lovingly) in the top ten and seven had 35 laps in, leaving three still on 34. It had begun to get rather interesting.

Round four was the same as above, just a few names had changed but still five Brits in the top ten.

Round five, one of the lads got bored putting the same amount of laps in all the time, and decided to put a 36 lapper in. Fortunately, he was one of ours lads. It began to get faster, more interesting, and nail biting. By now spectators, who had turned up religiously every



Markus Möbers took a fine third



Is it my size?

day, cottoned on how it all worked. Would it be an England 1,2,3?

The tension increased in the viewing gallery as much as in the pits. Mind you, having said that, some faces in the pits were longer than others. This was applicable across the board, regardless of Nationality.

Round six - yet another 36 lapper - yes, put in by the current European Champion, David Spashett. On his tail now were Andy Moore, Markus Möbers (D), Sakke Ahoiemä (F), Andy Griffiths, Phil Davies, Simo Ahoiemä (F), Ryan Coxall, all on 35 laps, and Mikael Nilsson (S) and Reto Konig (CH) on 34. Phew!

Party!

By now every final had been sorted, everybody knew where they had qualified and now it was time to rest. NOT - now it was Party time in Boston. We had arranged a private function set up in a night club, with some nice Italian food to get the calorie intake up, so that they could all boogie it off later. It worked! It was really great to see all of them enjoying themselves. Some had set themselves a time limit - but their watches definitely stopped before the time was up. They were still going strong after their limit. Overall, it was an enjoyable gig and a fair few lasted till the bitter end or closing time. Would they all be at their pit tables in the morning? Oh yes, they were!

Sunday

The all-important day, who would be crowned European Champion? Would it be an English victory?

Well, let us start with the E Final

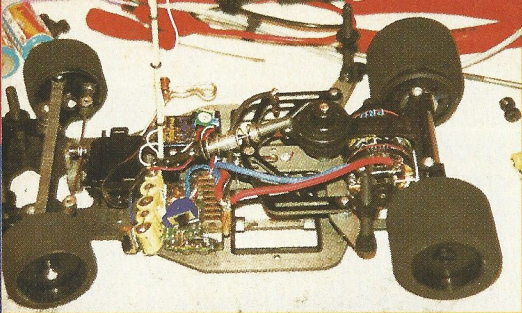
Seven drivers, 6 British. The drivers were: Winston Barnett, Stephane Heed (F), Trish Whiteley, Chris Hardisty, Bob Kimminau, Daniel Stevens and Gavin Jones. The first leg of this three legged final went to Chris Hardisty (Chocolate must have still been ringing in his ears). With Stephane Heed in second place and Bob Kimminau in third. The second leg went to Winston Barnett, who participated in his first European Championship, followed by Stephane Heed (F) and Trish Whiteley in third. The third leg went again to Winston Barnett, followed by Trish Whiteley in second and Bob Kimminau in third.

The placing in this final was Winston Barnett 1st, Stephane Heed (F) second and Chris Hardisty third.

The D Final competitors were: Josef Siegl (D), Lena Schepple (D) the second female to participate (anything for a day off from school), Phillippe Vialla (F), Wesley Payne, Mikael Gustavson (S), Kevin Creaser, Simon Rubet (F), Bent Poulsen (DK) and Alan Leighton.

The first leg went to Josef Siegl, followed by Lena Schepple and Kevin Creaser in third. Leg two showed that girls certainly have some power. Lena chased Josef Siegl throughout the race, to come second again followed by Phillippe Vialla in third. The last of the three legs went to Lena Schepple (D), followed by Wesley Payne in second and Phillippe Vialla in third. During this

Status Quo



4 cell has rung quite a few changes, note the receiver pack

final leg, a couple of bumps happened but we also noticed that the power 4 cell can provide. Congratulations to Josef Siegl for winning the D Final and to Lena Scheppele for her second place as well as to Phillipe Vialla for coming third.

The C Final contenders were: Marcus Epstein, Soren Bang (DK), Joachim Graver (D), Robert Klier (D), Paul Ash, Chris Clarke, Roger Manwaring, Keith Robertson, Jim Spencer and Ben Cosgrove. The more we moved up the finals ladder, the more bumps seem to happen. The first leg went to Soren Bang, followed by Robert Klier and Paul Ash. The second leg gave Marcus Epstein a flying start, leading him to take this one, followed by Soren Bang in second and Joachim Graver in third. Marcus knew that he needed to win the third leg to be in there for a trophy. He did just that and won. Second place went to Joachim Graver and third to Soren Bang. The winners trophy for the C Final went to Marcus Epstein, followed by Soren Bang in second and Joachim Graver in third.

The B Final gave pole position to Eric Jonk (NL), followed by Teemu Sarrinen (Fin), Mikael Fransson (S), Jamie Madonagh, Robin Hammett, Andy Sawyer, Adam Rogers another first timer at the Euros, also having time off school, not bad eh?; Bernard Bopp (D), Nigel Hale and Chris Ashton. Eric took the advantage in the first leg and finished first. He was followed by Jamie in second, and Mikael in third. In this leg we saw a very good drive by Jamie, who managed to move two places up in a very tight field. The third leg went to Mikael followed by Teemu and Eric. The overall winner was Teemu Sarrinen (Fin), with Eric Jonk in second and Mikael Fransson in third.

The 'A' final

Now, it had all gone quiet, you could hear a pin drop, as the 'A' Finalists were climbing up to the rostrum. On pole we had David Spashett, followed by Markus Möbers (D), Andy Moore, Mikael Nilsson (S), Andy Griffiths, Ryan Coxall, Simo Ahoniemi (Fin), Phil Davies, Reto Konig and Sakke Ahoniemi (F).

David held on to his pole position, and was closely followed by Markus and Andy Moore. These three had lapped the rest of the field.



Wow - we have 4 cell, we have the power and not to forget the thumbs!!

The leg two remained as leg one. Only difference by now was, seeing Ian Spashett swaying according to the position on track.

Leg three, track side packed, viewing gallery five deep, and dead silent. The bleeper went, David took the lead, closely followed by Markus and Andy Moore, who was chased by Sakke, who came from nowhere and stayed very close to Andy Moore.

These seem to be extremely long eight minutes. Now Mikael started to chase Sakke, who was trying to hold onto the pace of Andrew Moore. The gap between the first three cars hardly existed. We are now into six and a half minutes, and David's car seems to be slowing down. At seven minutes, Andy Moore took the lead and now David is chased by Markus Möbers. Markus is closing in but David manages to keep him at arm length. The third leg went to Andy Moore, followed by David, who had come home with flat cells, and Markus Möbers, who had given them a good run for their money but not quite made it.

Winners all

European Champion David Spashett Team Trinity, 2nd Andrew Moore Team Trinity, 3rd Markus Möbers (D) Team Corally. Congratulations to David from all of us at Radio Race Car on retaining the title once again.

All participants deserve a thank you for keeping these Euros very clean, as very few warnings needed to be issued.

The trophy presentation left us with a damp David Spashett, as Markus Möbers tried to soak him, and failed, but Markus got a soaking as David did not miss, with the help of his best friend who happens to be his dad Ian Spashett. Andrew Moore was a bone dry onlooker like the rest of us fortunately. Oh, must not forget, David also picked up the FTD trophy.

With events like this one, you all know they don't just happen but some people make them happen. Therefore our thanks goes to Jim Spencer, Chris Hardisty, Brian and Lynn Plimmer, Glyn Ward, Gareth Bevans, Richard LeMare, Clive Coomes and girlfriend Clare, John Moore, Mark Hewitt (referee), Dallas Mathiesen (the Viking referee), the Peter Paine Sports Centre, Mayflower Catering and Trinity, Corally, Dewhurst Trophies for their sponsorship and to Schumacher and HPI for their support. Last but not least to Alan Leighton for his dedication and commitment to the Boston Euros. **RRCI**

All over now

The final positions in this the last race of the EFRA European Championships in Boston were as follows:

Place	Name	C	Car	Motor	Trans.	Batteries	Tyres	Gear	Servo	Speedo	Receiver
1	David Spashett	GB	Trinity SG	Trinity D4 2x9	KO Advantage	Trinity 3000	TRC	37	Sanwa 141	LRP IPC V7.1	KO 297
2	Andy Moore	GB	Trinity SG	Trinity D4 5x10	KO Advantage	Trinity 3000	TRC	37	Sanwa 141	LRP IPC V7.1	KO 297
3	Markus Möbers	D	Corally G3 4 Cell	Corally 2x9 Silber	Sanwa M8	Corally 3000	Corally Gold	35	Sanwa 141	LRP IPC V7.1	LRP Phaser
4	Mikael Nilsson	S	Corally G3	Corally 2.10 Silber	KO EX1	Corally 3000	Corally Gold	31	Sanwa 141	Advanced	KO 297
5	Andy Griffiths	GB	Corally G3	Corally 2x10 Silber	KO Advantage	Corally 3000	Corally Gold	33	KO 947	GM V12	KO 297
6	Ryan Coxall	GB	Trinity SG	Trinity D4 5x10	KO Advantage	Trinity 3000	TRC grau/purple	36	Sanwa 141	LRP IPC V7.1	LRP Phaser
7	Simo Ahoniemi	Fin	Corally G3	Corally 2x11 Silber	Sanwa M8	Corally 3000	Corally Gold	34	Sanwa 141	LRP IPC V7.1	LRP Phaser
8	Sakke Ahoniemi	Fin	Corally G3 4 Cell	Corally 2x11 Silber	Sanwa M8	Corally 3000	Corally Gold	35	Sanwa 141	LRP IPC V7.1	LRP Phaser
9	Reto Konig	CH	Asso RC 12L3	LRP Fusion 2x10	KO EX1 Mars	LRP 3000	Jaco 35 grau	36	Sanwa 141	LRP IPC V7.1	LRP Phaser
10	Phil Davies	GB	Asso RC 12L3	Reedy Fury 2x11	JR 756X	Reedy 3000	Jaco	37	Airtron. 94143	LRP IPC V7.1	LRP Phaser