

# Andrew Griffiths & Corally the first Eurochamps

The first ever European Championships for Touring Cars took place at undulating Ashby circuit in England, just a few miles down the road from the Donnington Park Race track. There were drivers from fifteen different countries and one of the smallest, Luxembourg, had even sent along a couple of drivers.

## Pre event predictions

Before qualifying started we went around the pits and got the predictions of who the top three were likely to be from various experts.  
 Bob Whittington (BRCA 1/10th Circuit Chairman): David Spashett, Andy Griffiths, Andrew Robson.  
 Neil Mead (BRCA P.R.O.): David Spashett, Andy Griffiths, Scott Winter.  
 Brian Duggan (BRCA 1/10th Off Road Chairman): David Spashett, Scott Winter, Chris Grainger.  
 Constant Paul (Corally): Andy Griffiths, David Spashett, Scott Winter.  
 Ralf Helbing (GM): David Spashett, Andy Griffiths, Scott Winter.  
 George Land (Helger Racing): David Spashett, Scott Winter, Andy Griffiths.  
 Christian Keil (Keil Racing): David Spashett, Riccardo Rabitti, Scott Winter.  
 Jurgen Lautenbach (LRP): David Spashett, Steven Pole, Scott Winter.  
 Oscar Jansen (Orion): Scott Winter, Riccardo Rabitti, Andy Griffiths.  
 Phil Booth (Schumacher): Andy Griffiths, David Spashett, Steven Pole.  
 Gavin Clinch (Tenth Tech): David Spashett, Andy Griffiths, Wayne Lander.  
 Barry Baker (Yokomo): David Spashett, Andy Griffiths, Scott Winter with Riccardo Rabitti as a dark horse.  
 So there we have it, the favourites for the meeting were: for Losi, David Spashett (the World Cup Winner), Corally's Andy Griffiths (winner of the GP Warmup meeting) and HPI's Scott Winter (TQ at the GP Warmup).

## EFRA European Touring Car championships

### Who was using what Meeting Format

On the equipment side, HPI just edged out Schumacher for the most cars entered in the meeting by a couple of cars. For batteries some 29% were using Orion, with LRP proving to be the next popular with 19%, followed by Corally and GM with nearly 13% each. Orion had the lion's share of the motors as well with nearly 29% from Corally 20% and LRP 16%. For speed controllers it was LRP who was the clear winner with over half the field 53%, from Novak 19% and GM 13%.

On the car front, the production version of the Corally is a lot simpler than the pre-production version seen at last year's World Cup and was looking very effective during practice. GM had a mid engined version of their TC4 out, but most of their drivers were sticking with the old car. LRP's eagerly awaited Quantum speed controller should now be released at the end of the summer and their Phaser receiver is now available. Also new from LRP is the IPC SR speedo which has been designed to give more punch for stock racing. On the motor side GM had their latest version of their Cosmic motor out, the EV03, Reedy runners had the Fury and Orion had a number of the TOP based motors running. There was talk about the new 3000 NiMH cells and what it would mean for the future, but they weren't eligible for this event anyway.

The meeting followed the usual EFRA format of open practice on Thursday and registration on Friday. There were two rounds of controlled practice on Friday, to iron out any problems with the radio frequencies, followed by two rounds of qualifying proper. After controlled practice, it was the British home drivers who were setting the pace with the top six places and fifteen out of the top twenty drivers. This was going pretty much as predicted with Corally's Andy Griffiths topping the charts from HPI's Scott Winter, these two being the only two drivers to go 19 laps.

The weather was glorious sunshine, which kept our Californian visitors very happy (Yokomo's Barry Baker, Pro-line's Todd Mattson, Bob Novak and Martin Magdalena of Novak Electronics) and Todd of Proline informed us that they now have their website up and running at [www.pro-lineracing.com](http://www.pro-lineracing.com). By the afternoon the temperature had climbed into the mid twenties and this made the tyre choice quite simple with all the drivers running on Ride GS (super narrow) or G (Narrow) tyres.

The first round of qualifying saw Andy Griffiths being the only driver to put in a 19 lapper and this gave him pole position. Second on the grid was Team Losi's David Spashett from Schumacher's Marc Neale, HPI's Oscar

To the victor the spoils, Andy Griffiths - European Champion



Jansen, the Kyosho of Ben Elliott and Corally's Sakke Ahoniemi, the five of them covered by just over a second.

Round two saw most predicting slower times with the heat, but over half the drivers improved their times and that included eight of the top ten. We now had five drivers on 19 lappers, and it was Andy on pole from David, Sakke a tenth adrift, Steven Pole (Schumacher) and Andrew Moore (Losi).

## Day Two

Saturday started off overcast and a lot cooler, so it looked quite promising for some faster qualifying times. The first round of the day was indeed quicker as Andy improved the TQ time by two seconds and we now had seven drivers on 19 laps. Up to second had come Finland's Sakke Ahoniemi, next up was young Scott Winter from the David Spashett and Switzerland's Jean Marc Bettischer (HPI). We also had the first ever sub 16 second lap around the Ashby circuit which was posted by the Schumacher of Chris Ashton.

The fourth round saw even more 19 lap runs being posted and by the end of the round we had thirteen drivers on the 19 lap mark. This meant that CML's Jason Varley had lost his bet

The new rostrum was completed in time for the Euros



Sakke Ahoniemi of Finland made it a Corally one two

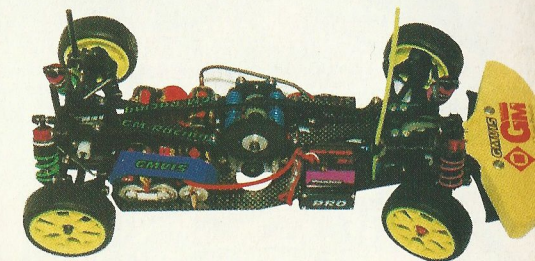


Scott Winter delighted HPI with a well deserved third overall

Below: Multiple champion David Spashett had to be content with a fighting fourth



Another monumental scrap for places underway



The new mid engined GM made an appearance

with Neil Mead, the BRCA PRO, and had to part with some hard cash. Andy Griffiths was still in pole position, having just failed to improve his time after an incident with another car, but now had the fastest lap at 15.91 seconds. Finland's Teemu Leino was now second with his Schumacher from Sakke, David Spashett and Italy's Riccardo Rabitti with a Yokomo. Other drivers posting 19 lap runs were: Karl Marsden (GB Yokomo), Ben Elliott who had been on course for TQ until he rolled his car on the last lap, Chris Ashton and Jillies Groskamp (NL Corally).

The conditions were still cool for round five and most of the drivers were improving their times. Ben Elliott was first to have a go at taking the top spot and was flashing TQ the whole race but just fell short at the end by 2/10ths. Andy then went out and improved his TQ time by over three seconds with Scott also beating the old TQ time. It then went to the last heat and this saw David Spashett also beat the previous TQ time but not the new TQ time. So the order was now Andy by two seconds from David, who was a mere 2/100ths up on Scott with Ben in fourth and nine of the top ten drivers had improved their times. We now had eighteen drivers on 19 laps, so it was looking like you would need a 19 just to make the B Final.

The final round of qualifying saw the battle for A final places become very intense and in the end the 19 lappers went all the way down to 21st place. The top seven places remained the same with only Sakke moving up one spot, behind them it was Schumacher's Marc Neale and the Losi duo of Andrew Moore and Jukka Steenari who took the last three places. Unlucky eleventh was HPI's Jamie Booth who missed out by 9/100ths. Qualifying turned out to be very tight with the first fifty drivers all being within a lap of the pole winning time.

## Finals

There had been some overnight rain but a stiff breeze combined with a bit of sunshine ensured that the track was dry by the time the racing had started.

Our congratulations to these winners:

K Final	Yarub Zalala	P
J Final	Antonio Mateo	Esp
I Final	Beat Knutti	CH
H Final	Derek McCloskey	Ire
G Final	Neil Mead	GB
F Final	Mike Levesley	GB
E Final	Tarmo Laitinen	Fin
D Final	Ben Cosgrove	GB





The top heat line up



Just part of the huge entry - the Alfa 56 body an extremely popular choice

## First Round

The first C final saw a win for the poleman, Chris Grainger, driving a Yokomo from the Losi of Jimmy Davis and Tenth Tech T1 of William Mitchum.

The B final saw poleman, HPI's Jamie Booth, roll on the first lap handing the lead to GM's Sascha Falter from the Yokomo of Riccardo Rabitti. The battle for third place was on between the HPI of Oscar Jansen and the Schumacher of Steven Pole, with Jamie in fifth. Oscar clipped a kerb and Steven and Jamie were both past in a flash. Up front it was Sascha who took the win from Riccardo and Jamie pinched third from a slowing Steven on the last lap.

The A final saw a nice clean start and it was the Corally of Andy Griffiths leading from Team Losi's David Spashett, Scott Winter's HPI and the Corally of Sakke Ahoniemi. The only incident on the first lap saw the Kyosho of Ben Elliott clipping the kerb at the bottom of the alpine section and rolling. David was trying to pressurise Andy and had got a small gap over Scott who had to keep an eye on the battle behind him for fourth between Sakke and Karl Marsden's Yokomo. Scott moved up to second when David clipped the kerb leading towards the drivers stand. Another roll for David saw him emerge just in front of Sakke and Karl's battle. Scott rolled his car going onto the straight but still held onto second and with less than thirty seconds to go his challenge for the lead was effectively over. So first blood went to Andy from Scott, David, Sakke and Karl.

## Second Round

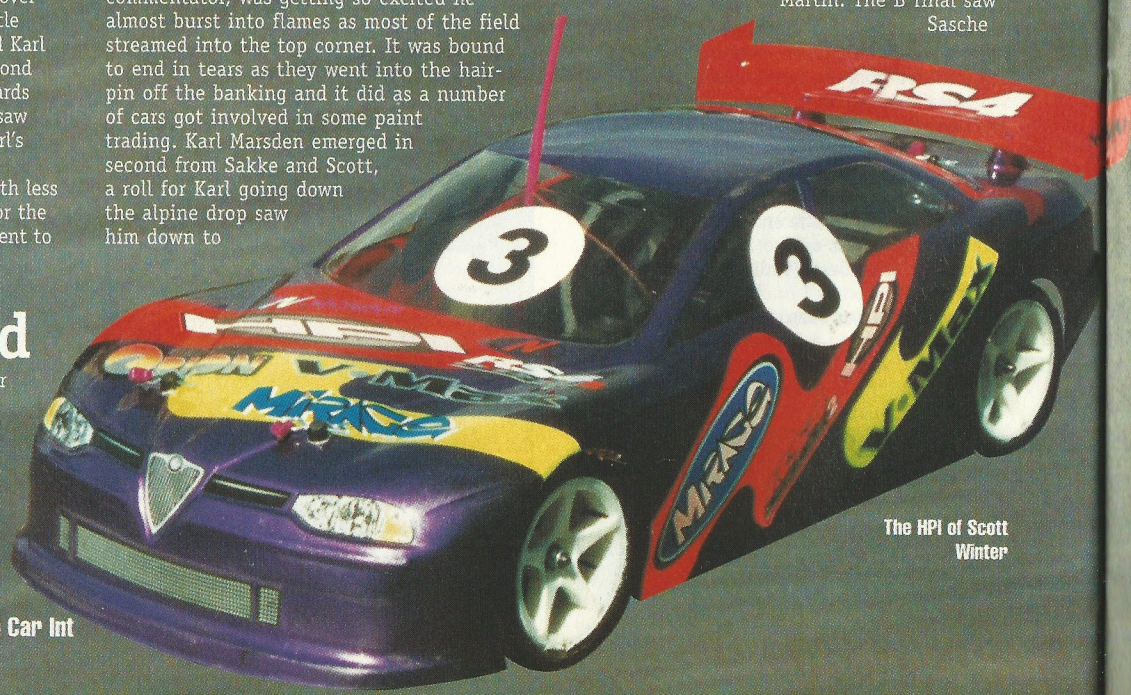
The second C final saw another win for Chris from Jimmy, and meant Chris had won the C final overall, with Holland's Erik Jonk this time in third with a HPI.

The B final saw the poleman, Jamie Booth, make a clean start to lead from Sascha Falter and Wayne Lander was up to third after Riccardo Rabitti and

fourth. We now had a battle for third between Scott, Karl and the Schumacher of Teemu Leino. Karl started to slow slightly and Teemu was quick to get past and was now after Scott. Andy ran out the winner from Sakke with Scott just holding off Teemu for third. On the last lap Karl saw David Spashett and Ben Elliott go by on both sides of him going into the chicane and it was Ben who beat David on the run to the line for fifth. That was one of the most exciting A finals any of us had seen in quite a while and with two wins out of two, Andy had clinched the first ever European Touring Car Championships.

## Final Round

The third C final saw Chris win again, but this time it was Germany's Ralf Helbing with a GM car who was second from the Losi of Ryan Coxall and Austria's Martin Knoll. Overall it was Chris who had taken the win from Jimmy, Ralf and Martin. The B final saw Sasche

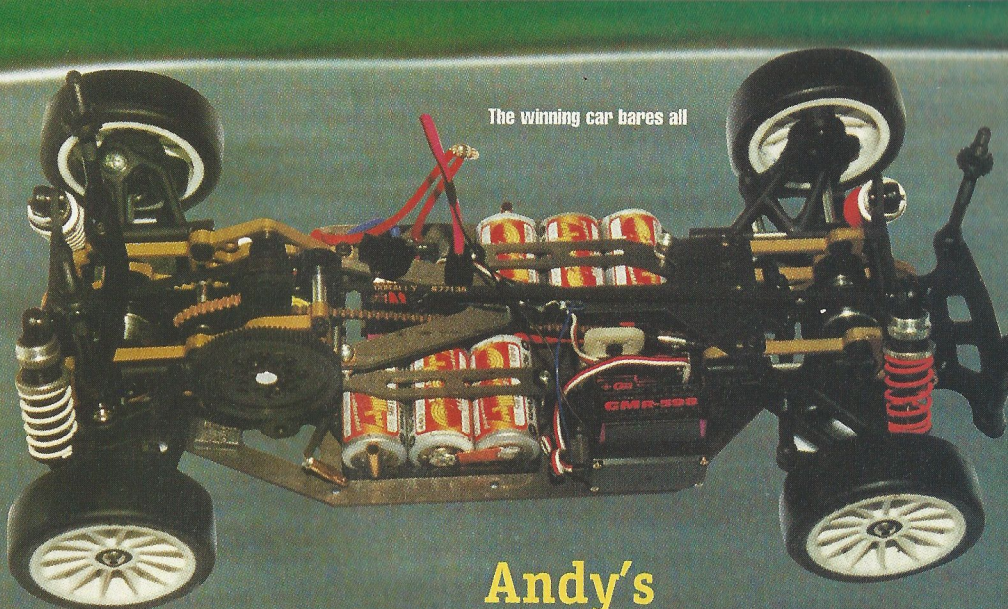


The HPI of Scott Winter

The Losi of Dave Spashett

Falter get the jump on Jamie Booth with Riccardo Rabitti in third and Jean Marc Bettisher in fourth. Sascha and Jamie touched going into the hairpin coming off the sweeper, fortunately there was no damage done and it was as you were. This had slowed them up and Riccardo took the opportunity of making a dive down the inside of Jamie at the hairpin in front of the drivers rostrum, Jamie was spun around and Riccardo ended up on the grass. Jean Marc Bettischer was the main beneficiary from this, with Jamie now third and Wayne Lander in fourth. Jamie then got involved with Jean Marc and this time Wayne was the one to benefit, moving up to second, with Jamie in third and JM down to sixth. Sascha ran out the winner with Wayne in second and Jamie just managed to fend off Jillies Groskamp and Chris Ashton for third. Overall

Driver	Team	Car	Nicads	Motor	Speed Controller	Front Tyres	Rear Tyres	Radio	Servo	MM per rev	Body	Qualify	Final
Andy Griffiths GB	Corally, Robitronics GM	Corally C4	Corally 2000	Corally Gold 11 Triple	GM V12	Ride GS	Ride GS	JR X756	KO 2000	23/90	Protoform Alfa 156	1 19:308.10	1 1,1,1
David Spashett GB	Trinity, Losi, KO, LRP TRC	Losi Street Weapon	Trinity 2000	Trinity 12 Dbl	LRP Quantum	Ride GS	Ride GS	KO Vantage	KO 2001	28/82	Protoform Alfa 156	2 19:310.33	4 3,6,9
Scott Winter GB	HPI, Orion, Mirage Novak	HPI RS4 Pro 2	Orion 2000	Orion 11 Dbl	Novak Cyclone	Ride GS	Ride GS	KO Vantage	KO 1003	38/116	Protoform Alfa 156	3 19:310.36	3 2,3,3
Sakke Ahoniemi Fin	Corally, Robitronics LRP	Corally C4	Corally 2000	Corally Gold 11 Triple	LRP Quantum	Ride GS	Ride GS	Sanwa M8	KO 2001	23/90	Losi Dodge Stratus	4 19:311.45	2 4,2,2
Ben Elliott GB	Kyosho, Ripmax, LRP Corally, Frewer	Kyosho TF3 Type R	Corally 2000	Corally 11 Dbl	LRP Quantum	Ride GS	Ride GS	KO Precious	Futaba 9404	33/108	Protoform Alfa 156	5 19:311.93	5 6,5,6
Karl Marsden GB	CML, Yokomo, KO Novak, Reedy, Barry Proline	Yokomo MR4 TC	Reedy 2000	Reedy Fury 11 Dbl	Novak Cyclone	Ride GS	Ride G	KO Vantage	KO 2001	26/78	Protoform Nissan	6 19:312.34	7 5,7,7
Teemu Leino Fin	Schumacher, LRP Orion, Sanwa	Schumacher 99 Pro	Orion 2000	Orion 12 Dbl	LRP Quantum	Ride GS	Ride GS	Sanwa M8	Sanwa ERG-ZR	23/83	Protoform Alfa 156	7 19:312.68	6 7,4,10
Marc Neale GB	Schumacher, Peak	Schumacher 99 Pro	Peak 2000	Peak 12 Triple	LRP Quantum	Ride GS	Ride GS	JR X756	Futaba 9401	26/86	Protoform Alfa 156	8 19:313.43	9 10,8,5
Andrew Moore GB	Trinity, Losi, KO, LRP TRC	Losi Street Weapon	Trinity 2000	Trinity 12 Dbl	LRP Quantum	Ride GS	Ride GS	KO Vantage	KO 2001	28/82	Protoform Alfa 156	9 19:313.50	10 8,10,8
Jukka Steenari Fin	Orion, Losi, MIP, Novak Sanwa, Lunsford	Losi Street Weapon	Orion 2000	Orion 11 Dbl	Novak Cyclone TC	Ride GS	Ride GS	Sanwa M8	Sanwa ERG ZR	25/78	Protoform Alfa 156	10 19:313.73	8 9,9,4



The winning car bares all

## Andy's Winning Set Up

**Front Springs:** Corally Orange  
**Rear Springs:** Corally White  
**Oil Weight:** 40wt all round  
**Camber:** 1.5 degrees F&R  
**Caster:** Approx.13 degrees on front  
**Anti Squat:** 3 degrees  
**Toe In:** 0 degree front and 2.5 degrees on rear  
**Ride Height:** 6mm  
 Thin top deck

Cells further forward on chassis.

Look out for a full review of the C4 in Race Car very soon

## All Over Now

Overall the event ran smoothly, with the drivers enjoying the different undulating nature of the track and the limiting of the tyre choice was seen as a good thing. A special thanks most go to all the sponsors of the meeting: HPI/Orion, Mike's Models, CML Distribution, Radio Race Car and Skoda Cars for the use of their hospitality units. HPI, Schumacher and GM are also thanked for their kind donation of prizes for the raffle. Thanks also goes to those from the BRCA and the Ashby club who helped keep the event running with the minimum of fuss. **(RRC)**