



# Club M.B.C 'T Gelders Eiland ( Lobith )

"Presents" on :- **Sunday February 11th**



## The Dutch Open Championship 2007

The English invasion had started on the Thursday as Ben & Richard Harding along with Karl Spencer had flown over early from Coventry airport to make it an extended weekend, they were going to be staying in Amsterdam for a couple of nights before moving on to Lobith, for the rest of us that were making the trip over to Holland, the plan was to leave late Friday afternoon, and as we were driving over to Holland and not flying it was not good news as it had decided to snow on the Thursday the heaviest snow fall for a number of years, fortunately the snow had began to melt by the time we were due to leave, so after checking the travel reports and deciding on which route we were going to take we were on our way just after 4.00 pm, once we were through Rugby and on-to the A14 we started to make good time until we met with inclement weather, however the main thing for us was the traffic kept moving although it was slower than we had anticipated, more bad news as we finally arrived at Ashford to book in for our train journey "under the English channel" was that we had just missed an earlier departure other than our scheduled one at 20:53 pm, so we decided to make good use of our waiting time to have some refreshments, once we had made the crossing over to Calais the European time was now 22:30 pm and we still had some 260

miles to go, the good news was that there was no snow to be seen anywhere and we could put some miles on the clock as the roads were clear and free of traffic, however we decided to take our time as we had nothing to gain other than some extra sleep time when we arrive at our destination, we had been invited to stay the night at Adrie Middelkoop's, this was going to be the tricky bit of our journey, finding Adrie's house in Doetinchem as we had never been there before, so it was with some good directions from Allan Inness and a bit of luck that we arrived outside of Adrie's house just before 3.00am, considering it was half way through the night we received a warm welcome by our hosts, all we had to do was unload our sleeping bags and the rest of our sleeping gear, as mattresses' were already prepared ready for our arrival, so after a few hours of welcome sleep we were woken up just after 07.30 and then treated to a breakfast Dutch style by the hospitable Middelkoops, once refreshed we then followed Adrie to the club house and home of the Lobith club, and boy what a surprise awaited us as the club had undergone some improvements since our last visit, the club had a new wooden floor installed, along with a new ceiling throughout. Once we had helped arrange the tables and cover them in plastic we could then unload the car and settle into the weekend. We were joined by Ben, Rich and Karl just before tea time and the serious socialising began, we aquatinted ourselves with the track once again and more importantly we then sampled some of the Dutch falling down fluid! and for the brave there was also a bottle of the famous rocket fuel, this is a home brew moonshine with a difference, and we can officially say that this bottle of fluid was some 55% proof as certified by a laboratory. As we rolled on into the evening preparations were made in readiness for the evenings entertainment of the Stockcars with caravans and also Banger racing extreme style (kill the limo) and as I had not told my Kayleigh and Nicholas about the caravans, they quickly built some so that they could take part, this then gave us two heats of Stockcars/caravans and one heat of Bangers, the plan was to have a little practice with both, then the Stockcars would race with transponders over two rounds with the two rounds to count, and the racer with the highest laps would be declared the winner, and in the Bangers it was decided that the first round would be for demonstration purposes only, and the second round would be raced as a D/D with the winner of this being declared as the Dutch Open Banger Champion. The Stockcars/caravans were first to take to the track, heat one featured Kayleigh Cooper, Koen Middelkoop, Adrie Middelkoop and Jitse Miedema and heat two had Allan Inness, Johannes Midema, Niek Middelkoop and Nicholas Cooper.



All I can say is the Dutch were better prepared than the British and also that the tactics of the British were a little suspect, I do hope that this will be repeated at the next event so that we can be better prepared!

Here are the results of some entertaining races that you just had to see to believe,

Heat 1.		Heat 2.	
Kayleigh Cooper	45 14	Allan Inness	58 52
Koen Middelkoop	33 0	Niek Middelkoop	66 65
Adrie Middelkoop	60 56	Johannes Miedema	51 34
Jitse Miedema	55 12	Nicholas Cooper	29 27



So the “new” Dutch Open Stockcar with a caravan champion was Niek Middelkoop.



Between the first round of the Stockcars with trailers was the “demonstration” of the Bangers, this turned into a kill the limo session as the only Dutch racer with a Banger was Bart Mulder with a Limo, and as we soon took care of him by dispatching him into the centre of the track, the rest of us then continued wrecking each other for a further ten to fifteen minutes, when we returned to the track for the Dutch Open Banger Champion event, we decided to carry on from where we had left off although there was a title at stake in the D/D that was to decide who the champion was going to be, unfortunately for Bart he was first out due to his under powered 2400 cells dumping, I think that I was next out due to me losing the pinion, I was allowed to rejoin the mayhem, and as Allan Inness had remained the “force” out on track he was rightly declared the Dutch Open Banger Champion, he was even the last car under powered control at the end as my car was just going round in circles, and Allan’s car did not have enough power to finish me off, although by this time we had done some serious damage to Bart’s excellently prepared limo shell, and we had almost totalled Nicholas and Kayleigh’s body shells, and by a miracle my new Jag shell had only a small crack on one of the rear wheel arches, the official result from race control was :-

- 1<sup>st</sup> Allan Inness
- 2<sup>nd</sup> = Bart Mulder
- Mark Cooper
- Nicholas Cooper
- Kayleigh Cooper.



The rest of the evening was spent socialising and drinking and occasionally eating, Karl, Ben and Rich left relatively early as they had booked into a hotel for the night, those of us that were sleeping in the club carried on with the socialising until the early hours, I think the first to take to getting some sleep was Nicholas, as he had been drinking Frugal and was out for the count! and as 2am fast approached I thought it better to make sure Kayleigh got some sleep, as for the rest of us it was nearly 3.00 am before we could go to sleep, this was due to mainly to one of the Dutch contingent sabotaging the rest of the Dutch’s air bed’s by letting them down! so once the first of them had decided to go to bed mayhem broke out, on came all the light’s again as all of the mattresses’ had to be re-inflated, when I last looked at the clock it was 2.50am.

All too soon it was time for us to get up, and just like the previous night we had only had around four to four and a half hours sleep, not the best preparation for a big race meeting, and as previous years the Lobith club provided us with a great breakfast (Dutch style once again) along with plenty of coffee to wake us up, once we were wide awake and refreshed it was time to check out the grip levels on the track to see if it had changed from the previous day, the good news for us Brits was that it had remained the same (unlike last year).

The format for the championship meeting was going to be your best three lap scores from four rounds, the heat of racing that you are going to be in will remain the same for all four rounds, then it will be the top twelve racers that will go on to make up the semi-finals, and the top three from each of these will contest the final, the format to make up the semi-finals will be the top qualifier in semi one, qualifier two and three will be in semi-two, the fourth and fifth qualifier will be in semi-one, sixth and seventh will go into semi-two, and the eighth and ninth will go into semi-final one, the tenth and eleventh qualifiers will go into semi-final two and the last qualifier will go into semi-final one, so it looks like this

1, 4, 5, 8, 9, 12 & 2, 3, 6, 7, 10, 11



Along with a “senior Dutch Open Final” there will also be a junior final to contest, this race will consist of the top six juniors after qualifying. The main interest at this stage of the proceedings was to see who else was going to be in your heat, as a rough heat could cost you especially as we have a total of thirty four racers competing, and as you would expect the standard of the Dutch racers gets better every year as they gain more experience with their 1/12<sup>th</sup> cars, as the drivers briefing got under way a major surprise came our way, as it was announced that it was going to be an open motor meeting, this explained why so many of the Dutch racers had been extremely quick during practice, the motor that was the normal for the Dutch to use was the Aero-naut race 500 motor, but this had been replaced by a motor that had been sourced from the Czech Republic, it was a sealed 540 motor called a MIG and it also had an internal fan like the Mabuchi 540 RS-F, this motor was like an Aero-naut on steroids, although we had noticed that a few had cooked their motors during practice, it would appear that they were temperamental like the Graupner motor that we used over in the UK for a short time when the Mabuchi motor was in short supply, and as they were not available for us to buy and try, we relied on either our own Mabuchi motors or an Aero-naut, and then there was further bad news as there were only three new motors Aero-naut that were available to purchase from the club shop as the order of new motors had not arrived in time for this weekend, luckily most of us Brits we had our Aero-naut motors from previous trips although a new fresh motor would have been preferable.

## Round 1.

Heat one of round one was won by Arjen B. Hiddinga with 82 laps just behind in second place was Niek Middelkoop with 80 and Tjepke P. de Vries was a further two laps behind Niek and Nicholas Cooper finished in fourth place with 77. Heat two was a close race between Ben Harding and Maikel Rutten, both racers posted 87 laps, Ben was accredited with the win by a faster split time, finishing behind these two with 82 laps in third place was Jelle Bijlsma. Heat three went to Richard Harding with 86, right behind him in second place was Daniel Wissman with 84 he was followed by Gert Jan Klok with his 82 laps and Johannes Midema was a further lap behind in fourth place. Heat four had another close finish to the heat as both Mark Cooper and Bart Mulder posted 91 laps, the computer showed that Bart had the faster split time, finishing in third place with 86 laps was Thijs de Vries and Ian Driessen had 82 laps to his credit in fourth place. Heat five was abandoned and was going to be run after round four. Heat six was won by the defending Dutch Open Champion Karl Spencer with 90 laps, second place went to Evert Jacob Klok with 85 and Niels Derksen had 72 to his credit in third place.

## Round 2.

We had a different winner in heat one as Tjepke P. de Vries took the win with 85 laps behind him in second place with 81 laps was young Nicholas Cooper and he had Niek Middelkoop in close attention in third place just one lap behind Nicholas. Heat two was won by Ben Harding again, he improved his round one score by 5 laps with his 92, Maikel Rutten also improved his first round lap score too as he finished the heat with 90 laps although this was only good enough to take third place as Jelle Bijlsma had also finished with 90 laps with a faster split time, another racer going well in this heat was Johan Beimers in fourth place with 84. Heat three went to Gert Jan Klok with a winning lap score of 90, Daniel Wissman finished in second with 86 and Lobith club promoter Adri Middelkoop took third place with his 85 laps with Richard Harding a further lap behind him in fourth. Heat four was won with the highest lap score of the meeting to date, this was a high 94 laps by Bart Mulder, as before Mark Cooper finished in second place to Bart with his second lap score of 91, and third place went to Thijs de Vries with 88. Heat five went to Jitse Miedema with 87 laps just one ahead of Allan Inness in second place and Lobith club racer Koen Middelkoop took third with 78. Heat six saw Karl Spencer win his second heat with 92 laps, finishing in second place with 86 laps was Evert Jacob Klok and a further ten laps behind Evert was Michel Berendsen with 76.

## Round 3.

Arjen B. Hiddinga posted his best lap score in winning heat one of round three with 88 laps ahead of Tjepke P. de Vries who finished with 82 laps in second place he was followed by Nicholas Cooper with 80. Ben Harding claimed his third win with 93 laps in heat three, he was pursued by Maikel Rutten with 90 and he was followed by a distant Jelle Bijlsma in third place with 82. Heat three had the first three racer's all finish the heat with 90 lap's, the computer showed us by the split times that it was Gert Jan Klok that had took the win from Richard Harding in second place and Daniel Wissman in third these three were chased by Roy Derksen with his 85 laps in fourth place. Heat four was won by Mark Cooper his first heat win, his winning lap score was 93 laps, second place went to Thijs de Vries with 89 and Bart Mulder had some problems in this race but managed to hold onto third place with 81 which was just a single lap ahead of Ian Driessen in fourth place. Heat five was won by Jitse Miedema with 89 and Koen Middelkoop claimed second with 84 ahead of the out of touch Allan Inness who could only muster 81. Heat six was won with the second heat winning lap score of 94 laps, this was achieved by Karl Spencer, the only other racer near him in terms of lap scores was Evert Jacob Klok in second place with his 87.

## Round 4.

Taking a second successive heat win was Arjen B. Hiddinga his winning lap score was 88, Tjepke P. de Vries finished in second place with 85 and both Nicholas Cooper and Yannick Moorman had recorded 74 laps, the split time showed that it was Yannick Moorman that had taken third place. Heat two was win number four for Ben Harding with his 89 laps, as before it was Maikel Rutten that was chasing him to the chequered flag, his finishing lap score was 86 he was followed by Jelle Bijlsma with 79 in third place. Heat three was won by Roy Derksen with 89 from Gert Jan Klok with 88 and Richard Harding finished in third place with 87 and remarkably Daniel Wissman completed the train of racers as he was just one lap behind Richard in fourth place with 86. Heat four was heat win number two for Mark cooper with 88 laps, Thijs de vries finished in second place with 84 and Ian Driessen took third with 80. Heat five saw another racer collecting his first heat win, and what a change of fortune it was for Allan Inness by making some slight adjustments to his car set up, his 90 lap score was just what was needed, Jitse Miedena recorded 89 laps in second place followed by Koen Middelkoop with 85. Heat six had Karl Spencer recording his second winning laps score of 94, behind him with his best lap score of the heats was Evert Jacob Klok with his 89 and Niels Derksen finished in third place with 84.

After a short pause heat five of round one was re-run after the previous running of this race had been abandoned due to a computer malfunction, this turned out to be a blessing in disguise for Allan Inness, as effectively this would be the fifth round for this heat as the first running of this heat had lasted for four minutes before the race was abandoned, this had given Allan valuable track time to find a set up that worked. The winner of this re-run heat was Jitse Miedena with 92, behind him in second place with his second successive lap score of 90 laps was Allan Inness, Koen Middelkoop had also recorded 90 laps in third place with a slower split time compared to Allan.



## Semi - Finals

Here are the line ups for the two semi-finals, along with their qualifying totals.

### Semi-final 1

1. Karl Spencer	280
2. Jitse Miedena	270
3. Gert-Jan Klok	268
4. Bart Mulder	266
5. Richard Harding	263
6. Daniel Wissman	262

### Semi-final 2

1. Mark Cooper	275
2. Ben Harding	274
3. Maikel Rutten	267
4. Allan Inness	266
5. Thijs de Vries	263
6. Evert Jacob Klok	262

The first of the semi-finals was won with the highest lap score of the day's racing so far, this was by Karl Spencer with his winning 97 lap's, second place went to Gert-Jan Klok with 95 and the all important third place and last qualification place for the final was taken by Richard Harding with 93, just missing out in fourth place was Bart Mulder with 91 and the impressive Jitse Miedena was fifth with 90 and Daniel Wissman came home in sixth place with 89.

It was the pre race favourite Ben Harding that duly obliged by winning semi-final two with 95 laps, it was a closely fought race behind him for the second and third place's between Maikel Rutten and Mark Cooper, both racers finished the semi-final with 93 laps and with a better split time it was Mark Cooper that had taken second place ahead of Maikel, both of these racers had qualified for today's final, just missing out on the final was Allan Inness who had finished in fourth place with a split time from Evert Jacob Klok after they had both recorded 91 laps, and Thijs de Vries finished the race with a creditable 90 laps in sixth place.

The racers that had not qualified were sorted out into their final place positions of the day by their split times from the semi-finals, the record books will show that Allan Inness had finished in seventh place in the order of merit, Evert Jacob Klok was placed eight and ninth place went to the flying Bart Mulder, tenth position on the final list went to Thijse de Vries ahead of the impressive Jitse Miedema in eleventh place and Daniel Wissman took twelfth place on the final list.

## The Junior Final

The six junior racers that had qualified for this final to decide who would be crowned the 2007 Dutch Open Junior champion, were,

1. Jitse Miedema	270
2. Gert-Jan Klok	268
3. Jelle Bijlsma	254
4. Roy Derksen	243
5. Ian Driessen	242
6. Nicholas Cooper	238



Although both Gert-Jan Klok and Jitse Miedema had featured in the semi-finals of the senior event and Gert-Jan Klok had made it through into the senior final it would have no bearing on the result of this final to decide who would wear the crown of Dutch Open Junior Champion 2007, in the line up for this final we also had a former winner of the European Junior Championship in Jelle Bijlsma along with the current European Junior Champion Nicholas Cooper.

Looking at the order of qualifiers it would come as no surprise that it was the top two that broke away from the rest of the pack, and at the finish of the final it was Gert-Jan Klok that had just managed to get one lap on Jitse Miedema to take the title of Dutch Open junior Champion for 2007 as he crossed the finish line with 87 laps compared to Jitse's 86 laps, the final rostrum place was filled by Jelle Bijlsma with 84 laps, Nicholas Cooper took fifth place with a split time after he and Roy Derksen had both recorded 80 laps.

## The Dutch Open Championship Final

The grid for the final was arranged in accordance to the semi results, if there were a tie on laps between the semi's the one with the fastest split time started nearer the front of the grid, with that in mind here is how we line up for the start of the final,

1. Karl Spencer	97	2. Ben Harding	95
3. Gert-Jan Klok	93	4. Mark Cooper	93
5. Richard Harding	93	6. Maikel Rutten	93

I can consider myself very lucky indeed, for as the pre race photos were being taken I moved my car forward on the track for a photo, then reversed back to take up my position on the grid, then when I went to move forward once again I discovered that a wire had come off, thankfully the start of the final was held while hasty repairs were being made to my car, once we were under way in the final it became clear that it was going to be a very fast race, around the half way point of the race I would have said that Karl was out in front and controlling the race, and being chased by Ben and Myself with Maikel right behind us, just after this point and unfortunately for me my motor had got very hot and had slowed dramatically, and Richard Harding was on a charge through the field, moving into the latter stages of the final a racing incident caught out Karl which had given Ben Harding a chance of making up ground on Karl, moving on to the last few seconds of the final and Ben Harding had made his move and squeezed passed Karl with only seconds remaining, you could have not asked for a more dramatic final, the final result was a win for Ben Harding from Karl Spencer, both of them had recorded 97 laps and the difference between them as they crossed the finish line was just 0.18 of a second, completing the rostrum places in third place was Richard Harding with 92 laps and as the first and second places the third and fourth places were also separated by a split time after Maikel Rutten had also recorded 92, in fifth place we had the newly crowned junior champion Gert-Jan Klok with 90, and the disappointed Mark cooper trailed in sixth place with 89.

Looking at the technical chart from the finalist's it is interesting to see that the once king of cells the GP 3300 & 3700's have now been overtaken by the Intellect type of cells. Unfortunately the chart does not show who was using what motor, although I believe that the two Dutch racers Maikel Rutten and Gert-Jan Klok were using the MIG type of motor, and the rest of us were using an Aero-naut type of motor although I am not sure about Ben Harding who might have been using a standard UK Mabuchi 540 RS motor.

Name	F/Tyre In	F/Tyre Out	R/Tyre In	R/Tyre Out	Gear Ratio	Speedo Type	Charger	Car Type	Chassis	Cells	Club	Grade	Qualify	Final
Karl Spencer	Jap	52 shore	Pink	Pink	12/50	Mardave	Apex	Elite	Anderton	4200	Rugby	S/S	1	2
Maikel Rutten	52 shore	40 shore	30 shore	36 shore	11/50	Tamiya	Power Peak fan	Mr. Tuning	J.B.	4200	MBC Lobith	Red	6	4
Gert-Jan Klok	SE	30 shore	Pink	40 shore	12/53	Tamiya	TLP	Bandit	J.B.	4200 smc	MSCF 1	Blue	3	5
Ben Harding	Jap Med	Jap Med	Pink	Pink	11/50	Mardave Mk 1	Pro Trak	Skint	Anderton	3600	Rugby	Silver	2	1
Richard Harding	Jap Med	Jap Med	Pink	Pink	11/50	Mardave	Pro Trak	Skint	Anderton	3800	Rugby	Red	4	3
Mark Cooper	Pink	52 shore	Pink	Pink	12/50	Mardave	Pro Trak	Skint	Anderton	3600	Stoney stanton	Red	4	6

At the trophy presentation everyone that was entered in the meeting received a Lobith club cap with a Lobith club badge attached to it, along with all of the finalist's from the Senior and Junior finals who received a handsome trophy each, the top Blue, yellow and White grade racers also received a trophy each, they were Gert-Jan Klok best Blue, Jitse Miedena received the best Yellow award and Johannes Miedema took home the White award trophy.

As me and Allan Inness and my Nicholas and Kayleigh had plenty of time to spare as our return crossing on Euro tunnel was not until 01:35am, we stayed around for a drink afterwards, while Ben, Richard and Karl headed back to Amsterdam as they were staying the night and flying back to the UK on Tuesday evening, even then we had plenty of time to stop at the services on the Holland/Belgium border, and we still had over an hour to wait for our scheduled crossing at Calais (Euro tunnel) the journey home in the UK went very smoothly and we arrived back at my house just before 4.00am.

Meeting report by Mark Cooper.

