REPORT BY CHRIS ASHTON

ERIK TRIUMPHS IN ADVERSITY

I don't really know how to start this report as there are so many things to talk about, the drivers, the result, or the meeting in general. There is one thing though that sticks in my memory - how terribly poor this Euro Champs was!

I would go as far to say this was the worst meeting I have ever attended, whether it be national or down at the local club. For a kick off the track was terrible, the carpet was of a ribbed variety and foamed backed so consequently it moved on the slippy gym floor leaving massive ripples just off the racing line. If you were to run wide you would be up on a ripple unable to stop yourself going up and over the angle iron which marked the track. Moving over for quicker drivers was just about impossible during qualifying, so in the end it turned out to be every man for himself.

The method of putting the track down was not suitable, using brown parcel tape to join the carpet, a number of corners were laid so you were turning on the tape, and the refereeing was appalling. Anyway enough of the moaning I could probably right a book on the things that weren't done properly during the meeting.

QUALIFYING

After an early night on the Thursday we arrived at the track keen and raring to go, the free practice was important for many drivers to try and get used to the different conditions but in reality was a waste of time as the grip was so low it made it almost impossible to get round, that's even if you could get onto the rostrum!!

Controlled practice was a little more civilised and it became apparent even by this stage that it wasn't going to be the car that looked quick that was necessarily going to win the event, you had to make eight minutes first. With six qualifying rounds to get a good run in there was plenty of opportunity.

The favourites for the event were going to be Markus Mobers, as he was on home soil, current Euro Champ, Dave Spashett and newly crowned British Modified champion Oscar Jansen. Outside bets would be on Erik Jonk, Andy Griffiths and Phil Davies.

It seemed as though we had never left the UK after the first two practice rounds, guess who was on top, yes that man again, David Spashett. After finishing late on Friday night due to the carpet coming up during one of the qualifiers, we were faced with another long day on Saturday with some drivers having all their qualifiers that day starting as early as 8:45am. This really was a bit much having to possibly put a time in 12 hours after you arrived. At the end of Saturday Erik Jonk held pole position from Markus, and David, this was a little suprising as Markus had held pole until the last round putting in several slow 38 lappers which Erik had not achieved.

So,we had four drivers on 38 laps, the fastest being Erik's last round time of 38-810.60 followed very closely by Markus on a 38-810.97 and David on a 12.69, the fourth being Oscar a further two seconds behind. The rest of the 'A' was as follows Reto Konig, Anders Nilson (who also took the concourse prize) Sakke Ahoniemi, Andy Griffiths, Roger Wicki and Phil Davies.

Congratulations to those drivers and to the manufacturers Corally, Trinity and Associated. What was a little suprising was that only one German made the 'A' as rumour had it that they had been practicing on the track for some time. With it being so close we were in for some good finals.

The President of the ERC club gives a speach at the end of the meeting - in German of course!

THE FINALS

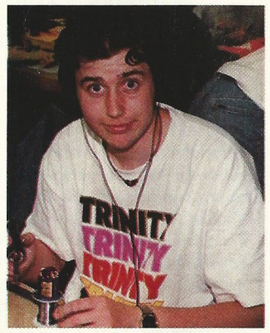
We arrived on Sunday morning to find the organisers had changed the track. This was mainly due to some drivers having problems with turning on the brown parcel tape, which is not really a suitable way to secure the track especially for a European Championship. In the end it actually made the problem worse because many drivers could not regain their rhythm built up over the past two days. I won't go into all the detail about the lower finals as I don't have room, but there

The very impressive Concours D' Elegance.

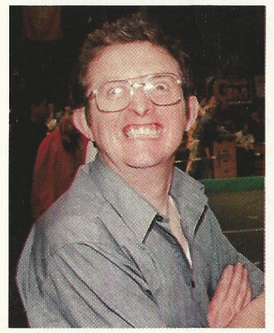
Team Corally brought along their top motor technician, Piet Goemans.

The A-final drivers track-up their cars and prepare for battle.

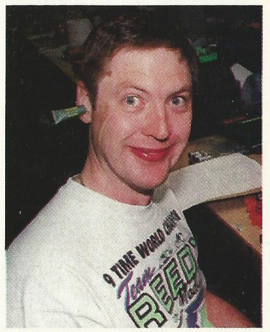
Phillipe Neidhart hard at work on Team Orion's batteries.



David Spashett concentrating hard?

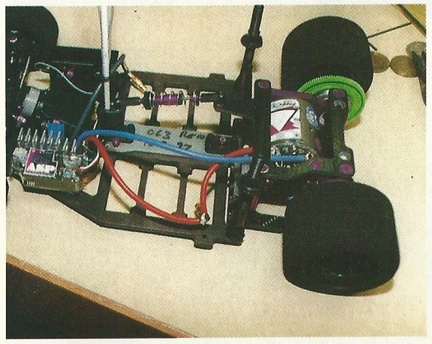


Glyn Ward had a frustrating time!



The whole thing sent Nigel Hale completely mad.

The European Championship trophies.



The Trinity Revolver 22.2J of Andy Griffiths.

Andrew Moore did extremely well to win the B-final.

The top three finishers - Erik Jonk, Marcus Mobers and David Spashett.

were some noteable performances by the Brits. Alan Leighton put in some spirited drives in the H-final to take the overall victory along with Darren Houghton who piloted his AGR powered Trinity to a victory in the 'D'. David (meep,meep) Gale drove well in the 'C' to pick up third place overall from ninth on the grid. The fourth Brit overall was Andy Moore, unlucky not to make the A-final with his Corally, put two perfect drives in to secure a great victory in the B-final.

The three A-finals were probably the best races I have ever seen, they really showed the quality of driving we have in Europe. In the first we were treated to a four car battle between Erik, Marcus, Sakke and Oscar. These four were travelling nose to tail for the majority of the race, with Erik driving superb lines, not actually looking quick but driving very smoothly and conserving his vital Orion battery power. On the last corner of the last lap Markus made a galliant attempted to pass Erik but there was no way through and Erik took the victory by the slightest of margins just 0.37 of a second. In third place was Sakke one second behind Markus with Oscar just 0.04 seconds further back. Griff' drove well for his 5th place but David and Phil were a little unlucky, Phil picking up a penalty that was not as bad as some we saw through the race, we were missing Dallas our usual EFRA ref.

Onto the second and we saw Eric jump straight into the lead from Markus and David, then a small mistake from Markus allowed David up to second with Oscar not far behind. From here on Erik pulled out a half a length straights lead over David but he was closing fast with some breath

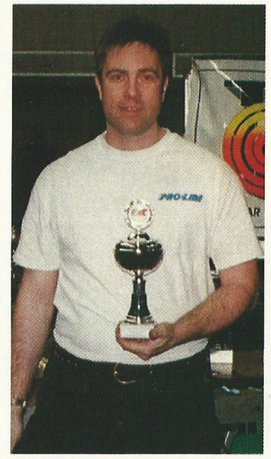
NEW PRODUCTS

There was nothing revolutionary around the pits, there was a new speedo from GM, which Andy Griffiths put into the A-final, and Jurgen was doing a roaring trade in LRP ICP's. There were slight modifications to the Trinity cars rear pod, newly named the 'Gingerbread Man' for obvious reasons, the T-Piece is now equal length either side of the centre line, much the same as the Associated design.

In the end this was not used as there were little spares. Erik Jonk is now marketing a new very nice looking discharger called the 'Kinetic'. All the debate about Panasonic v Sanyo 2000's before the meeting was put to rest, as the majority of drivers chose Pana's, there is a case for the 2000 though but motors and gearing looks like being critical and I'm sure with more testing further knowledge will be gained.

TECH CHART

PLACE	NAME	CAR	CELLS	MOTOR	MM/REV	ESC	FRONT TYRE	REAR TYRE	SERVO	BODYSHELL
1st	Erik Jonk – NL	Corally SP 12GII	Team ORION Powers MAX	Corally 14x3	33,5	LRP IPC	Corally Gold	Corally Gold	Sanwa 141HR	Protoform Nissan
2nd	Markus Möbers – D	Corally SP 12GIII	Team ORION Powers MAX	Corally 14x3	32	LRP IPC	Corally Silver	Corally Silver	Sanwa	Protoform
3rd	David Spashett – GB	Trinity 22T	Trinity 2000	Trinity D2 15x3	34	LRP IPC	Jaco Purple	Jaco White	KO 502	Protoform Nissan
4th	Oscar Jansen – NL	Corally SP 12GIII	Team ORION Powers MAX	Corally 15x3	33,9	MTroniks Prodigy	Corally Gold	Corally Silver	Sanwe 141HR	Protoform Nissan
5th	Reto König – CH	Corally SP 12GIII	LRP Hypermax 200	LRP 16x4	34,5	LRP IPC	Corally Silver	Corally Gold	KO 911BH	Hot Bodies Nissan
6th	Anders Nisson – S	Corally SP 12GIII	Team ORION Powers MAX	Corally	xx	MRT	Corally Silver	Corally Gold	Sanwa 141HR	Corally Nissan
7th	Sakke Ahoniemi – SF	Corally SP 12GIII	Team ORION Powers MAX	Corally 15x2	33	LRP IPC	Corally Gold	Corally Gold	Airtronics 141	Hot Bodies Nissan
8th	Andy Griffiths – GB	Trinity 22T	Trinity 2000	AGR 15x3	34	Helbing ASP	Jaco Purple	Jaco White	Airtronics 141	Hot Bodies Grafix Nissan
9th	Roger Wicki – CH	Corally SP 12GIII	LRP Hypermax 200	LRP 16x4	34	LRP IPC	Corally Silver	Corally Gold	KO 911BH	Hot Bodies Nissan
10th	Phil Davies – GB	Associated RC 12LL	Team ORION RC2000	Reedy 16x5	36	LRP IPC	Jaco Purple	Jaco Grey	Sanwa 141HR	Protoform Nissan P35



Alan Leighton won the H-final.

taking driving. The gap was clawed back and David knew he had to pull something out of the bag to stand a chance of retaining his title, but he also had to deal with a very quick Oscar behind him. With about two minutes remaining David got alongside Erik but just could not get by, 30 seconds later the crowd were treated to the overtaking manoeuvre of all time.

Erik was holding his usual line comming off the end of the straight, when David just drove round the outside of him as if he was standing still. Bearing in mind David was on the dirty part of the track, perilously close to those dreaded ripples in the carpet, if only I could put across to you the crowds reaction to this, it was awesome!! This left him on the inside line for the next hairpin allowing him to take the victory just 0.43 seconds ahead of a helpless Erik. Some credit must also go to Erik here, he could have easily ran into David on the following corner but held back and gave up the position gracefully.

Oscar came in a further second behind with Markus a crucial fourth and Anders Nilson fifth .Going into the third final it was between Erik, Markus and David but it was none of these who took an early lead, it was Andy Griffiths from eigth on the grid quietly driving away from the rest of the battling pack. The fight to be the champ was hotting up behind, Markus managed to break away

Darren Houghton collects his trophy for winning the B-final.

Marcus Mobers was overjoyed to come second.

and started to catch Andy. He passed him at about seven and a half minutes, not exactly cleanly but passed never the less, he went on to take the victory in the race to the delight of the German Crowd.

Andy finished second, Erik third with Sakke and a disappointed David in fith. Markus then proceeded to go mad on the rostrum thinking he had taken the overall victory, this was not the case though. Both Erik and Marcus had a first and second place making it three points each so it went on countback and Erik was the victor as he had a third place to Marcus' fouth. Congratulations go to Erik for adding to his Pro Ten European Euro title, he really was the most consistent driver over the weekend hardly ever making a mistake driving with the upmost accuracy.

His quiet, unassuming nature comes across in his racing, doing everything simply and in an uncluttered way. Pole position was such an advantage at this meeting and if he hadn't had it the result may have been different but take nothing away, it was deserved.

FINAL POSITIONS

BRITISH RESULTS

3rd	David Spashett	55th	Ian Plimmer
5th	Andy Griffiths	56th	Roger Manwaring
10th	Phil Davies	59th	Martin Donald
11th	Andrew Moore	65th	Marc Parson
19th	Rob Roy	66th	Russ Giles
23rd	David Gale	68th	Kevin Creaser
25th	Nigel Hale	69th	Chris Clark
27th	Chris Ashton	70th	Chris Hardisty
29th	Mick Farrell	71st	Alan Leighton
31st	Darren Houghton	76th	John Davis
33rd	Andy Sawyer	78th	Jody Sherratt
36th	Jim Spencer	80th	Syd Evans
		92nd	Paul Robins