

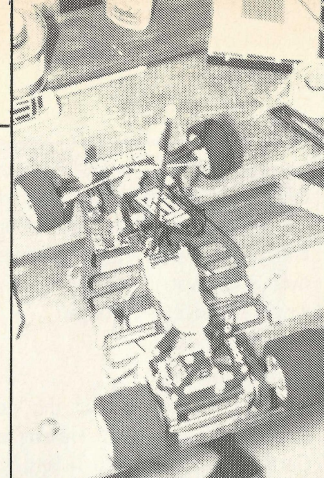
This year it was Austria's turn to hold the Euro Champs on the 19/20th and 21st of May in the lakeside holiday town of Pörschach. The local club usually runs what they call a speed week once a year which includes a 1/12th meeting and 1/10th buggy meeting for both 2 and 4 wheel drive cars and all to EFRA rules. This year we started off with the Euro Champs on the Friday, Saturday and Sunday, 1/10th circuit meeting outdoors on Monday and Tuesday which was kindly reported on by Mike Haswell, Wednesday could be used as a rest day or practice for the 1/10th buggy, Thursday and Friday 1/10th 2wd buggy and Saturday and Sunday 1/10th 4wd buggy, all being run by one Race Director, Mr Paul Srna who managed to keep everything moving smoothly, even if it was a bit slow at times.

Initially another coach was being arranged for the British Team, like last year in Denmark but this never materialised leaving a lot of last minute booking for cars and under the circumstances, the turn out of a British Team was very good, with sixteen drivers in all making the 1,100 mile trip to the venue. The team was as follows: Phil Davies, Mark Barford, Matt Ford, Dave Gale, Chris Evans, Pete Riley, Rob Roy, Mark Jewett, Richard Isherwood, David Spasnett, Chris Hardisty, Dave Towell, Nigel Piltz, Mike Haswell, Giles Noble and Lenny Price.

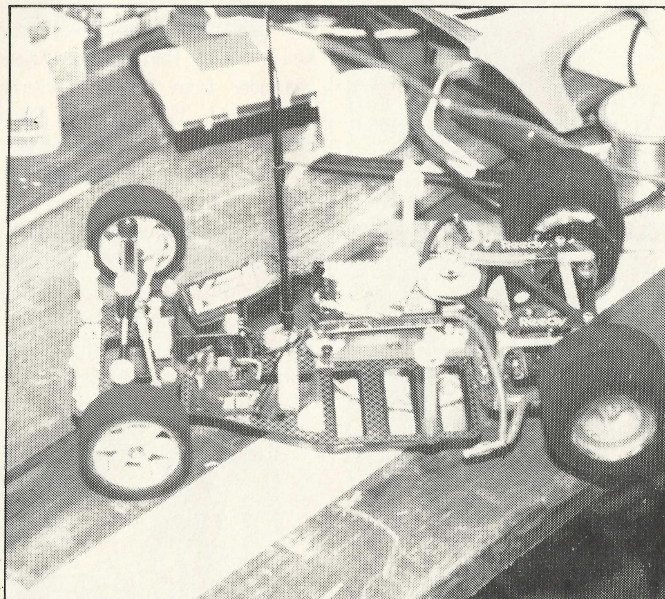
Anyway for most of us the trip took about 24 hours except for Mike Haswell who flew and when we arrived we were to be greeted by one of the most picturesque places you could hold a meeting, believe me this was really picture postcard country.

Accommodation had been fortunately arranged by Mike Drescher whose friends own the "Bellavista" which are self catering apartments which in the end worked out to £10 a night per head which was more than reasonable compared with Austrian prices. At this point thanks must go to Mike who also sorted out all the entries and EFRA licences for the team, all at very short notice.

On arrival on Thursday night it was a quick five minutes walk down to the track which was laid out on an indoor tennis court. A green carpet marked out with wooden barriers, tape and a liberal sprinkling of bot dots just to keep the crowd happy. When we were informed that we were running clockwise, this pleased most of the Brits as the layout was very similar to



◉ Left and below, the winning car. Note the internal rear wheel stiffeners and the use of narrow front tyres. Christian also favours the thin T-piece on his RC12L.



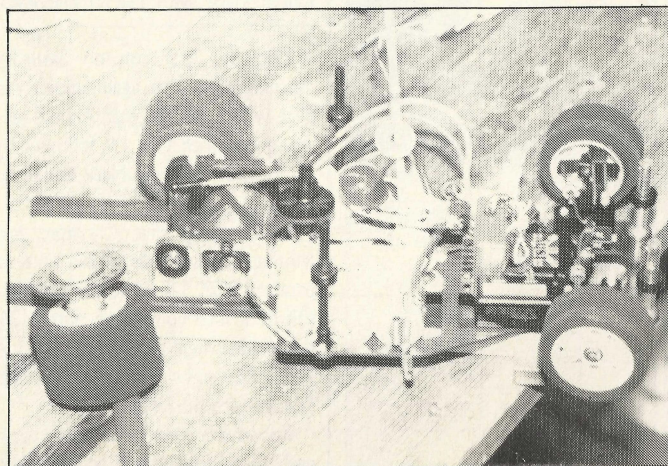
◉ Bottom of page, Richard Isherwood demonstrated on how to break an axle yet still keep a good differential action.

those laid at the Watford League meetings except for a slight chicane in the sweeper which proved the awkward part of the track which needed to be negotiated fast for quick times. The track was also very bumpy which culminated in an evening session on the Friday night by the British to relay certain parts of the track and remove the bumps, which were not helped by the soft underlay of the carpet tennis court.

Initially it had been planned to have totally open practice followed by qualifying split into two groups A and B which is a most antiquated way of running a European Championships.

Anyway a quick meeting of team managers was called, Chris Hardisty being our representative, opinions aired and the format was soon changed.

In the end we ended up with on Friday, one practice run in heat formation, followed by two qualifying runs in a normal heat 1-14 configuration. The Friday evening was to have a 1/2 hour session of free practice but this never materialised. Saturday would provide another three rounds of qualifying and on Sunday you had one practice final, and one proper final except the 'A' finalists who had three with their two best to count.



TRACK TALK  
by Chris Evans



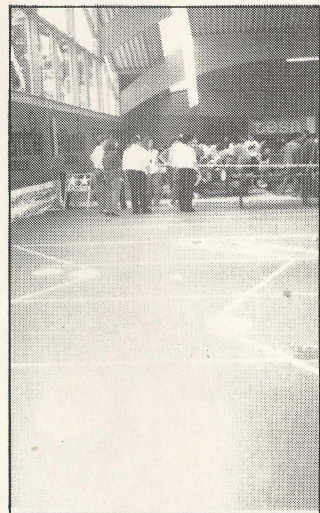


Anyway we were soon into the first round of qualifying and totally unexpectedly, grip was superb, but at this point I must make a gripe, and when you read it I hope you see it coming from someone more interested in the performance of the British than on his tyre sales. Basically what it boils down to is that after the last Dutch International a couple of months ago, held at the Corally test track in Dordrecht, drivers such as Rob Roy, Matt Ford and Dave Gale were struggling for adequate grip with Grand Prix 'C' tyres as the carpet they have is apparently slightly different to ours back in England. This prompted them to try some Yokomo rubber, first seen at the worlds in Holland in '88 and this solved all their problems. Anyway word travels fast and most of us, myself included had Yokomo tyres with us at the Euro's if this was to be the case here. Anyway there was definitely a 'Yokomo's are in' attitude for the very first time. Now many of you know I'm very friendly with Neal Francis, ex National and European Champion, who knows a bit about racing and he gives a rule which should be basically common sense. When you go to a big international or bigger, you start with the equipment that you know works at

▲ Above the cars of the A finalist at a post race scrutineering.

home, i.e. back in England and then make changes from there, to suit the track, certainly not make changes based on rumour and conjecture which basically shows a real lack of professionalism. Anyway at the end of the day the grip was so good, the firmer tyres you could run the better

▼ Below, the entrance into the chicane off the main straight.



and when some of the Corally Team drivers ask whether you have any spare tyres, that just about sums it up. Basically the point I'm trying to get over, is that you use what you know works first and then change!

#### Qualifying

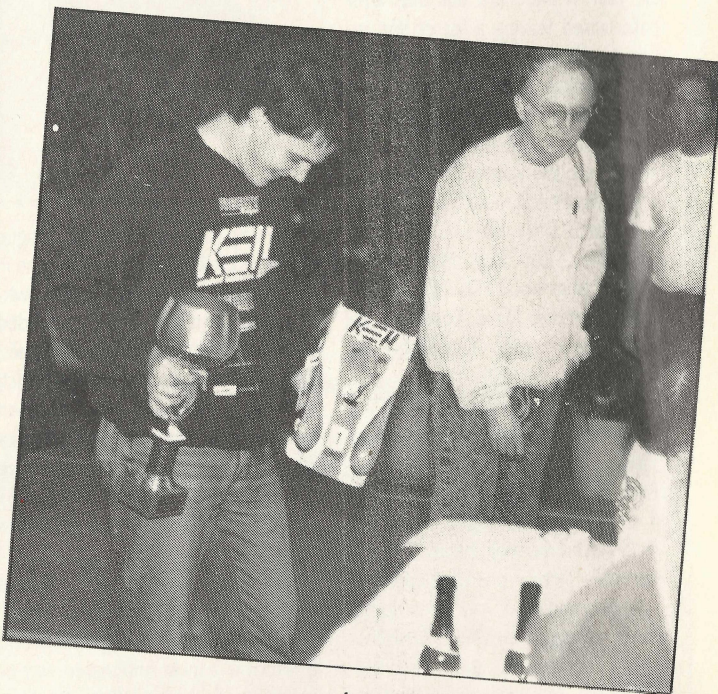
After Round one it was the Associated RC1ZL of Ralf Helbing of Germany at the top with 36 laps, 9.5 seconds followed by fellow countryman and Associated driver Christian Keil on 35, 6.5. Third was young Kent Menander from Sweden with his Corally with 35, 8.0, fourth Denis Blandin from France with 35, 9.9 with his Coraly, closely followed by our own Mark Barford and his Schamacher SP 'C' with 35, 10.7.

In the second round the times jumped with Christian now heading the field on 36, 5.8, with Ralf second with his 36, 9.5, followed now by the Corally of Anders Nilsson of Sweden

to improve but took pole position with Jurgen Lautenbach of LRP jumping into second spot from eighteenth with 37, 9.0 with his Schumacher SP 'C'. This pushed Ralf and Anders down to third and fourth with Constant Paul of Holland with a Corally of course, fifth on 36, 2.9. Sixth spot on the grid was taken by Denis with 36, 4.1, seventh was Ralf Krause of Germany with 36, 5.0 with an RC1ZL with Jean-Michel making the eight with 36, 5.8.

Unfortunately reigning champion Phil Davies was plagued with problems all weekend and could only manage fourteenth.

▼ Below, Christian Kiel becomes the first double European Champion as Mike Reedy adds another title to his list of motor victories.



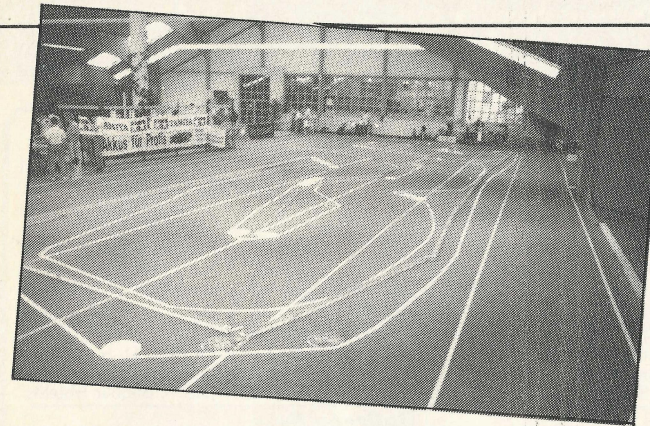
with 36, 13.2 and another German in fourth place with Martin Fliessbach on 35, 1.2.

With his first run on Saturday morning, Christian again upped the pace with a 37, 8.8, with Anders taking second with a 36, 1.9, followed by Kent on 36, 6.5 with Mark fourth on 36, 6.8.

Round four saw Christian clip another few seconds off his time to produce a 37, 5.8, while Ralf put himself back into contention with a 36, 0.7. Anders held third with a 36, 1.9, now followed by France's Jean-Michel Fraisse with his TRC.

Round five soon came round again and it was 'do or die'. Christian failed

British Qualifying  
12th Mark Barford 36 6.8  
14th Phil Davies 36 8.0  
16th Matt Ford 36 11.3  
19th David Gale 36 13.7  
23rd Chris Evans 35 5.2  
24th Pete Riley 35 9.4  
25th Rob Roy 35 9.9  
32nd Mark Jewitt 34 0.1  
33rd Richard Isherwood 34 0.8  
37th David Shashett 34 6.2  
45th Chris Hardisty 34 10.1  
62nd David Towell 33 29.6  
64th Nigel Piltz 32 1.3  
69th Mike Haswell 32 7.3  
70th Ian Spashett 32 8.4  
81st Giles Noble 31 6.2  
93rd Lenny Price 29 10.3



#### Finals

First on for the British was Lenny Price in the L final who could only manage 6th place with the eventual winner being Michael Selner from Austria, improving on his FTD by two laps with 32, 5.2. Next we had Giles in the K final who although managed 3rd place on the track, got disqualified, I believe for being under weight. Next into the arena was Ian and Mike, who chased one another round for the whole eight minutes, with Mike just winning by four seconds, but both of them put an extra lap on their qualifying times. Unfortunately the H final proved a disaster for Dave Towel and Nigel. Nigel had to retire with yet another stripped spur gear while Dave again got cut down by heavy interference, even after borrowing new radio gear from myself and after a convincing win in the practice had to retire with a well bent car. For some reason Chris Hardisty went well soft in the latter part of his final finishing a good two laps short of his

▼ Impressive array of trophies and gifts for all the competitors.



FTD for 7th place, with Roger Sandberg of Sweden winning with 35, 13.8. The E final threw David Spashett and Richard together, who ended up 4th and 5th respectively with Troels Troelsen from Denmark winning with 35, 3.3. Another stripped spur gear again saw Mark having to retire from the D final after only 5 laps but Rob Roy had a clean run all the way to turn a 36, 13.3 to win the D final.

The C final had Dave Gale, myself and Pete all battling it out with Dave eventually winning on 36, 11.3, myself fourth with Pete retiring with a broken T piece.

In the B final, Phil threw his car round to win with a 37, 3.2 which

would have actually taken FTD but unfortunately luck was against him in qualifying, but won the B final, with Mark and Matt ending up 7th and 8th.

I did record a running commentary on all three of the A finals but apart from a few challenges by Jurgen, it was Christians title all the way, winning all three finals by a good margin, using in the end a 16 triple, and was well worthy of being the first driver to be double European Champion.○

#### On Reflection

On the equipment front, nothing much was new. I have already mentioned the Yokomo tyres, but another recently new article is the Corally Speed control (review next month). Unfortunately with our price restrictions, this controller is not legal for B.R.C.A. meetings so apart from those who tried them at the meeting (for the first time) feed back about any advantage has been slow to come through.

Unfortunately this was the first championship where we couldn't get a Brit in the 'A' final, although saying that, Phil at his best could have easily won — 'personal view'. For the rest of us, development and improvement is going to be hard under our present regime within the B.R.C.A. I agree we cannot turn our nationals into two day meetings because there are those drivers who only turn up for one days racing but surely it is the time to throw out standard motors, because the rest of Europe have. We also seem to be the 'laughing stock' with our price restrictions on certain items and not on others. The price limit was taken off cells but prices have not spiralled because the retailers know prices have to be keen or people will just give up altogether.

The argument we seem to hear all the time is that we should look after the club racer who is according to some the back bone of our hobby. Well in my opinion the majority of the back bone in British 1/12th racing was at the Euro's, just think about it, those who actually run bit meetings, loan timing equipment, produce model goods, sit on a committee, write for magazines etc, etc. Maybe, just maybe its our chance to race how we want to race. 1/12th ministock is I believe a limited class and I believe they struggled to actually get a National series going the other year, correct me if I'm wrong.

Anyway there's certainly going to be some fierce debate at this years conference.

| Q<br>U<br>A<br>L | Name                | Car          | Motor          | Nicads          | Speed Control | Front Tyre | Body     | Radio       | Ratio mm per rev | Final Pos |
|------------------|---------------------|--------------|----------------|-----------------|---------------|------------|----------|-------------|------------------|-----------|
|                  |                     |              |                |                 |               | Rear Tyre  |          | Servo       |                  |           |
| 1                | Christian Keil      | Asso RC12L   | Reedy 16x3     | Keil SCE        | Corally DMMS  | Yokomo     | Asso TOJ | Futaba SW   | 33.0             | 1         |
|                  |                     |              |                |                 |               | Yokomo     |          | Fut 132H    |                  |           |
| 2                | Jurgen Lautenbach   | SCh SPC      | LRP Green      | LRP Oberle SCE  | Corally DMMS  | Yokomo     | Asso TOJ | Multi KO    | 33.0             | 2         |
|                  |                     |              |                |                 |               | Yokomo     |          | Futaba 132  |                  |           |
| 3                | Ralf Helbing        | Asso RC1ZL   | Master Blaster | MIH Pushed SCE  | Scratch Built | Yokomo     | Asso TOJ | Multi KO    | 33.3             | 4         |
|                  |                     |              |                |                 |               | Yokomo     |          | Futaba 132H |                  |           |
| 4                | Anders Nilsson      | Corally SPII | Trinity        | Pk SCE          | Corally DMMS  | Yokomo     | Asso TOJ | KO          | 28.2             | 3         |
|                  |                     |              |                |                 |               | Yokomo     |          | Futaba 132H |                  |           |
| 5                | Constant Paul       | Corally SPII | LRP            | Pk SCE          | Corally DMMS  | Pk Gold    | Pk TOJ   | Airtronics  | 34.0             | 5         |
|                  |                     |              |                |                 |               | Pk Gold    |          | Fut 132H    |                  |           |
| 6                | Denis Blandin       | Corally SPII | Reedy          | Reedy SCE       | Corally DMMS  | Yokomo     | Pk TOJ   | Ex Sanwa    | 38.0             | 8         |
|                  |                     |              |                |                 |               | Yokomo     |          | Fut 132H    |                  |           |
| 7                | Ralf Krause         | Asso RC12L   | Twister 17x3   | CS SCE          | CS Rocket     | CS Green   | Asso TOJ | Multi Ko    | 32.0             | 7         |
|                  |                     |              |                |                 |               | CS Green   |          | Fut 132H    |                  |           |
| 8                | Jean-Michel Fraisse | Corally SPII | Reedy 19x4     | Sanyo SCE (own) | Corally DMMS  | Pk Gold    | Pk TOJ   | Sanwa Mach  | 34.0             | 6         |
|                  |                     |              |                |                 |               | UFRATS     |          | Fut 135SH   |                  |           |

European Championships 'A' Final