

Eurochamps!

Oscar Janson stormed home to win at the home of Corally - Report Mick Farrell

Over the weekend of 3/4/5 April the European Championships for 1/12th scale racing cars took place at the Corally test track in Dordrecht, near Rotterdam, Holland.

The venue boasts excellent facilities for the racer and spectator alike. The carpet is permanently fixed to a very flat wooden floor. This means that there are no tape joints

holding the carpet together and no bumps. The track markings are of the plastic drain pipe type as used at the Crewe and Manchester Nationals. Unlike Crewe and

Manchester these markings were nailed to the floor! The bot dots were awesome, made of metal and large in diameter and height.

With the meeting being held at this venue there was

much concern prior to the event about the advantage the "home", Corally drivers would have. On arrival at the venue this concern was satisfied as we discovered the track had been uplifted and the carpet shampooed. Despite this you could very easily see where the previous track had been laid due to the thick black lines which marked the racing line after years of use. Four track designs had been drawn up and it was up to the competitors as to which one we would use - the one receiving the most votes - very democratic.

The Journey

There are many ways of getting to Dordrecht but the British contingent (too large to mention all the names) decided on two routes. Some went via Harwich to Hook of Holland and some went via Dover to Calais. Both routes are fairly easy but the latter requires much more driving. I took the long route with Stephen Rowley, Phil Davies, Rob Hopkins and David Hall.

Missing persons

During the afternoon and evening most of the competitors drifted in but where were the Sawyer posse? Andy, Helen and Russ Giles were travelling together but nobody had seen them. Many rumours abounded all of which were thwarted as eventually they rolled up on Friday morning.

Qualifying

Friday morning dawned early as this was the first day of the Championships. With 106 entrants, 12 heats and rounds of qualifying the competition was going to be tough. Two practice rounds and two qualifiers in heat formation took place on the Friday with four more qualifiers on the Saturday and the finals to take place on the Sunday.

Never in the history of these Championships has there been such a strong favourite for the title and sure enough after round one Oscar Janson held the number one slot - the only driver to achieve 38 laps.

Rob Hopkins started well to find himself in 7th place and in the A final, at this stage I

was willing to pack up qualifying and go straight into the finals as I was 11th - pole in the B! This situation didn't last long for Rob or myself as after round 2 we were in 11th and 20th place respectively and began the slow and painful fall down the list!

Also after round 2 Constant Paul had sneaked ahead of Oscar to hold the overnight FTD by just 0.03 seconds. David Spashett had improved to the magic 38 laps to lie in 3rd place at this stage.

Overnight many a theory and sponsorship deal were discussed and on Saturday morning some were ready and some needed more sleep!

Oscar was ready and he cruised round to retake TQ after round 3, Constant 2nd and David 3rd. Nobody else had broken the 38 lap

Constant, Bert Van Der Vecht, David and Anders Nilsson.

Further down the table the Brits were going through all sorts of emotions. Phil Davies frustrated, David Gale thoughtful, Rob Hopkins determined, David Hall fed up, Andy Griffiths confident and myself understeering!

Round 5 and nine drivers now on 38 laps. Marcus Mobars from Germany had an excellent run and was very pleased with himself as he recorded an A final time - 4th at this point. Ralf Krause and Piet Goemans had also joined the 38 Lap club to lie in 3rd and 7th respectively.

Last Chance

The final round of qualifying began at 4.30pm and saw the leader board change after almost every heat. Heat 11 was by far and away the one to watch

all 38 laps was achieved by 11 drivers. Phil Davies completed his final round with an amazing drive that almost drew tears of emotion from the British contingent. This was overshadowed as David Spashett improved his time to qualify 4th behind Oscar, Constant and Ralf Krause. With 11 drivers making 38 someone was going to be unlucky - Piet Goemans, that nice man from Belgium, was the one. He had the slowest split time and so found himself pole in the B.

The A final filled out thus:

| | | | |
|-----|--------------------|----|-------|
| 1. | Oscar Janson | 38 | 0,84 |
| 2. | Constant Paul | 38 | 6,26 |
| 3. | Ralf Krause | 38 | 8,13 |
| 4. | David Spashett | 38 | 8,25 |
| 5. | Anders Nilsson | 38 | 9,40 |
| 6. | Marcus Mobars | 38 | 9,59 |
| 7. | Ron Gerrits | 38 | 10,85 |
| 8. | Jurgen Lautenbach | 38 | 11,51 |
| 9. | Phil Davies | 38 | 12,47 |
| 10. | Bert Van Der Vecht | 39 | 13,17 |

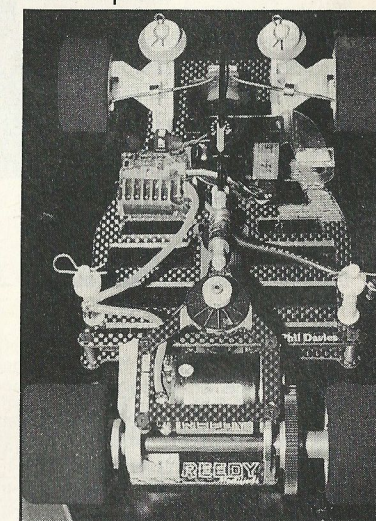
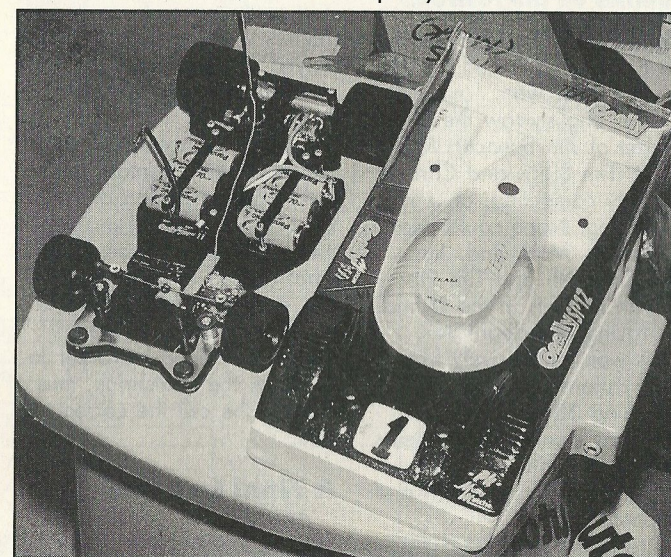
Some notable names were missing from this list - Jose Rosas (13th), Mika Leppalahti (17th), Peter Meurs (22nd) and Ralf Helbing (33rd). These drivers were all expected to be contenders but such is the level of competition these days that one bot dot clipped could move you down a final let alone a place.



The sizeable British Team that travelled to Holland for the Eurochamps.

barrier and some were even saying that nobody else could. This theory was proved wrong during round 4 as six drivers now had recorded the magic 38, Oscar still on top, Ron Gerrits now 2nd,

and sure enough Oscar Janson drove impeccably to take FTD with 38 0.84 - almost 39 laps. Also from this heat Jurgen Lautenbach of LRP recorded the magic 38 to qualify for the main event. In



Phil Davies crept the only non Corally car into the main final.

Qualifying was over so relaxation was the name of the game, a banquet was organized by Jim Spencer to take place in the Hotel restaurant. This was attended by all the Brits and Piet - the honorary Brit. A good time

The British lads qualified thus:

| | | | | |
|------|------------------|----|-------|-----------|
| 15. | David Gale | 37 | 7.06 | (B Final) |
| 16. | Rob Hopkins | 37 | 7.50 | " " " |
| 19. | David Hall | 37 | 0.01 | " " " |
| 21. | Andy Griffiths | 37 | 11.08 | (C Final) |
| 24. | Mick Farrell | 37 | 12.57 | " " " |
| 25. | Pete Riley | 37 | 12.82 | " " " |
| 27. | Stephen Rowley | 37 | 12.99 | " " " |
| 44. | Jim Spencer | 36 | 12.10 | (E Final) |
| 46. | Tim Biggs | 36 | 14.77 | " " " |
| 48. | Chris Hardisty | 36 | 15.50 | " " " |
| 49. | Mark Jewitt | 35 | 0.00 | " " " |
| 51. | Andy Sawyer | 35 | 0.97 | (F Final) |
| 67. | Leon Shatwell | 35 | 14.73 | (G Final) |
| 78. | Russ Giles | 34 | 8.89 | (H Final) |
| 81. | Fred Hatfield | 34 | 13.53 | " " " |
| 83. | Ian Spashett | 34 | 15.08 | " " " |
| 89. | Roy Aitken | 33 | 6.20 | " " " |
| 93. | Wayne Tompkins | 32 | 5.65 | (J Final) |
| 103. | Fletcher Goodwin | 30 | 10.66 | (K Final) |

was had by all as discussions on table football took place in preparation for Sundays matches. In some cases the racing came second, table football was what we had travelled to Holland to play!

The Finals

Finals format was 3 for the A final with the best two scores to count and two for the mere mortals – the best one to count. In my opinion this system should be scrapped and replaced by a points for places type situation.

Everyone had a practice final to sort out any interference problems. The practice A final saw smiles all round in the British camp as David Spashett won easily with what turned out to be the fastest time of the finals! Unfortunately for David it didn't count, the question is, could he do it again?

The K final was first out with our own Fletcher Goodwin improving his qualifying time by two laps in each of the finals to win comfortably. In J final we had Wayne Tompkins who finished 4th – the win went to M Gutierrez Aquillar. The I Final saw Fred Hatfield slaughter the field by over a lap with Roy Aitken 2nd and Ian Spashett 6th. Russ Giles was the British rep in the H final and did well to finish 3rd, C.Dauriac and R.Konig just beating him.

Leon Shatwell had a brilliant meeting all round and was able to win both of his finals to take the G final



Tense moments! The A finalists on the rostrum.

trophy. Andy Sawyer was in the F final and ended up 5th, D. de Richter won.

E for English saw the quartet of Jim Spencer, Mark Jewitt, Tim Biggs and Chris Hardisty competing, or is it twilgiting! None could beat A. Bakker, Mark 2nd, Jim 5th, Chris 6th and Tim 9th.

With no Brits in the D final the racing gas clean! A. Geus won impressively from S. Christiansen – both recording 38 laps! The C final was won by Peter Meurs with Andy Griffiths in 3rd, Pete Riley 5th, myself 7th and Stephen Rowley 10th.

The B final contained the

almost boys with Piet Goemans on pole. Davids' Hall and Gale and Rob Hopkins were keeping British hopes high but were unable to get the breaks. Eric Jonk was the winner with ex-Euro Champ, Mika Leppalahti in 2nd and Jose Rosas in 3rd, Piet 4th, David Hall 6th, Rob Hopkins 8th and David Gale 9th was the British contribution to a close race.

A Final Leg One

The first A final was a Dutch bonanza. Oscar won by 6 seconds from a determined Constant Paul with 10th qualifier, Bert Van Der Vecht coming through the field to finish 3rd. David

A Final Leg Three

With two wins out of two it was difficult to see anyone beating Oscar. Ralf was the closest at this point but needed a big win to knock Oscar off the podium.

At the start Oscar again appeared at the front and again disappeared into the distance. Behind him David had had a better start and was able to hold off strong challenges to finish 2nd. Ralf finished 3rd and Constant 4th. Phil was still suffering towards the rear of the field.

With three wins from three finals Oscar was undoubtedly the European Champion.

This is the first time anyone has won consecutive European Championships, so Oscar confirms himself as number one. His dominance over the past couple of years has been remarkable almost every meeting entered has resulted in a win. Maybe he can do a hattrick?

Two other drivers completed two 39 lappers in the final and the count up showed Constant as the runner-up with Ralf Krause in 3rd. Thanks to good time in the third leg David Spashett took 4th – an excellent result. In my opinion with a little start line luck David could have challenged Oscar for the title. David has youth on his side, so maybe in the future David could take over from Oscar – who knows.

This was a superb event and a magnificent advert for 1/12th racing. The British drivers still represent a strong challenge to the other European countries but we have lost the dominance of the mid 80's to the Dutch. The results gained in Holland should encourage us all to try harder – we have the talent

A Final Leg Two

Again Oscar got the start and cleared off into the

now we need the results!

Equipment

The most popular car of the meeting was obviously the Corally SP12G. I would say that about 80% of the field were using this car. Also the Corally speed controller was very popular.

Ralf Helbing had a few of his speed controllers in use and they looked to be very nicely made high frequency models. Representatives of all the major chassis were present albeit in small numbers, Phil Davies was the only non-Corally in the A final and was obviously the highest placed Associated. Andy Griffiths was the only Agitator driver present and so did very well achieving pole position in the C final. I was the top Kawada driver also achieving a place in the top thirty but other drivers from Germany and Switzerland were using the Kawada chassis to good effect.

With 90% of the A final drivers using the relatively new Panasonic 1700 SCR, we are able to say that these cells have definitely arrived, in a big way. The only one to use SCE's to my knowledge was David Spashett and he was far from out-powered so it seems there is still room in this sport for both types of cell.

I for one really enjoyed the spectacle of this meeting and was very impressed by the facilities available at the venue. I would like to thank everyone responsible for the organisation of the meeting and would like to personally congratulate Oscar Janson and Corally on a fantastic achievement.

Final Results

A Final

| Pos | Driver | Leg 1 | Leg 2 | Leg 3 | Best two comb, | |
|-----|--------------------|----------|----------|----------|----------------|-------|
| 1. | Oscar Janson | 39 2.85 | 39 3.60 | 39 3.73 | 78 | 6.45 |
| 2. | Constant Paul | 39 8.34 | 38 12.38 | 39 14.20 | 78 | 22.54 |
| 3. | Ralf Krause | 39 18.24 | 39 17.67 | 39 12.75 | 78 | 30.42 |
| 4. | David Spashett | 38 30.11 | 38 8.26 | 39 8.45 | 77 | 16.71 |
| 5. | Anders Nillson | 38 2.08 | 38 8.46 | 39 15.76 | 77 | 17.84 |
| 6. | Bert Van Der Vecht | 39 13.92 | 38 6.20 | 33 0.00 | 77 | 20.12 |
| 7. | Ron Gerrits | 38 1.53 | 38 0.07 | 38 12.53 | 76 | 1.59 |
| 8. | Jurgen Lautenbach | 38 4.99 | 38 5.92 | 38 11.05 | 76 | 10.91 |
| 9. | Phil Davies | 15 0.00 | 38 10.3 | 33 73.25 | 75 | 13.58 |
| 10. | Marcus Mobars | 37 6.02 | 33 11.54 | 37 1.45 | 74 | 7.47 |

British Placings

B Final

| Pos | Driver | Leg 1 | Leg 2 | Best Result |
|-----|-------------|----------|----------|-------------|
| 6. | David Hall | 36 10.00 | 37 5.35 | 37 5.35 |
| 8. | Rob Hopkins | 37 7.14 | 35 0.28 | 37 7.14 |
| 9. | David Gale | 37 7.34 | 37 33.49 | 37 7.34 |

C Final

| Pos | Driver | Leg 1 | Leg 2 | Best Result |
|-----|----------------|----------|----------|-------------|
| 3. | Andy Griffiths | 35 1.97 | 38 15.05 | 38 15.05 |
| 5. | Pete Riley | 37 20.44 | 37 1.28 | 37 1.28 |
| 7. | Mick Farrell | 36 9.67 | 37 2.91 | 37 2.91 |
| 10. | Stephen Rowley | 36 12.25 | 36 11.25 | 36 11.25 |

E Final

| Pos | Driver | Leg 1 | Leg 2 | Best Result |
|-----|----------------|----------|----------|-------------|
| 2. | Mark Jewitt | 37 8.14 | 37 5.93 | 37 5.93 |
| 5. | Jim Spencer | 35 14.66 | 37 11.41 | 37 11.41 |
| 6. | Chris Hardisty | 37 11.51 | 36 7.76 | 37 11.51 |
| 9. | Tim Biggs | 36 4.33 | 35 4.82 | 36 4.33 |

F FINAL

| Pos | Driver | Leg 1 | Leg 2 | Best Result |
|-----|-------------|----------|---------|-------------|
| 5. | Andy Sawyer | 36 11.11 | 36 3.29 | 36 3.29 |

G Final

| Pos | Driver | Leg 1 | Leg 2 | Best Result |
|-----|---------------|---------|---------|-------------|
| 1. | Leon Shatwell | 36 6.69 | 36 2.41 | 36 2.41 |

H Final

| Pos | Driver | Leg 1 | Leg 2 | Best Result |
|-----|------------|---------|---------|-------------|
| 3. | Russ Giles | 35 7.03 | 34 1.81 | 35 7.03 |

I Final

| Pos | Driver | Leg 1 | Leg 2 | Best Result |
|-----|---------------|----------|---------|-------------|
| 1. | Fred Hatfield | 33 11.10 | 35 3.21 | 35 3.21 |
| 2. | Roy Aitken | 34 10.70 | 34 5.34 | 35 5.34 |
| 6. | Ian Spashett | 33 0.00 | 32 0.00 | 33 0.00 |

J Final

| Pos | Driver | Leg 1 | Leg 2 | Best Result |
|-----|----------------|----------|----------|-------------|
| 4. | Wayne Tompkins | 33 10.38 | 33 17.90 | 33 10.38 |

K Final

| Pos | Driver | Leg 1 | Leg 2 | Best Result |
|-----|------------------|----------|---------|-------------|
| 1. | Fletcher Goodwin | 32 16.72 | 32 2.16 | 32 2.16 |

| pos | name | car | motor | battery | G.ratio | controller | radio/serv | body | tyre front | tyre rear |
|-----|----------------|---------|--------------|----------|---------|------------|------------|-------------|------------|-----------|
| 1 | O. Jansen | Corally | Corally 15/2 | PA 17SCR | 31.0 | Corally | Sanwa | PK Nissan | PK-Gold | PK-Gold |
| 2 | C. Paul | Corally | Corally 17/2 | PA 17SCR | 32.5 | Corally | Sanwa | PK Nissan | PK-Gold | PK-Gold |
| 3 | R. Krause | Corally | Corally 16/2 | PA 17SCR | 31.0 | Corally | Sanwa | Nissan (PK) | PK-Gold | PK-Gold |
| 4 | D. Spashett | Corally | Corally 16/2 | SA 17SCE | 31.0 | Corally | Sanwa | Nissan (PK) | Kawada | Kawada |
| 5 | A. Nisson | Corally | Corally 18/2 | PA 17SCR | 32.7 | Corally | Sanwa | Nissan Ass | PK-Silv | PK-Silv |
| 6 | M. Mobars | Corally | EV. 19/3 | PA 17SCR | 34.0 | Corally | Sanwa | Nissan (PK) | PK-Gold | PK-Gold |
| 7 | R. Gerrits | Corally | Corally 16/2 | PA 17SCR | 31.5 | Corally | Sanwa | Nissan (PK) | PK-Gold | PK-Gold |
| 8 | J. Lautenbach | Corally | LRP | PA 17SCR | 36.0 | LRP | Sanwa | Nissan (PK) | PK-Gold | PK-Gold |
| 9 | P. Davis | Asso | Reedy 17/3 | PA 17SCR | 30.0 | NOVAK | Sanwa | Nissan Ass | Yokomo | Yokomo |
| 10 | B.v.d. Vecht | Corally | Corally 19/2 | PA 17SCR | 34.1 | Corally | Ko | Nissan (PK) | PK-Gold | PK-Gold |
| 11 | P. Goemans | Corally | Corally | SA 17SCE | | Corally | Futaba | Nissan (PK) | PKK-Gold | PK-Gold |
| 12 | E. Jonk | Asso | B&R | PA 17SCR | | Novak | Tekin | Nissan (PK) | Green | Green |
| 13 | J. Rosas | Corally | Corally | PA 17SCR | | Corally | Tekin | Nissan (PK) | PK-Silv | PK-Gold |
| 14 | M. Gustavsson | Asso | Reedy | PA 17SCR | | Novak | Tekin | Nissan (PK) | Green | Green |
| 15 | D. Gale | Corally | Corally | SA 17SCR | | Corally | Tekin | Nissan (PK) | PK-Silv | PK-Gold |
| 16 | R. Hopkins | Corally | LRP | SA 17SCE | | Corally | Sanwa | Nissan (PK) | PK-Silv | PK-Gold |
| 17 | M. Laeppalahti | Corally | Reedy | RedAmp | | Robbe | Sanwa | Nissan (PK) | PK-Silv | PK-Silv |
| 18 | G. de Weerd | Corally | Reedy | SA 17SCE | | LRP | Sanwa | Nissan (PK) | PK-Gold | PK-Gold |
| 19 | D. Hall | Corally | Corally | SA 17SCE | | Corally | Sanwa | Nissan (PK) | PK-Gold | PK-Gold |
| 20 | F. Heinsbroek | Corally | Corally | SA 17SCE | | Corally | Futaba | Nissan (PK) | PK-Gold | PK-Gold |