



A young man with every reason to smile - David Spashett really is the best driver in the World!

# The 1995 EFRA 1/12 European Championships

Chris Hardisty Reports

The ultimate in slick presentation, a perfect venue, and the best drivers in Europe - The ingredients for the best Euro's ever? Well maybe, different meetings are received by different people in different ways. Well, there weren't any murmurs of discontent about this one! A lot of hard work, argument and money went into the preparation of this event, and as we hoped, it all paid off.

The 15th (we believe) 1/12 European Championships was held in this country at the Brethby Conference Centre, situated inbetween Ashby and Burton on Trent, within a rather nice Hotel. The track itself, laid to the current British National spec with square downspout, was exactly what the BRCA 1/12 Section has been working towards, needing a minimum of marshalling but definitely challenging for the drivers...

## Enter David Spashett...

On home turf, David Spashett was always the favourite: Current World Champ, currently leading the National Championship and running what many believe is the car of the moment. Before I go any further, I might as well say he won!

The right place, the right time, the right result. That basically sums it up, but I suppose you want more so here are the details.

Yet again I won't apologise for mentioning David so much. He set the pace throughout qualifying, never leaving pole position. All eyes were on him whenever his Heat took to the track, and there was always a buzz of comment going around the track, usually speculation about his finishing time. It was too easy, at this event you could set your watch by him, because he was always a few seconds faster than the last run, always a few seconds in front of whoever was chasing him up the qualifying order. Sometimes his car skipped, or slowed too much on the bends, and he dallied behind some backmarkers a little too long, but he always got the time he



The track, venue and atmosphere all contributed to a great EuroChamps!

wanted. He just did things at a different pace to the rest.

## Contenders, Ready?

And what of the rest? Disregarding the horde of Brits for a while, it's the cream of Europe we're talking about. They flew in, drove over and dug in to compete for second place. We knew that, didn't we! The end results were a little surprising though, with some of the favoured contenders not even making the B Final. Oscar Jansen, the defending Champ, was always the one to watch. Oscar and David are usually evenly matched elsewhere, but although Oscar eventually finished second, he had a hard time beating off opposition such as Erik Jonk, a fellow countryman of Oscar's, who pipped him for a place on the grid. That was behind the greatest threat to any Corally in Europe, Phil Davies, no excuses that the Corally is unbeatable, 'cos given any chances Phil would take them. Although he didn't stand out during qualifying, Andy Griffiths was a proud 5th on the grid in front of two other World A

Finalists: Mikeal Fransson and Sakke Ahoniemi. Markus Mobers drove to a steady 8th on the grid in front of two other Brits. Now I'm not trying to be funny or

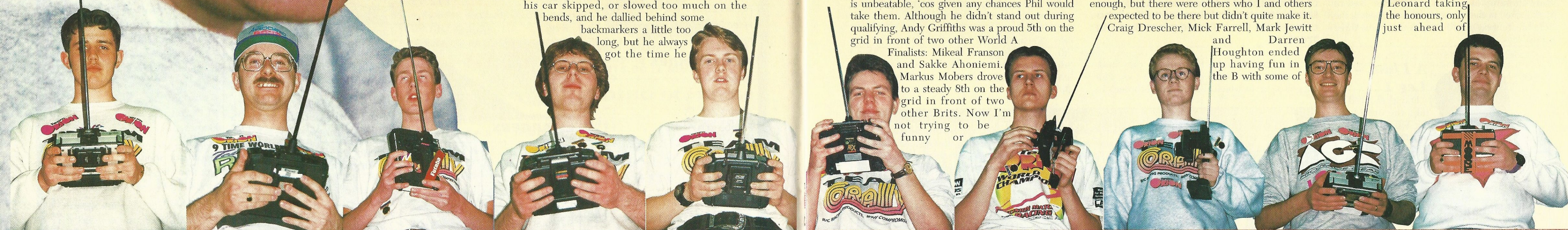
## A Perfect Meeting - A Perfect Outcome!

facetious when I say this, but the next two were a surprise. No one should understate the achievement of Rob Roy and Kevin Moore of making it into the A Final. Okay, Kevin did have ex-Eurochamp Jurgen Lautenbach prepping his car for him, but he still had to drive it, which Kevin did very well. Rob prepped his own, and was relatively unsupported prior to this event, but Rob now has a longer list of sponsors, so watch out!

Apart from the visitors, there was an extremely strong home Team. Five Brits in the A should be enough, but there were others who I and others expected to be there but didn't quite make it. Craig Drescher, Mick Farrell, Mark Jewitt and Darren Houghton ended up having fun in the B with some of

the visiting contenders such as Mikeal Nilsson, Reto Konig, Lars Nordin and Ralf Krause. They didn't have an easy time, but had fun nevertheless. Matt Needham, who surprised many at the Grand Prix, didn't make the cut for the B but wasn't short of worthy competition in the C, not with two of the German favourites, Martin Fließbach and Ralf Helbing in there. None of the aforementioned stole the limelight,

but there was a war of attrition going on, with no less than the Junior Euro title at stake, Jon Leonard taking the honours, only just ahead of



David Spashett (GB)  
Qualified 1st -  
Finished 1st

Phil Davies (GB)  
Qualified 2nd -  
Finished 3rd

Erik Jonk (NL)  
Qualified 3rd -  
Finished 6th

Oscar Jansen (NL)  
Qualified 4th -  
Finished 2nd

Andy Griffiths (GB)  
Qualified 5th -  
Finished 5th

Mikeal Fransson (S)  
Qualified 6th -  
Finished 4th

Sakke Ahoniemi (FIN)  
Qualified 7th -  
Finished 8th

Markus Mobers (D)  
Qualified 8th -  
Finished 9th

Rob Roy (GB)  
Qualified 9th -  
Finished 10th

Kevin Moore (GB)  
Qualified 10th -  
Finished 7th







**The top three finishers: Phil Davies (3rd), David Spashett (1st) and Oscar Jansen (3rd).**

Andrew Moore.

More on our winner. Was he under any pressure? Seemingly not, but he couldn't let his concentration slip for a moment. His preparation was, as usual, given 100% attention, including a whole week testing prior to the event. Is this Euro's win going to interfere with his bid for the National title, no way!

There were three Finals for all, but apart from some stunning manoeuvres from the likes of Mick Farrell in the B (some passes really took the Ref's breath away), we'll concentrate on the three A Final legs.

### A Final - Leg 1

David elected to take the outside of the F1 grid, and at the start of the first leg this looked like a mistake. Phil Davies took off like a rocket

**Mick Farrell pulled off some great manoeuvres in the B Final!**



**A proud (and tired!) Pete and Joan Golder, flanked by Tracy and Anne Marie, the delightful young ladies who catered for the VIPs and presented the Trophies.**

and beat David to the first corner, they both cleared the next couple of bends but then Phil clipped a corner which allowed David through to

the front. Erik Jonk had a "stall" which let Oscar through to chase Phil, only to re-take that place and pursue the second place for himself. David settled into a rhythm, built up a nice 1/3 of a lap buffer and then controlled the pace from there. Phil's efforts were hampered a little with a 'mechanical' problem with his diff, which sounded awful, but he still finished third. Oscar powered his way into second as Phil's car began to fade, and perhaps there's a 'noise requires energy' lecture required here, but he didn't look like catching David. As for the rest, it was rather a close finish, and on the last lap, many were separated by just hundredths of a second...

### A Final Leg 1

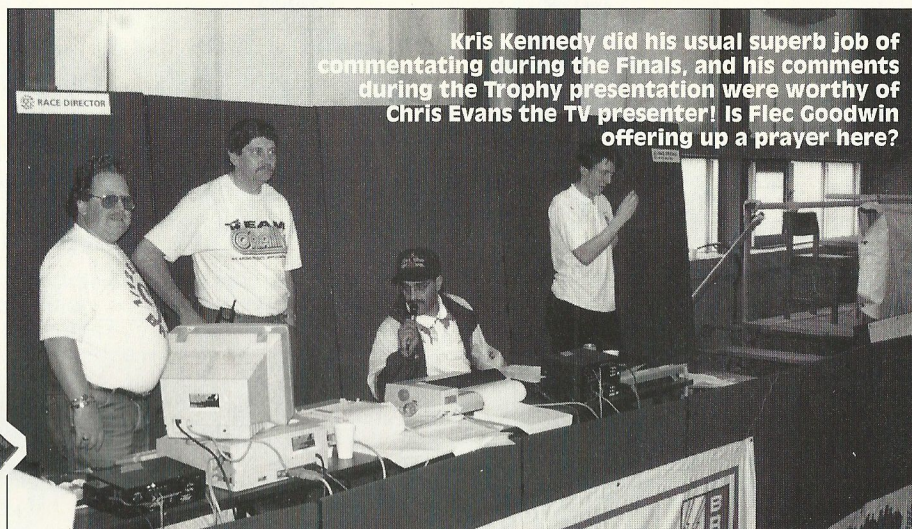
1st	David Spashett	38	8:13
2nd	Oscar Jansen	37	8:12
3rd	Phil Davies	37	8:14
4th	Erik Jonk	37	8:14
5th	Mikeal Fransson	36	8:00
6th	Sakke Ahoniemi	36	8:04
7th	Markus Mober	36	8:05
8th	Kevin Moore	36	8:05
9th	Andy Griffiths	36	8:05
10th	Rob Roy	36	8:09

### Leg 2

Dave made another lousy start to the second leg, but this time he got away with it to lead away, pulling slightly ahead of Phil. It looked as though we were going to witness yet another runaway win, when an unforced error allowed Phil to catch him. David charged off again, but Phil was trying hard until a brush against the side allowed Erik Jonk through into second. That was until he too became a little too familiar with the track markers... Meanwhile, Andy Griff had been sneaking up, and with a lot of effort, it looked as though he could overhaul Phil, but this was not to be. David finished at the front with the European Championship in the bag, and what's more, he didn't quite lap everyone!

### A Final Leg 2

1st	David Spashett	38	8:12
2nd	Phil Davies	37	8:19
3rd	Andy Griffiths	37	8:10
4th	Oscar Jansen	37	8:13
5th	Erik Jonk	37	8:14
6th	Kevin Moore	36	8:01
7th	Mikeal Fransson	36	8:02
8th	Markus Mober	36	8:07
9th	Sakke Ahoniemi	36	8:07
10th	Rob Roy	35	8:00



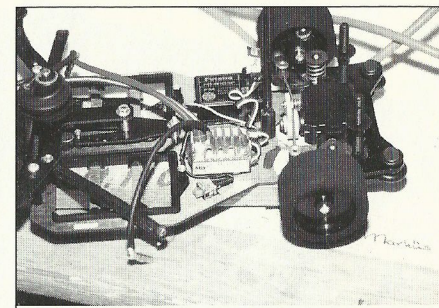
**Kris Kennedy did his usual superb job of commentating during the Finals, and his comments during the Trophy presentation were worthy of Chris Evans the TV presenter! Is Flec Goodwin offering up a prayer here?**



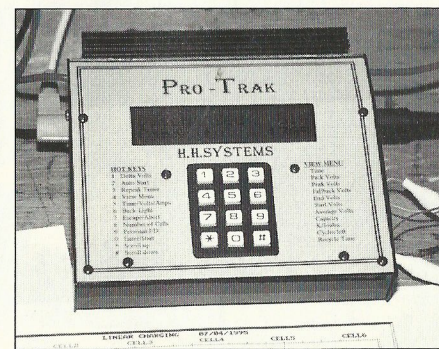
**'Mr Corally', Constant Paul, was extremely pleased to see his cars and motors take 1st and 2nd places...**

### Leg 3

It didn't matter now if David screwed up the start for this one, so he promptly did! Phil stonked off around the first bend trying to leave the chaos behind. With David now down to fifth, the rest of the field looked particularly carnivorous because second overall was now at stake! Andy Griffiths was chasing Phil by the time David sorted himself out and clawed his way back up to third, then it was all the thrills of the circus from then on. David passed Andy, then pressured and passed Phil only to screw it up a little. The mess left Andy in the lead, Phil somewhere else and Sakke Ahoniemi chasing David from third. Things then became more complicated in the last couple of minutes as Phil lost a front wheel and Andy made a pit stop to change his speedo (? Ed), whilst I don't know what happened to Sakke and David, while Mikeal Fransson 'inherited' the lead with Oscar in second.



**The tiny Aggy speedo driven by Markus Mober.**

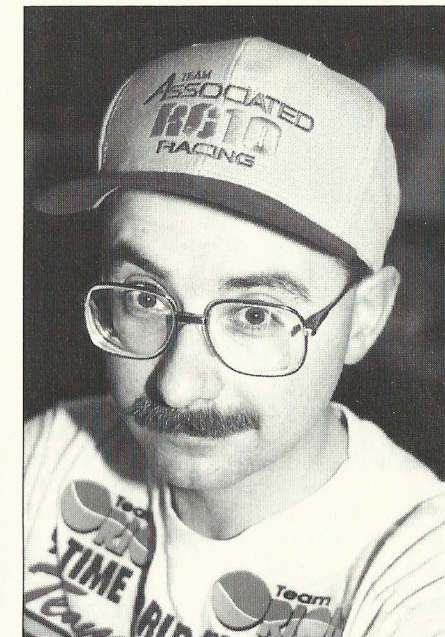


**The latest Pro-Trak Battery Management System offers literally every function that any electric racer could need. Watch out for the review in RRC soon!**

### A Final Third Leg

1st	Mikeal Fransson	37	8:02
2nd	Oscar Jansen	37	8:13
3rd	David Spashett	37	8:12
4th	Andy Griffiths	37	8:10
5th	Kevin Moore	36	8:01
6th	Sakke Ahoniemi	36	8:07
7th	Erik Jonk	36	8:14
8th	Rob Roy	35	8:00
9th	Markus Mober	35	8:07
10th	Phil Davies	35	8:19

So, how do you work out where they finished? Basically, take the best two finishing places and add them together, then to decide ties include



**Associated driver Phil Davies hit top form at just the right time, and presented a strong challenge to the Corally steamroller.**

the third one. It was easy to see who the Champ was after the first two legs, but it wasn't over for the rest of them by any means.

1st	David Spashett	1	1	3	2
2nd	Oscar Jansen	2	4	2	4
3rd	Phil Davies	3	2	10	5
4th	Mikeal Fransson	5	7	1	6
5th	Andy Griffiths	9	3	4	7
6th	Erik Jonk	4	5	7	9
7th	Kevin Moore	8	6	5	11
8th	Sakke Ahoniemi	6	9	6	12
9th	Markus Mober	7	8	9	15
10th	Rob Roy	10	10	8	18

### A 'Box Stock' Winner?

The winning car, a Corally SP12G2, was basically standard (I dare say many of you are now shaking your heads in disbelief), with some little 'tweaks'. For instance, anti-squat! Simply

Pos	Name	Country	Car	Cells	Motor	mm/rev	Speedo	Front Tyre	Rear Tyre	Radio	Rx	Servo	Bodyshell	Team/Sponsor
1	David Spashett	GB	Corally SP12GII	Activated Orion/Reedy Panasonic	Corally 16 x 3	35	Helbing 3000	Corally Silver	Corally Gold	JR Apex	Futaba	Sanwa 141HR	PK Grafix Nissan	Intronics, Corally Orion, Helbing G-Force, KO
2	Phil Davies	GB	Associated 12LS	Activated Orion/Reedy Panasonic	Reedy 15 x 5	34.5	Tekin 411G	Yokomo	Yokomo	Sanwa Exerd	Tekin	Airtronics 94143	Protoform Nissan	Associated/Reedy Orion, Tekin Yokomo, Sanwa
3	Erik Jonk	NL	Corally SP12GII	Activated Orion/Reedy Panasonic	Corally 16 x 3	33.9	Helbing 3000	Corally Pink Dot	Corally Gold	Futaba	Futaba	Sanwa 141HR	Nissan Paint Job Max	Corally Orion
4	Oscar Jansen	NL	Corally SP12GII	Activated Orion/Reedy Panasonic	Corally 16 x 3	34	Helbing 3000	Corally Silver Star	Corally Gold	Sanwa EX2ES	Tekin	Sanwa 141HS	PK Grafix Nissan	Corally, Orion GM-HEL
5	Andy Griffiths	GB	Corally SP12GII	Activated Orion/Reedy Panasonic	AGR 16 x 3	34	Helbing 3000	Corally Silver	Corally Gold	JR X756	Futaba	Sanwa 141HR	PK Grafix Nissan	AGR, Corally Orion, Helbing Intronics
6	Mikeal Fransson	S	Corally SP12GII	Activated Orion/Reedy Panasonic	Corally 17 x 2	34	Intronics MMSII	Ellegi	PK Silver Ellegi	Futaba FF3	Futaba	Sanwa 141HS	Associated Nissan	Corally, Orion Ellegi
7	Sakke Ahoniemi	Fin	Associated 12LS	Activated Orion/Reedy Panasonic	Peak 15 x 4	33	Helbing 3000	ATS	Yokomo	Sanwa	Tekin	Sanwa 141HS	Associated Nissan	Associated, Peak Performance Orion, RC-Piste
8	Markus Mober	D	Corally SP12GII	Activated Orion/Reedy Panasonic	Corally 16 x 3	34	Agy upc '94	Corally Silver	Corally Gold	Sanwa M-Tech	Futaba	Sanwa 141HR	PK Nissan	Corally, Orion Agy
9	Rob Roy	GB	Corally SP12GII	Activated Orion/Reedy Panasonic	AGR 16 x 3	34	LRP, ICS Digital	Corally Silver	Corally Gold	JR Apex	Futaba	Sanwa 141HS	PK Grafix Nissan	AGR, Orion, LRP Corally, G-Force
10	Kevin Moore	GB	Corally SP12GII	Activated Orion/Reedy Panasonic	LRP 15Q Orange & Brown	31	LRP, ICS Digital	Corally Silver	Corally Gold	KO Esprit II	Futaba	Sanwa 141HS	PK Nissan	Corally, LRP, KO Orion



this is just to level out the graphite T-piece he uses: If you load the car up and put in on a flat surface the T-piece bends, so to stop the pod's rear angling itself upwards you raise the front pivot or lower the rear. The latter is the method David uses. The front end is another area for slight mods. Dave used hard springs on top but no springs underneath, and he also puts a 1mm washer under the damper post and uses 'old' type pivot balls at the front. These measures have the combined effect of reducing the castor angle. The rest is in the Tech Chart.

## Credit Where It's Due!

Congratulations are in order for David, who can now add his second European Championship to his World Title, and with just a couple of National titles to make sure of this season, where does he go from there? Next year he'll have the task of defending both titles, and if he's to do that successfully he'll have to keep on top of things.

Congratulations and thanks must go to the many people who made this superb event possible. There isn't space to mention them all unfortunately, but Pete and Joan Golder, Brian Plimmer, Mo Griffiths and the members of the Ashby, Barwell, Chesterfield and other Clubs who put so much energy into organising it and actually making it happen, deserve a mention and our thanks, as does Carol Barney, the manager of the Bretby Hotel and Conference Centre. There were also many in the BRCA 1/12 Section who gave up both their time and the opportunity to race in order to perform one function or another. As for the Referees; Dallas Mathiesen and



Tom Chantierie, who oversaw the 'sporting' aspects of the meeting and contributed to a hangover or two, "Thanks guys", you did a great job!

## New Equipment

So, what popped up at this meeting? For the first time at a Euro's a new 1/12 Corally didn't appear, but it's difficult to top the SP12G2 though. A new speedo soon to be on the market, the ICS-Digital, appeared from LRP, with Rob Roy and Kevin Moore making the A Final with them. The ICS Digital

## The super Trophies must have spurred many a driver on!

promises to do the business, and it has all the advantages of the 'encumbent' speedo of the moment but without the liabilities i.e. the shutting down at a whiff of interference or a tap on the boards. There isn't a keypad on this new one, you just pick one of four differing 'power' setups and vary the current limiting with either a pot or resistance plugs. High frequency, a new way of switching the FETs, a fully adjustable brake, one touch set up and, best of all, the right shape to fit all cars, makes this speedo likely to be popular.

Another notable speedo was the tiny Agy model that Markus Mober was using, which didn't have so many features but boy, was it tiny! The MRT V.H.F speedo, British built by Pro 10 man Clive Stockham, is also creeping into use on the 1/12 scene and is well received by those using it.

Keep your eyes open for prices and availability of all of the above.

Remaining in the electronics arena, another charger, the latest Pro Trak Battery Management System from Phil Haines of H-H Systems, was on special offer. This beauty has a large backlit display, plus it offers every charge and discharge mode you'd ever want to play with (and it interfaces to a PC!).

Another new car appeared, this time from PTI Hyperdrive in the USA. A cross between an Associated (it uses their front end), and a Trinity type rear end i.e. a straw damper and shock arrangement, it's a nice quality kit, more on this another time. Ring Puma Racing for more details.

For the 'Techophiles' amongst you, a word of warning: 10 out of 10 A Finalists seem to prefer Orion/Reedy cells! You won't find these over the counter though, so don't embarrass yourselves by trying to buy them. The 'alliance' is apparently a special arrangement between Orion and Reedy for premier meetings only. Drivers for Associated and Orion will use these cells only at European and World Championships, but no doubt they'll appear at other prestigious events, although not for the likes of you and me...

Well, it will be Sweden next year when the circus next appears, and Bretby will be some act to follow...



**Jon Leonard drove very well to win the Junior EuroChamp title.**