

Erik's Dutch Delight

It was one of the closest qualifying sessions ever seen, but in the end Corally's Erik Jonk stormed to a dominant victory at the Pro-10 Euros. RCMC went to Apeldoorn to enjoy the action

After the Italian domination seen at last year's Pro-10 Euros, it was time to see if the Dutch could match the host country's trophy haul in '96. Could Corally make the most of their home advantage and regain their Euros title? Could David Spashett achieve the on-road double and add the Pro-10 title to his 1/12th victory? Or would Chris Grainger, Corally's latest superstar, cause an upset and win his debut meeting? Going into the event, the only certainty was that an Italian driver was not going to win this time round. After packing the A-final at last year's Euros, not one of the Italian stars turned up to compete in 1996!

A repeat of last year's practice fiasco was also avoided. A change to the EFRA rules meant that the whole of Thursday was now a dedicated practice day and the new procedure ran like clockwork. Each driver had plenty of time to get as many runs as they liked in, topped off by a timed session held in heat order late

in the afternoon. There was plenty of opportunity to learn the circuit and plenty of time to perfect the set-up of the car.

The Apeldoorn circuit itself was something rather special. It was big, fast, smooth, immaculately prepared and equipped with superb facilities. The track was absolutely fabulous to drive. Corners flowed into one another in a magnificent manner, allowing you to glide the car from lock to lock using smooth and efficient movements. Keeping the speed of the car up was critical, as was perfecting the entry to and exit from the long back straight. The entry came via a hairpin, and an unusual line seemed to work best here. Instead of clipping the apex, many top drivers drove deep into the corner, flicked the lock on and then powered hard, hitting full throttle at the earliest possible opportunity to maximise their top speed down the straight. Finding the

right turn-in point off the straight-away was also ultra critical. Get this wrong and you lost the line needed to take the subsequent chicane at speed, having to pull plenty of lock on to get the car back on line for the race control hairpin. Overall it wasn't a particularly difficult track to drive, but it did demand a lot of thought and with qualifying ending up so close, even the tiniest of errors could cost you a whole final.

Qualifying was tremendously exciting. While the TQ time didn't change all that much from the very first round, behind the pole-sitter things just got tighter and tighter. Everyone it seemed, was capable of lapping at about the same pace, and in most cases it came down to the last lap and the dreaded cell

duration to decide on the split time.

Car set-up didn't seem too tricky, with most of the British drivers choosing to leave their cars in exactly the same configuration they had used at the last BRCA National. Tyre choice was pretty conventional too, Jap 28's or 30's on the front and Greens or Pinks on the back. It all seemed so easy, which made finding any kind of handling advantage very difficult indeed.

With car set-up not a

problem and driving mistakes a rarity, racing really came down to finding the right motor/cell combination. A high top speed was needed for the long back straight, good punch to power out of the hairpins, and plenty of duration to complete that all important last lap. It was a dyno-tester's dream scenario and all weekend the pits resounded to the noise of whizzing motors as technology was used to try to find that elusive super-fast

but efficient wind.

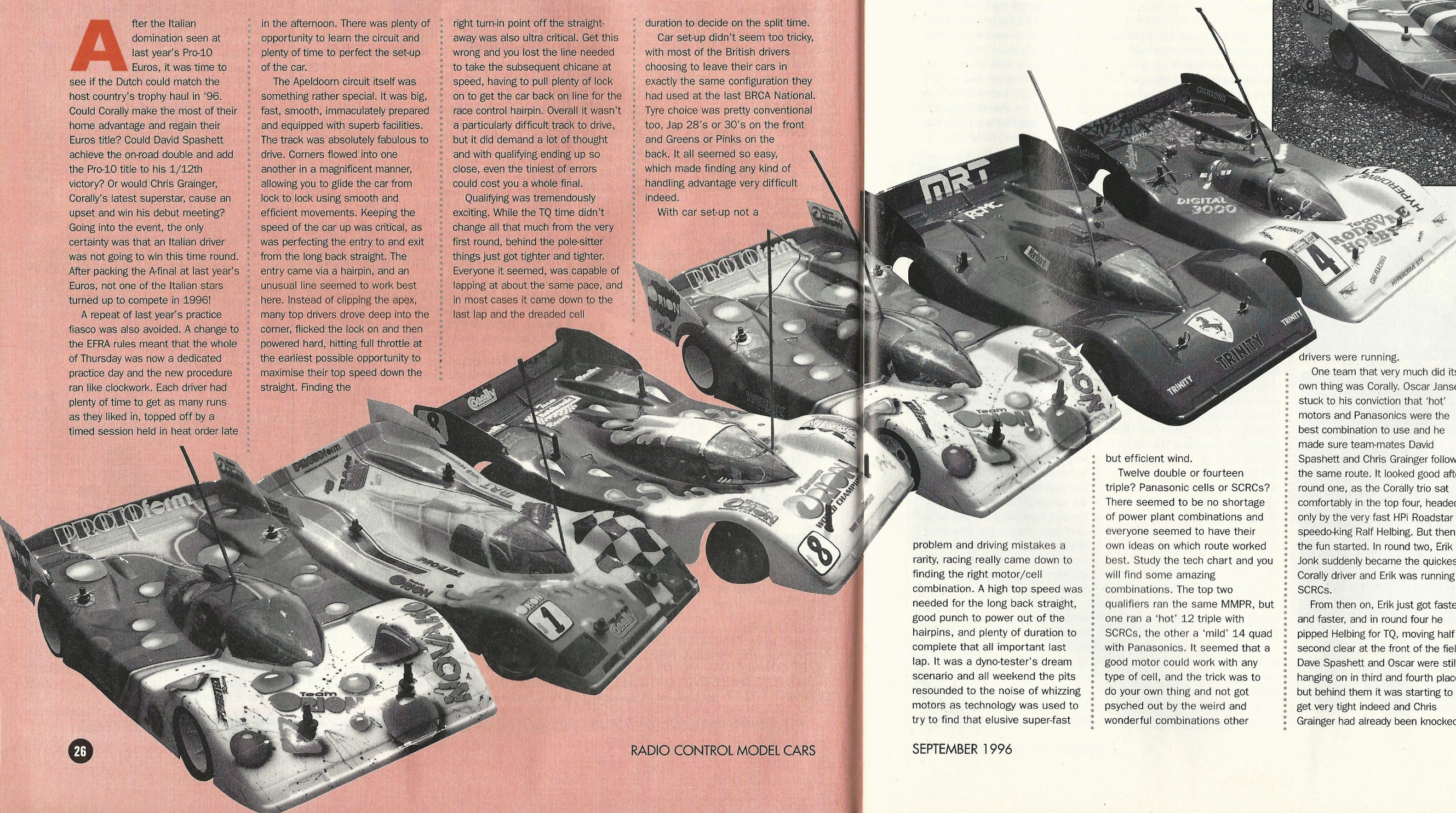
Twelve double or fourteen triple? Panasonic cells or SCRCs? There seemed to be no shortage of power plant combinations and everyone seemed to have their own ideas on which route worked best. Study the tech chart and you will find some amazing combinations. The top two qualifiers ran the same MMPR, but one ran a 'hot' 1.2 triple with SCRCs, the other a 'mild' 1.4 quad with Panasonics. It seemed that a good motor could work with any type of cell, and the trick was to do your own thing and not get psyched out by the weird and wonderful combinations other

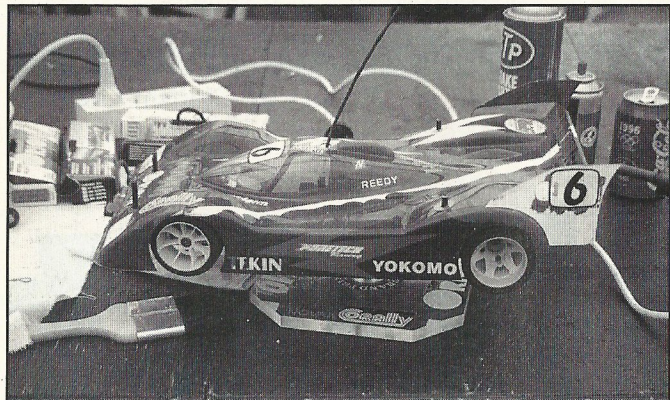


out of the top ten.

While practice had been all about who could set the fastest 17 lapper, now it was about who could reach the magical 18 mark. Apeldoorn's giant ten car electronic scoreboard kept everyone informed of the current race pace and a huge cheer would go up from the pits each time an 18 lap score appeared. By round five, Oscar realised he may have made a mistake and he and David Spashett immediately changed over to SCRCs. The result? Two 18 lappers, putting them both safely in the A. Sylvian Cachard, the French champion, also posted a storming run this time to move into fifth overall, ahead of Trinity's Ralf Krause, with the top six now all on 18 laps.

The last chance for honours came late on Saturday afternoon and for many it was to be their quickest race of the day. Five more drivers slotted in 18 lappers and the top four drivers all improved on their previous best times. Erik Jonk was once again the star of the show, lowering the TQ time to an incredible 18-312.12, more than two seconds clear of Ralf Helbing's HPI. With David Spashett in third and Oscar Jansen fourth, Corally were now looking good for





the finals, although the proximity of Werner Bergbauer and Christian Wittke with their rapid HPI's suggested things weren't going to be all that easy.

With only one driver in the top

ten, it wasn't the best of British Euros performances, but fielding three more Brits in the B was an improvement on last year's venture to Rome. The surprise star of the British camp was

undoubtedly Plymouth's Robin Hammett, who pulled a 17-300 out of nowhere in his final run to move his Yokomo YRX-10 towards the top end of the B-final, only missing out on the A by a fraction. With David Gale and Graham Creasey also in the top twenty, Corally's new boy Chris Grainger found himself relegated to the C-final, a place he knew all too well from last year, having qualified in the same position at Vallelunga.

Finals

Sunday was finals day and with the excellent Summer weather continuing, we were in for a cracking day of action. Things got off to a good start for the Brits with James Walker taking an excellent victory in the H-final thanks to a win and two second places. The G-final saw a victory for perhaps the most popular driver at the meeting, Jeanine Hanekamp. Jeanine happened to be young, female and very attractive, and by finals day she had built up the largest and most enthusiastic pit crew ever seen!

Darren Lewis was our representative in the F-final, but he had a tough time out on the track, having to settle for eighth place as Sweden's Bjorn Johansson took the win. Mike Haswell and Fred 'Zorro' Singleton did their best in a rather scrappy set of E-finals, but victory in this went to Germany's Norbert Forster, with Fred finishing in eighth place and Mike tenth. Neil Mead and Marcus Epstein were our D-final drivers and things started well with a second place for Neil in the first leg. Unfortunately he was unable to produce a repeat performance and the win went to former Euros A-finalist Thomas Pumpler, ahead of multiple Danish champion Tonni Andersen. Neil had to settle for fifth overall, with Marcus taking tenth after his Dad had inadvertently put a flat set of cells in the car for his last leg.

An easy victory for Chris Grainger in the first leg of the C-final suggested we might have another British winner to cheer, but a subsequent fourth and ninth place did little to help his

points score. In the end, victory went to Germany's Juergen Schaumann from his fellow countryman Marcus Jurk, with Chris taking third place overall.

There was plenty of excitement in the first leg of the B-final, most of it provided by David Gale. Having nudged another car off the circuit, Dave was awarded a 'stop-go' penalty and duly brought his Corally into the pit-lane to serve his punishment. As the five second countdown completed, Dave floored the throttle in some style, proceeding to bounce off one pit-wall, off the other, and wheelie out of the pit-lane! Robin Hammett really went for it in this final, taking victory in the first leg. A collision while challenging for the lead cost him the win in leg two though, and second overall was the eventual result, behind Switzerland's on-road star Reto Koenig, but ahead of Germany's Markus Mobers.

The A-finals were all about one driver; Erik Jonk. He put in a faultless performance to win all three legs, his only real challenge coming in the last run when Ralf Helbing managed to grab an early lead. Watching Erik's car from the side of the track, it was obvious where his advantage was coming from. While the other cars in the final were clearly scrubbing their front tyres and losing speed, Erik's Corally would bite positively, allowing him to drive in a smooth and effortless manner. He had also perfected the technique of driving every lap at the same pace, unlike the majority of drivers who always went quickest at the start of the race when their cells were most 'punchy'. Erik didn't seem the slightest bit bothered how close the others got to him on the opening laps, he just stuck to his own pace, safe in the knowledge that, at the end of the race, he would be the one with cell duration to spare and he would be the winner.

Much of the excitement in the A-finals was provided by David Spashett, who had to fight hard in each leg to recover from early accidents. David's comeback drives were impressive to watch, but he paid the price in duration, his car slowing dramatically on the last lap of each race, letting

the other cars hurtle past. So second place overall went to the incredibly consistent Ralf Helbing, who ably demonstrated the capabilities of the underrated HPI car, even when fitted with an unsightly Frewer Jaguar bodyshell. Oscar Jansen picked up third after a couple of safe drives, with Trinity's Ralf Krause taking a deserved fourth overall.

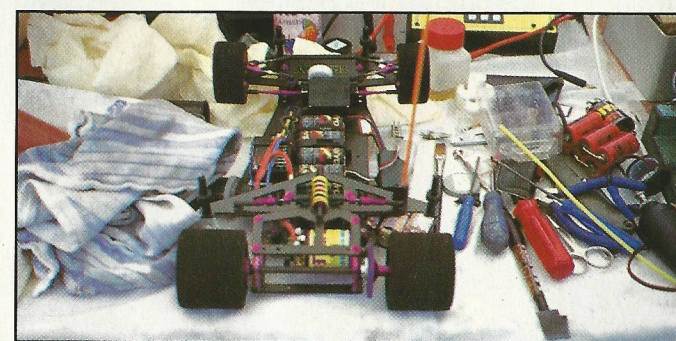
They may not have been the most exciting set of A-finals we have seen, but the seventh Pro-10 European Championship ended with its seventh different winner and congratulations deservedly go to Erik Jonk for staging such a masterful performance. He may not have been the pre-race favourite for the title, but he made the most of his local track knowledge and wasn't afraid to take a few risks with his car set-up either. Congratulations also go to all of the AMCA members for

tech chart

EFRA Pro-10 Euros - Apeldoorn, Holland

Pos.	Driver	Sponsors	Car	Front Tyres	Rear Tyres	Cells	Motor	Speedo	MMPR	Bodyshell
1st	Erik Jonk (NL)	Corally Orion/LRP	Corally C10-3D	Corally Gold Star	Corally Silver Star	Orion SCRC	Corally 12x3	LRP ICS	35.0	Associated Nissan
2nd	Ralf Helbing (D)	GM/HPI/Helbing Tenth Tech/Multiplex	HPI Roadstar	Ennetti 28	Ennetti Green	GM Panasonic	GM 14x4	GM Galaxy	35.0	Frewer Jaguar
3rd	Oscar Jansen (NL)	Corally Orion/M-Troniks	Corally C10-3D	Corally Gold Star	Corally Silver Star	Orion SCRC	Corally 12x2	M-Troniks VHF Proto	34.3	Protoform Nissan
4th	Ralf Krause (D)	Trinity GM/Jaco	Trinity Evolution-10	Jaco Purple	Ennetti Green	Trinity Panasonic	GM 14x4	GM Galaxy	36.0	Protoform Nissan
5th	Petri Kyrolainen (SF)	Associated GM/RC-Piste	Associated RC10LS	Ennetti 28	Ennetti Green	GM SCRC	GM 14x2	GM X000	35.5	Associated Nissan
6th	Tony Vredenburg (NL)	None	Corally SP10V	Ellegi 28	UFRA Pink	AGY SCRC	AGY 14x2	AGY	34.5	Protoform Nissan
7th	Werner Bergbauer (D)	GM	HPI Roadstar	Ennetti 30	Ennetti Green	GM Panasonic	GM 14x4	GM Galaxy	36.0	Protoform Nissan
8th	Christian Wittke (D)	GM Corally/Sonax	HPI Roadstar	Ennetti 30	Ennetti Green	GM SCRC	GM 14x2	GM Galaxy	37.3	Frewer Jaguar
9th	David Spashett (GB)	Corally/Intronics Orion/KO/Novak	Corally C10-3D	Corally Gold Star	Corally Silver Star	Orion SCRC	Corally 12x2	Novak Tempest	35.0	Andy's Nissan
10th	Sylvian Cachard (F)	Corally Orion/GM	Corally C10-3D	Ennetti 28	Corally Silver Star	Orion Panasonic	Corally 12x3	Tekin 411G12c	34.2	Protoform Nissan

arranging an absolutely faultless event. A fabulous venue, top-notch organisation, excellent weather and a fun and friendly atmosphere combined to make this one of the best Euros we have seen so far. A future World Championship circuit? Let's hope so.



1996 EFRA Pro-10 Euros - Apeldoorn, Holland Top 20 in Qualifying

1.	Erik Jonk (NL)	18-312.12
2.	Ralf Helbing (D)	18-314.96
3.	David Spashett (GB)	18-315.16
4.	Oscar Jansen (NL)	18-317.03
5.	Werner Bergbauer (D)	18-318.08
6.	Tony Vredenburg (NL)	18-318.26
7.	Christian Wittke (D)	18-318.81
8.	Ralf Krause (D)	18-318.86
9.	Sylvian Cachard (F)	18-319.15
10.	Petri Kyrolainen (SF)	18-322.34
11.	Reto Koenig (CH)	18-326.63
12.	Jilles Groskamp (NL)	17-300.50
13.	Robin Hammett (GB)	17-300.71
14.	Markus Mobers (D)	17-301.30
15.	Volker Hanz (D)	17-301.52
16.	David Gale (GB)	17-301.69
17.	Luc Debreucq (B)	17-302.05
18.	Frans Heinsbroek (NL)	17-302.07
19.	Graham Creasey (GB)	17-302.36
20.	James Hild (F)	17-302.42

A Final Results

	Leg-1	Leg-2	Leg-3	Total
1st Erik Jonk	1	1	1	2
2nd Ralf Helbing	3	2	2	4
3rd Oscar Jansen	4	3	10	7
4th Ralf Krause	5	5	3	8
5th Petri Kyrolainen	2	6	6	8
6th Tony Vredenburg	7	10	4	11
7th Werner Bergbauer	9	7	5	12
8th Christian Wittke	10	4	8	12
9th David Spashett	6	8	7	13
10th Sylvian Cachard	8	9	9	17