



Held at the Lobith club, run by Adri Middelkoop, club web site at www.mbclobith.tk

Unlucky Smith as McMullen slips by to retain the title.

Another trip away for a weekend with the added bonus of a race meeting thrown in, once again Andy Cattell had done most of the arranging of the trip, along with the hiring of the mini bus as well as most of the driving (should be sponsored by red bull!) but on this trip he should not be as tired as we are leaving early Friday morning, which means we only have the one night of no sleep to look forward to, as we are travelling back during Sunday night. This is our first visit to the Lobith club, although Ben Harding visited the club for the Dutch Open meeting back in March of this year, altogether we have sixteen racers from the UK making the trip over and this will be the first visit to foreign shores for Tom and Dave Forrest along with Ian zzzz Rolph and Mark Steel, with no less than five different clubs represented. Another interesting snippet from this trip is that this will be the first time that all of the five racers from the first ever visit to the Fryslan 1 club are all together once again on this first visit to the Lobith club.

The format for the meeting will be four rounds of qualifying with the best three to count, the top twenty four will progress through into quarter finals, then the top three from each will go into the semi final's, and the top three from each of these will contest the final, practice will take place all day Saturday followed by a meal at the club, we have a total of forty- two racers for the meeting with four different country's represented – Holland, UK, Austria and Belgium.

The journey over for us was an interesting one as we could see the sights for the first time as we were travelling during the day, upon arrival at Lobith just after tea time the first port of call was a local pub, as we were unsure of where the club was in Lobith, a telephone call was made to Adri to come and join us for a drink, and after five or six we were on our way to the Lobith club where we were going to be based for the duration of the weekend, and what a venue awaited us, as the club is a permanent one with excellent facilities, outside they have the 1/8th track, and inside the 1/12th track along with some workshop facilities, the club is based in and around other various clubs of different hobbies, and the amazing thing is it costs the club a small amount of just about £3 rent a year for the site. Also the Lobith club members should be proud of what they have achieved in a short time after the rebuilding of the club, after a devastating fire just a few short years ago. After unloading we settled in and started to unwind and make some new friends and continued from where we had left off in the pub with a few more drinks and some very welcome hot food, then after unwinding until about 3.00 am in the early morning of Saturday I decided that it was time for some sleep until we all had a wake up call, I will put this next bit in the words of Andy Cattell :- Best laugh of the weekend, has to go to young Nick Cooper, at 0300hrs on the Saturday morning a group of us were still going strong at the bar when in the back ground we heard the sound of someone inflating their air bed with what can only be described as an air pump that would inflate a hot air balloon, Nick had decided that his air bed was in need of more air and set about 'with gusto' to blow it up some more, and that's exactly what he did, blow it up – **BOOM** – my sides were still hurting the next morning!

Talking of next morning it was around 0700hrs when the first brave souls started to wake up, and not long after breakfast was served, in the usual continental fashion, Ham, Cheese, Bread and various other meats along with the obligatory Coffee, after we had been refreshed we set about some practice around the Lobith oval and after much practice we decided that a sightseeing trip into Arnhem was in order, the van keys were handed over to Geoff Needham and off we went on what can be described as a mystery tour – to start with – then we were soon heading in the right direction after asking a local for some directions, and what an interesting time we had too, a look around a traditional market, followed by a very interesting look around the famous Arnhem bridge and at the various pla-kards at the foot of the bridge, followed by something to eat in the centre of the town, and all too soon it was time to return to the club, where we were soon to feast on a buffet style Chinese take-away which was absolutely delicious, then the rest of the evening was taken up with some more practice, and soon a card school was in full session, much to the interest of the local Lobith contingent, and I must add that the cards were only played for fun, although in the early hours of Sunday morning a wager was made between Mark Steel and Adri Middelkoop on the outcome of the European final, then finally the need for some sleep took over about 02.30am. Once again we were up

early for breakfast at 07.00am as we had to be cleared away ready for the main event of the European championship meeting, where the official pre meeting practice was due to start at 08.00hrs with the first race due on track at 09.30am.

The heat's were pre arranged, and there were eight in total and unlike the championship meetings in the UK where the heats are shuffled we were to stay in the same heat all through qualifying, so after a photo shoot of the competitors and their cars along with a drivers briefing, then before we knew it the meeting was under way with the first heat win going to Niels Hoekstra with 79 laps from Arjan Korf with 71, heat two saw both Allan Inness and Tom Forrest record 85 laps, after David Smith had suffered a melt down at the start of the race, heat three saw home club racer Koen Middelkoop record the highest laps so far with his lap score of 88 chased by Rinze G. Santhuisen with 80, heat four winner was Alastair Needham with 86 with Mark Steel recording 82 laps in second place, heat five was won by Ben Harding with 87 from Jelle Bijlsma on 79 laps at the finish, heat six was won by Evert Jacob Klok with 81 laps from Joop Bijlsma with 79, heat seven saw both Mark Cooper and Ryan Cattell record 86 laps with Daniel Wissman recording 83 in third place, and in heat eight Gary McMullen made his intentions clear with a win along with a new track record of a stunning 95 laps followed by Ian Zzzz Rolph with 88 laps.

Both David Smith and Nicholas Cooper suffered with burnt out speed-boards in this round.

Round 2.

Leading the charge in round two after his late arrival was Jason Bartropp with 82 from Niels Hoekstra in second place with 76, heat two saw both David Smith and Tom Forrest record 89 laps with Allan Inness recording his second score of 85 in third place, heat three went to Koen Middelkoop with 86 he was pursued by Rinze G. Santhuisen, Tjepke-Pieter de Vries and Michel Berendsen all on 78 laps at the finish of the race, heat four went to Alastair Needham once again his winning score was 85 with Mark Steel finishing a close second with 82 laps, heat five was won by Ben Harding with 91 laps which was also the top score of the round, he was chased by Jelle Bijlsma with 87 and Jean-Piere Steegen with 83, heat six winner with 88 laps was Evert Jacob Klok he was pushed all the way by a resurgent Andy Cattell with 87, heat seven saw a very good race which could have gone to three different racers, but the winner by one lap was Ryan Cattell with 88 from both Mark Cooper and Niek Middelkoop on 87 laps, heat eight winner was Gary McMullen with a less than impressive 87 from Adri Middelkoop on 85 and Ian Zzzz Rolph finishing with 84.

Round 3.

Taking his second heat win with 80 was Jason Bartropp in heat one in second spot we had Niels Hoekstra with his second score of 76, heat two was a great race between Tom Forrest and Dave Smith with Tom prevailing at the finish with 88 to David's score of 87, heat three saw home club racer Koen Middelkoop take the honours with 83 from Michel Berendsen and Tjepke-Pieter de Vries with 81 laps each followed by Rich Harding with 79, heat four was almost a rerun of the previous round as Alastair Needham once again took the honours with 86 from Mark Steel with 84, heat five was won by the young Fryslan racer Jelle Bijlsma with 84 from Jean-Piere Steege on 81, heat six was a reversal of the previous round as Andy Cattell took the win with 91 from Evert Jacob Klok on 90 laps in second place, heat seven was a win for Mark Cooper on 88 laps at the finish with Ryan Cattell just one lap behind with 87, heat eight was normal service returned for Gary McMullen with 93 laps along with the highest score of the round, finishing in second place with 86 we had Adri Middelkoop on 86 with Ian Zzzz Rolph just one lap behind with 85, then as voted by Andy Cattell for the best drive of the weekend, which came from young Nicholas Cooper in this heat with a creditable 81 laps.

Round 4.

Leading the charge in heat one with a race winning 79 laps was Niels Hoekstra from Arjan Korf with 71, heat two was won by David Smith with 91 with Tom Forrest in close attention with 90 laps, heat three was a good result for Rich Harding with a winning lap score of 86 from Michel Berendsen with 85, heat four was another battle royal between Alastair Needham and Mark Steele at the finish both racers finished with 85 laps, heat five saw Ben Harding move into top gear with a winning 92 laps from Jelle Bijlsma in second place with 86, heat six was another good result for Andy Cattell in first spot with 89 from Evert Jacob Klok on 81 laps at the finish of the race, heat seven saw Ryan Cattell record his highest lap score of qualifying with 89 with Niek Middelkoop in second place with 86, the last heat of qualifying went to Gary McMullen with 93 laps from Adri Middelkoop with 85 and Ian Zzzz Rolph on 84 at the finish.

Throughout the heats there were some good results for some of the lesser known racers, one that shines through is the progress made by our Austrian racers Reinhard Brandstatter and Siegfried Huber, Reinhard just need a few more meetings under his belt to be a contender for the finals, and in only his third meeting Siegfried is starting to get to grips with this form of radio controlled model-sport, another racer having a good day's racing was Allan Inness a racer who has yet to achieve the coveted red roof colour, also Rich Harding looked good when he posted his 86 lap score, we also had Mark Steel and Ian Zzzz Rolph from the March club going very well in their first big meeting overseas or should that be their first big meeting anywhere? and what about the maturity shown by young Nicholas Cooper in keeping out of Gary Mac's way, and with more luck he would have scored more than he did car malfunctions had let him down again, but the outstanding racer in my opinion was Andy Cattell so long a bridesmaid compared to Ryan but the old boy outshone the youngster on this occasion.

The order for the way you were seeded into the quarter finals was based on the list of qualification, with the top qualifier in quarter 1 and on down the list so qualifier 4 was on pole in the fourth quarter along with the fifth qualifier in the same quarter final, so the eight qualifier lined up alongside the top qualifier in quarter final 1, this would be the format for the rest of the meeting as well.

The quarter finals.

Here are the line ups for the quarter finals along with the drivers qualifying totals.

Quarter 1.

Gary McMullen	281	Evert Jacob Klok	259	Alastair Needham	257	Niek Middelkoop	250
J-Piere Steege	246	Rinze Santhuisen	235				

Quarter 2.

Ben Harding	270	Mark Cooper	261	Ian Rolph	257	Allan Inness	251
Michel Berendsen	244	Johan Biemers	239				

Quarter 3.

Tom Forrest	267	Ryan Cattell	264	Jelle Bijlsma	257	Mark Steel	251
Daniel Wissman	243	Tjepke de Vries	239				

Quarter 4.

Andy Cattell	267	David Smith	267	Koen Middelkoop	257	Adri Middelkoop	256
Reinhard Brandstatter	241	Rich Harding	240				

The first of the quarter finals saw Gary McMullen and Niek Middelkoop finish with 87 laps but the race win went to Evert Jacob Klok with 88 and it was these three that progressed into the semi finals, in fourth place we had Alastair Needham with 85 followed by Rinze Santhuisen on 79 and Jean-Piere Steege with 67.

Quarter final two went to Ben Harding with 90 laps from Mark Cooper with 86 and the all important third place went to Ian Rolph with 85, and missing out on the semi finals were Johan Biemers with 83 laps in fourth place, Allan Inness progress also finished here with 80 laps in fifth place along with Michel Berendsen finishing with 78.

Quarter final number three was won by the flying Ryan Cattell with 91 laps from Jelle Bijlsma and Tom Forrest both finishing with 87 laps in second and third place respectively, and the unfortunate Daniel Wissman also finished with 87 laps but had the slower split time of the three racers and was placed in fourth place, fifth spot was taken by Tjepke de Vries with 84 followed by Mark Steel with 83.

The last of the quarters was won by David Smith with 93 laps chased by Andy Cattell with 92 and in third place right at the finish was Koen Middelkoop with 89 after a couple of mistakes by Rich Harding which left him in fourth place with 88, fifth place went to Reinhard Brandstatter on 81 laps at the finish and club promoter Adri Middelkoop finished with 76.

The Semi-Finals

With the same qualification process as before the two semi-finals looked like this,

Semi 1

David Smith	93	Ryan Cattell	91	Koen Middelkoop	89	Gary McMullen	87	Jelle Bijlsma	87
Ian Rolph	85								

Semi 2

Andy Cattell	92	Ben Harding	90	Evert Jacob Klok	88	Tom Forrest	87	Niek Middelkoop	87
Mark Cooper	86								

The first semi final threw up no surprises as Gary McMullen took the win with 92 laps from Ryan Cattell on 91 in second place from David Smith with 90 in third place and it is these three that go on to the final, then in fourth place we had Koen Middelkoop with 88 followed by Jelle Bijlsma on 83 in fifth and Ian Rolph with 78 in sixth place.

How close was this one! Just look at the laps at the finish of the race, the first three all finished with 91 laps they were Evert Jacob Klok, Andy Cattell and Niek Middelkoop, and just missing out on the final was Tom Forrest with 90 along with Mark Cooper and the real surprise was Ben Harding one of the pre meeting favourites going out after both Mark and Ben finished with 88 laps in fifth and sixth places respectively.

The Junior Championship Final

This race was made up of the top six competing Juniors, the top qualifier was Tom Forrest with a total of 267 from his best three heats the next racer into the final was Ryan Cattell with 264 followed by Evert Jacob Klok on 259, fourth on the grid was filled by Koen Middelkoop with his qualifying total of 257 and also with the same total we had Jelle Bijlsma in fifth and the final racer into the junior final was Niels Hoekstra with 234.

Right from the start it became clear that Tom Forrest was suffering due to a lack of speed and would be out of contention for the title, which left the way clear for Ryan's last assault on the Junior championship with an absolute masterly drive to take the title with 93 laps from Koen Middelkoop in second place with 89 and previous champion Evert Jacob Klok in third place with 88, in fourth place we had Jelle Bijlsma with 86 and the unfortunate Tom Forrest finished in fifth with 82 his lowest score of the days racing! and in sixth place we had Niels Hoekstra with 79.

The European Championship Final

After a long and often punishing days racing, the six racers to battle their way through to the final were, the reigning champion and new track record holder Gary McMullen, second on the grid was the outgoing junior champion Evert Jacob Klok, third into the final was the new Junior champion Ryan Cattell, fourth place was filled by a real surprise package in the shape of Andy silky Cattell, then we had home track favourite Niek Middelkoop (sorry Mr Steel you lost the bet!) into the final as the fifth qualifier and the we had David Smith in sixth place after his shaky start to the days racing with a speed board meltdown.

The real story of the final was the sheer speed and quality displayed by the racers, and it looked like one race too many for Ryan Cattell, but at the front it was a fascinating race between the top four, at the half way stage it was David Smith out in front and being chased by Gary and Andy with Niek in close attention, then into the closing stages David was still a clear lap in front of the chasing pack with Gary making the biggest effort to chase down David, with thirty seconds to go David made a mistake and Gary had closed the gap, fourteen second and David was feeling the pressure from Gary and clipped the corner and Gary was through and into the lead, with no time to mount a comeback Gary had retained his title at the expense of David but what a great race by these two, at the finish Gary crossed the line first on 93 laps as did David in second place, then we had a great result for Andy silky Cattell in third place with 91 laps from Niek Middelkoop who also finished with 91, fifth place went to Evert Jacob Klok with 89 and the out of contention Ryan Cattell finished with 82 laps in sixth place.

Technical chart of the finalist's

Name	F/Tyre inside	R/Tyre Outside	R/Tyre Inside	R/Tyre Outside	Gear Ratio	Speedo & Motor	Charger	Car type	Country	Cells	Club	Grade	Qualif	Final Position
Gary McMullen	UFRA Pink	UFRA 812	UFRA Pink	UFRA Pink	12/49	2 speed RS540	Pro Trak	Rapid Pink	England	Corally 2400	Urmston	Gold	1	1
Evert Jacob Klok	UFRA SE	UFRA 812	Corally Silver	Corally Silver	13/54	Tamiya Aeronaut	Robbe P.P.3	Joop 2004	Holland	Corally 1700	Fryslan	Red	2	5
Ryan Cattell	UFRA Pink	UFRA Pink	UFRA SE	UFRA Pink	12/50	2 speed RS540	Apex	Lecatt Mk. 2	England	Corally 1700	Stoney Stanton	S/S	3	6
Andy Cattell	UFRA Pink	Orange	UFRA SE	UFRA Pink	12/51	2 speed Aeronaut	Apex	Lecatt Mk. 2	England	Corally 1700	Stoney Stanton	Red	4	3
Niek Middelkoop	UFRA SE	UFRA 40	UFRA 30	UFRA 30	13/54	3 speed Tamiya	Robbe TLP	Bandit Pro	Holland	Sanyo 2000	Lobith	Red	5	4
David Smith	UFRA 812	UFRA Pink	Silver	UFRA Pink	12/50	2 speed RS540	Pro Trak	Rapid Pink	England	Corally 1700	Urmston	Red	6	2

Meeting report prepared by Mark Cooper.