



### Indoors and big!

The circuit was enormous and was laid in an indoor tennis club, over courts made from granular rubber and grit. Unfortunately a large proportion of the grit found its way onto the rather poorly laid carpet. Effectively the circuit was like a scaled up Watford carpet league circuit, with an enormous straight, and very few corners. It was immediately obvious that this circuit was going to require brute horsepower, rather than absolute driving finesse. Christian Keil looked eager with anticipation and the knowledge that he is in possession of the World's best batteries. Phil Davies, reigning champion looked slightly unimpressed, knowing that his usual advantage lies in the direction of fast cornering, rather than sheer speed. The Dutch Corally drivers immediately looked worried, since they normally practice on the small, tight test track at Dordrecht.

The first day was scheduled to comprise of three hours free practice, followed by two rounds of heats. The team managers decided that they would prefer to have one round of controlled practice in heats.

I believe that at the time this was the right decision, although subsequently it proved to be a mistake. There was also scheduled to be one and a half hours free practice at the end of the day.

In the practice itself we had 15 minutes allocated per heat - boredom or what which gave the impression of time standing still. At the end of the round the quicker drivers were Kent Memander of Sweden, Ralf Helbling of Germany, Burt Van der Vecht of Holland and Rob Roy. Mike Reedy quickly pounced on the hitherto unsponsored Kent Memander. Most of the cars struggled with the very bumpy carpet and the difficult chicane off the end of the straight - which was just about a sweeper. Phil Davies had the misfortune to blow a servo at the start of his practice session and therefore did not turn a wheel.

After rather a lengthy delay the first round of heats began. It was immediately obvious that the Corally cars in general were struggling with excessive grip and poor handling over the bumps. The French drivers were threatening to relay the carpet, as they had in Norway. The Associated and Schumacher cars seemed less bothered by the bumps,

### Results after the first round were:

|                     |                    |
|---------------------|--------------------|
| 1. R. Helbling      | Germany/Associated |
| 2. C. Keil          | Germany/Associated |
| 3. K. Memander      | Sweden Corally     |
| 4. D. Blandin       | France/Corally     |
| 5. M. Barford       | England/Schumacher |
| 6. C. Paul          | Holland/Corally    |
| 7. D. Gale          | England/Associated |
| 8. B. Van der Vecht | Holland/Corally    |
| 9. R. Roy           | England/Associated |
| 10. K. Steinbuechel | Denmark/Corally    |

although it is fair to say that everybody had problems.

The second round of heats was preceded by yet another delay and eventually got underway around 5pm. This time Mike Reedy had dug into his box of tame 'Horsepower' and found Christian and Phil Davies some quick motors. Sadly for Phil he was to suffer interference which stopped him from taking advantage.

Top Corally driver Anders Nilsson managed to sort out his handling problems which had previously been caused by too much grip, causing the car to traction roll on the tight corners. Unfortunately for PK none of the Dutch drivers seemed to take this approach.

At the end of this round large areas of the track were pulled up and relaid, by the British, Dutch and French drivers. This it was felt would make things more equal, as many cars could not cope with the combination of bumps, high speed and phenomenal grip.

The third round of heats took place on Saturday morning. After the customary delay heat one got away, allowing us the opportunity to watch two Czechoslovakian drivers who very carefully drove their home made cars around the tracks. In the pits it was obvious how much care had been put into the construction of the Czech cars, especially the hand made glassfibre bodyshells - no

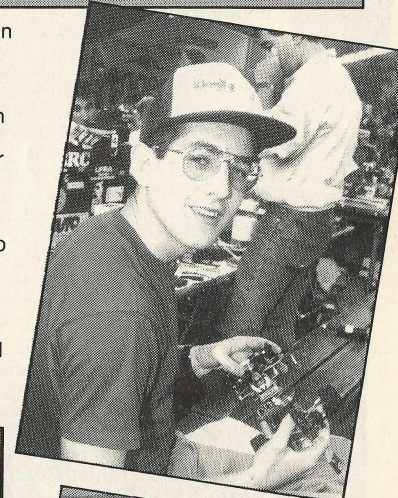
polycarbonate in Eastern Europe. Apparently in Czechoslovakia 1/12 is very popular, but the racing is strictly non contact - as the cars are too breakable and irreplaceable.

For the Western Europeans round three produced some significant changes. The flatter carpet made many cars much easier to drive, also many drivers got their acts together. Mark Barford and Jean-Michel Fraise both put in good times to move up, Phil Davies unfortunately was still plagued with interference.

### Positions after round three

|                  |                    |         |
|------------------|--------------------|---------|
| 1. C. Keil       | Germany/Associated | 37 8.8  |
| 2. A. Nilsson    | Sweden/Corally     | 36 1.9  |
| 3. K. Memander   | Sweden/Corally     | 36 6.5  |
| 4. M. Barford    | Britain/Schumacher | 36 6.8  |
| 5. R. Helbling   | Germany/Associated | 36 9.5  |
| 6. M. Fliessbach | Germany/Associated | 36 12.6 |
| 7. J. M. Fraise  | France/Corally     | 36 13.6 |
| 8. R. Krause     | Germany/Schumacher | 35 1.4  |
| 9. P. Davies     | Britain/Schumacher | 35 2.4  |
| 10. C. Paul      | Holland/Corally    | 35 3.3  |

In round four the competition at the top really started to hot up. Also so did the motors, rumours abounded that Christian Keil was going to run a '16' turn motor making us British feel a little silly with our wimpy 21 and 23 turn motors. Having said this our batteries were not quite 2 1/2 amp hours, or whatever Christian used - to be honest I think he's got a nuclear reactor in there. Certainly Christian's car was pretty ballistic with acceleration totally unmatched by anything I have ever seen, let alone driven. All round a lot

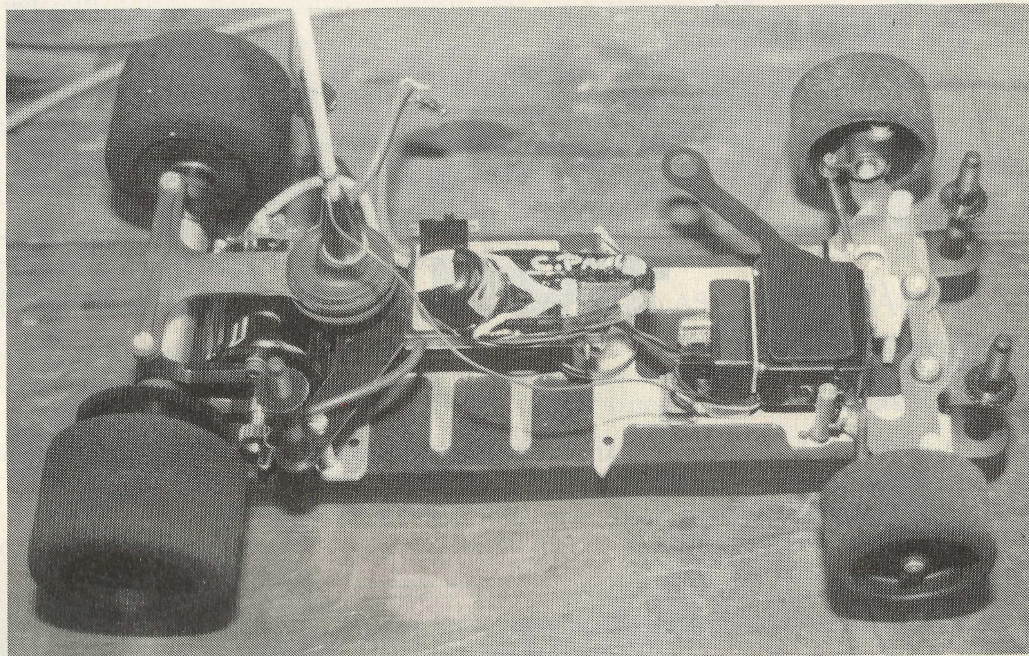


**T**his year the 1/12 Eurochamps took place in the 'Speed Week' at Portsach in Austria.

The speedweek itself comprised of the 1/12 Eurochamps, a Pro 10 International and the Reedy 1/10 off road 2WD and 4WD international. All three meetings took place at the beautiful Tyrolean venue of Portsach in the Austrian Alps. Portsach is on the banks of Lake Worthese, and is effectively an inland seaside resort and can be highly recommended for a holiday.

May is quite late for the European championships, and provided pleasant weather which is a nice change. The journey to Portsach took about 20 hours for most of us British, but the impressive scenery through Germany and the Austrian Alps more than compensated. All the British team arrived separately at Portsach but miraculously congregated in the same restaurant to be greeted by a tremendous downpour. Spirits were high in anticipation of

what was expected to be a competitive meeting.



Above: Constance Paul's updated Corally. Right: Anders Nilsson's Corally. Far right: Klaus from Denmark receives his trophy.

### Rob Roy reports on another German win

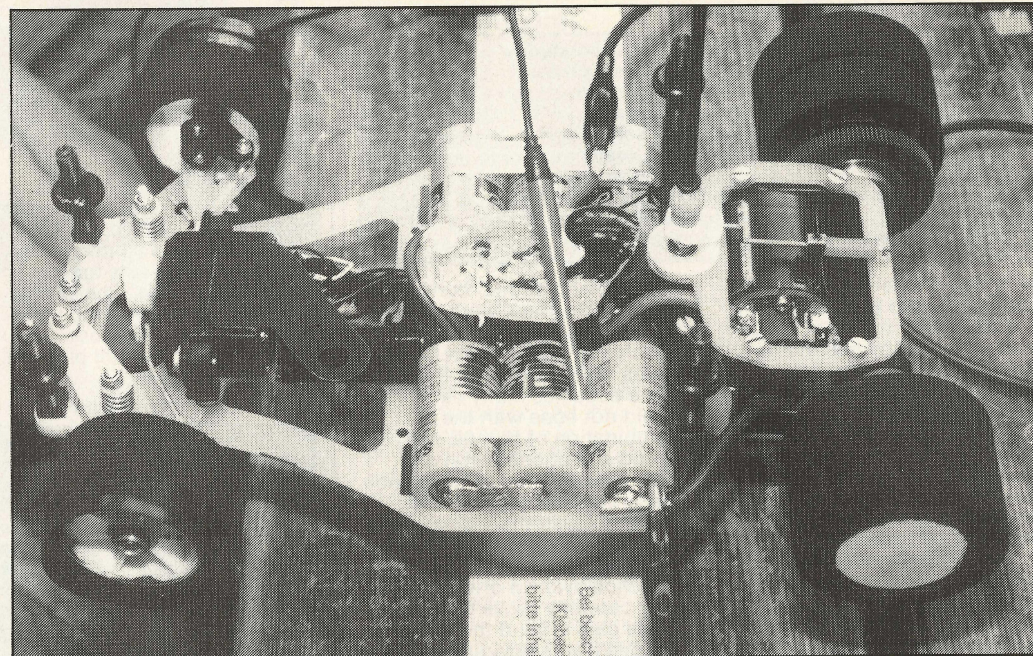
# 1:12th EUROCHAMPS!



of fast times were turned in round four.

With the final round to come there were many with everything to shoot for. Phil Davies, Juergen Lautenbach, Stefan Oberle, Matt Ford and Mark Barford were all looking for a good time. Mark purloined a new Silver star off Mike Reedy was ready to go. Phil Davies finally traced his interference to his Corally speed controller, and borrowed Burt Van der Vecht's spare. A new Reedy was also fitted and Phil failed to produce the goods and looked so disappointed as his run of four European championships in the top four came to an end.

Christian Keil wound up the reactor and looked set to burn rubber. After five minutes he was on time for 38 laps then the electronics called it quits. Meanwhile fellow German, Juergen Lautenbach finally got it all together. With intense concentration Juergen drove his superbly handling SPC car



Above: Ralf Kraus' SPC Schumacher car.

#### Results after round four

|                 |                    |        |
|-----------------|--------------------|--------|
| 1. C. Keil      | Germany/Associated | 37 5.8 |
| 2. R. Helbling  | Germany/Associated | 36 0.7 |
| 3. A. Nilsson   | Sweden/Corally     | 36 1.9 |
| 4. J. M. Fraise | France/Corally     | 36 5.8 |
| 5. R. Scheur    | Denmark/TRC        | 36 5.9 |
| 6. O. Jansen    | Holland/Corally    | 36 6.2 |
| 7. K. Memander  | Sweden/Corally     | 36 6.5 |
| 8. C. Paul      | Holland/Corally    | 36 6.6 |
| 9. M. Barford   | Britain/Schumacher | 36 6.8 |
| 10. J. Rosas    | France/Corally     | 36 7.2 |

|                  |                            |        |
|------------------|----------------------------|--------|
| 1. C. Keil       | Germany/Associated/Reedy   | 36 5.8 |
| 2. J. Lautenbach | Germany/Schumacher/LRP     | 37 9.0 |
| 3. R. Helbling   | Germany/Associated/M1H     | 36 0.7 |
| 4. A. Nilsson    | Sweden/Corally/Trinity     | 36 1.9 |
| 5. C. Paul       | Holland/Corally/LRP        | 36 2.9 |
| 6. D. Blandin    | France/Corally/Reedy       | 36 4.1 |
| 7. R. Krause     | Germany/Schumacher/Twister | 36 5.0 |
| 8. J. M. Fraise  | France/Corally/Reedy       | 36 5.8 |

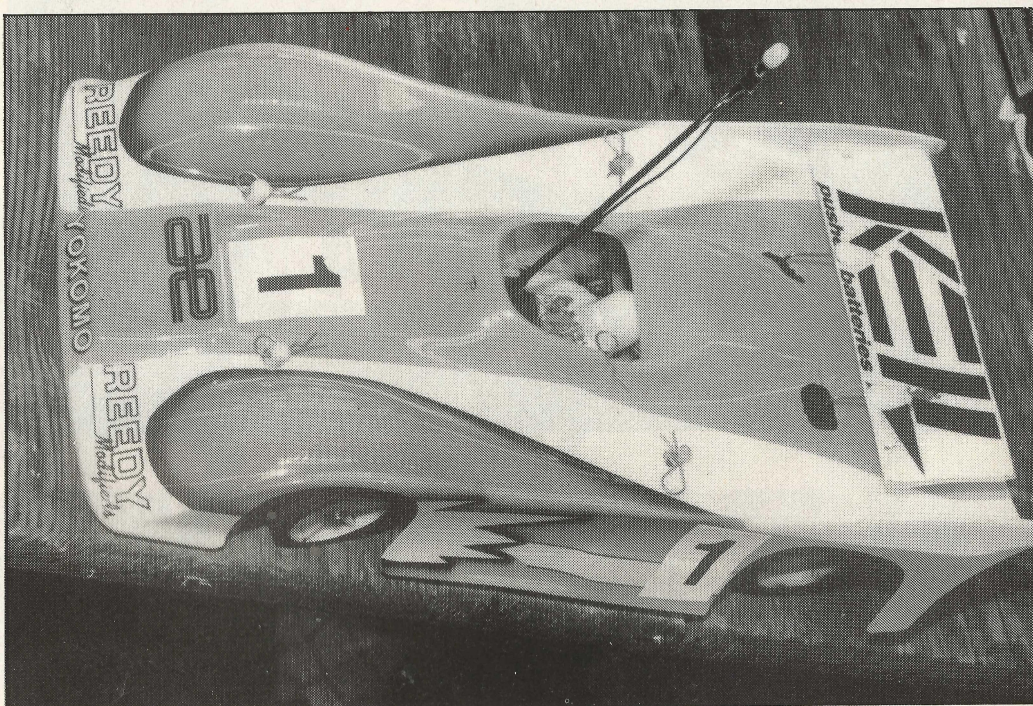
faultlessly to get very close to pipping Christian's FTD. Many other drivers improved to produce a vastly changed top eight who would race in the A final.

Denmark's Ron Schuur who was really unlucky to drop four places in the final round. In the time honoured tradition Ron went out and got wrecked which is the only possible reaction.

#### The Finals

In the A Final practice Christian Keil blasted into the distance. He confidently pulled away from the pack, then in a gesture of total confidence pulled off the track, leaving the remaining drivers to wonder whether he had massively overgeared as a psyche out or really did have such an advantage?

In the other practice finals many drivers, having moved on the rostrum, finally found that they could avoid wallblasting off the dots, because suddenly they could see them. However this is not a whinge as positions on the rostrum in the



In the practice finals Vladimire Stnad the Czech national champion unfortunately broke his car, in a unique gesture of east west diplomacy or more likely a spirit of sportsmanship, the Corally team built and donated a car. Also Mike Reedy chipped in a silver dot, SRM racing a 25 double and Christian Keil a pack of cells. It is fair to say that the look on Vladimire's face was like a combination of Christmas, birthday and becoming a father all at once. Burt Van der Vecht set the car up for Vladimire with far more steering than he had ever used, but by the end of the L final he was in full control - finishing third. Vladimire spoke very little English but the smile on his face said it all. I think that when Vladimire gets back to Czechoslovakia he will be

heats were luck of the draw and nothing else.

building look-a-like Corallys and Czech racing will move on several years at one go.

England's Larry Price finished sixth in the L final at the end of an eye opening weekend. Giles Noble rounded off a disastrous weekend finishing sixth in the K final. Giles could not come to terms with the very high grip. Mike Haswell won the I final after beating Ian Spashett into second. Nigel Piltz and Dave Towell finished seventh and eighth in the H final, both suffered terrible interference throughout the meeting. Chris

Christian Keil's RC12L - which proved so dominate.

Hardisty finished seventh in the F final after an indifferent but satisfying weekend's drive. Rob Roy won the D final and Mark Jewitt was eighth, neither really came to terms with both dots. Dave Gale won the C final, Chris Evans was fourth and Pete Riley eighth, all drove well but without adequate speed.

Phil Davies finally got it all together and won the B final with an aggressive drive from the back, Mark Barford finished seventh and Matt Ford eighth, both lost interest in the final. Obviously Phil had it all to prove which he did more than adequately - oh for one more qualifying round!

#### The A Final

Qualifying, and practice had shown that Christian Keil had a significant power advantage over nearest rivals Juergen Lautenbach and Ralf Helbling, however there was some doubt as to whether his handling was good enough. Certainly Juergen's SPC car looked best but not really quick enough. Ralf Helbling was certainly fast enough, but previous international meetings had shown him to be erratic in a race situation.

In the first final Christian rocketed into a clear lead, leaving the pack to sort themselves out. Eventually Anders Nilsson emerged in second place, but Christian had an advantage of about half a lap and was stretching his lead by about 10ft. a lap. After only a few minutes the race looked over then Christian touched a dot and his car rolled on to its side, quivered and stopped still. Eventually a marshal righted it, but Anders Nilsson had closed to within 30ft. Christian now drove cautiously which allowed Anders to hold him, then close. The race looked in the balance when at six minutes Anders started to dump. Christian then lapped the field but could not quite catch Anders, however on the timer he scored 38 laps compared to 37 from Anders.

The second A final again saw Christian do a disappearing act this time Juergen Lautenbach got the best of the pack, and vainly gave chase - like an Ossella chases a MacLaren. However Christian's lead disappeared when his car traction rolled, and again sat on its side waiting to be marshalled. Once righted Christian nonchalantly set about the task of lapping the entire field physically as well as on the clock.

The third final was set to be an anticlimax, Christian Keil was unbeatable. He underlined this with a faultless run, again lapping the entire field. What a superb display it was, awesome horsepower, barely tamed. Mike Reedy looked really proud at producing such a mega gravity motor - the fact that it had been intended for the 1/10 scale was immaterial, it performed and devastated the opposition - of course it

was anything but a production wind. For the record Anders Nilsson finished second and Juergen Lautenbach third.

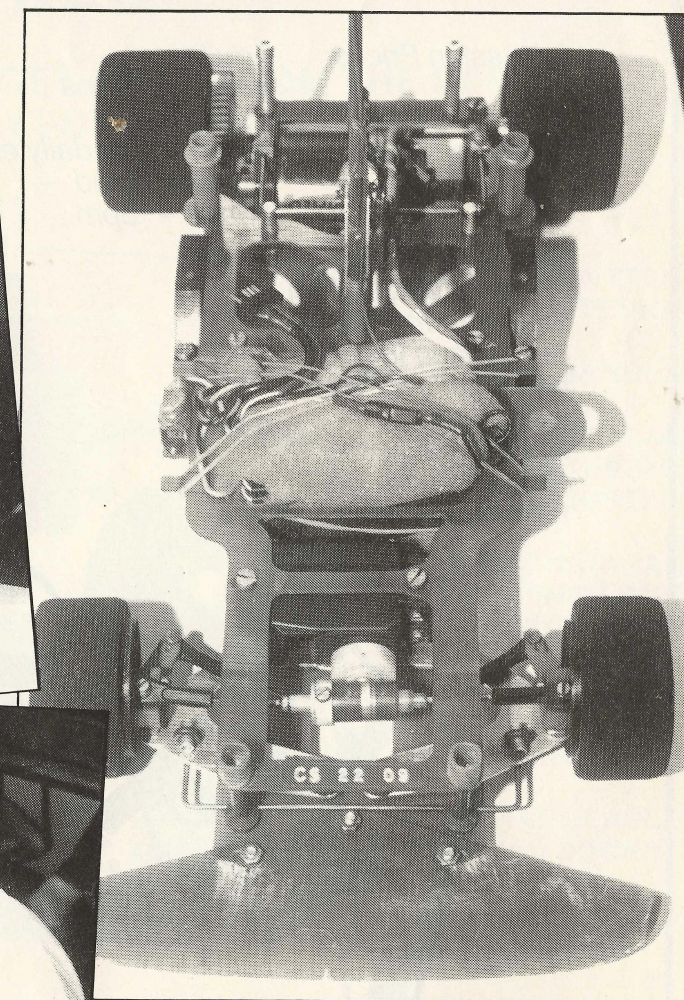
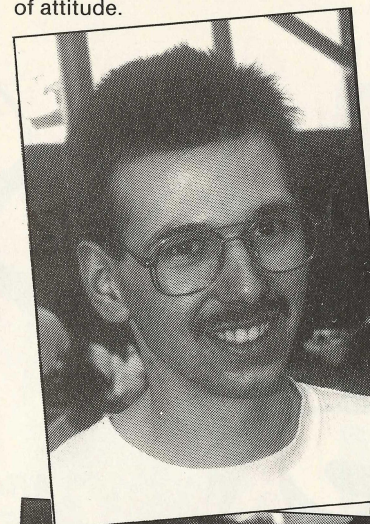
The final results showed that Christian Keil had won by the biggest margin ever. Second was Juergen Lautenbach and third Anders Nilsson.

|                  |         |
|------------------|---------|
| 1. C. Keil       | 76 14.5 |
| 2. J. Lautenbach | 74 7.8  |
| 3. A. Nilsson    | 74 16.0 |
| 4. R. Helbling   | 74 19.2 |
| 5. C. Paul       | 73 15.4 |
| 6. J. M. Fraise  | 72 4.9  |
| 7. R. Krause     | 72 5.1  |
| 8. D. Blandin    | 71 23.0 |

At the prizegiving Christian got his just desserts - a big pot and a dousing with champagne - courtesy of Juergen Lautenbach. Christian with the aid of the British team then gave Juergen a real dousing and just about anyone else around.

Congratulations to Christain and Mike for an awesome display. Corally will go home and think about their rather worn test track which currently is holding them back. Also I would suggest they ditch their cheap radio gear, as Oscar Jansen - their best driver - was wiped out with his Futaba 2LGX.

As for us Brits we will go home, lick our wounds, and change our rules, it's either that or just give up. The Germans certainly capitalised on their local Eurochamps basically dominating the meeting. Will we do the same at Gateshead? Only, I suspect, with a change of attitude.



Top: Christian accepts his winning trophy. Above: Vladimir Stunracts car. Left: Ralf Helbling. Below left: David Spashett works on his Corally.