

# milan

- 1983 1/12 European Championship ●
- Brits Dominate '83 Eurochamps in Milan

by Cecil Schumacher

'Campionato Europeo 1983' hosted by Auto Model Sport Club Italiano (AMSCI) in Milan was a huge success for the British with no less than 10 of the 17 strong contingent in the top 18 run off.

Top qualifiers Wayne Davis and Nigel Hale went straight through to the final. The next 16 drivers having to slog it out in the semi-finals for the remaining 6 places. Happily the pecking order did not change and the finalists were the same as on the qualifying list.

The course was excellent; the surface being standard type needle punch carpet as used in England. There was plenty of width, an interesting 'in field' and a long lost straight preceded by a short straight which the generous width made into a very long flat out section.

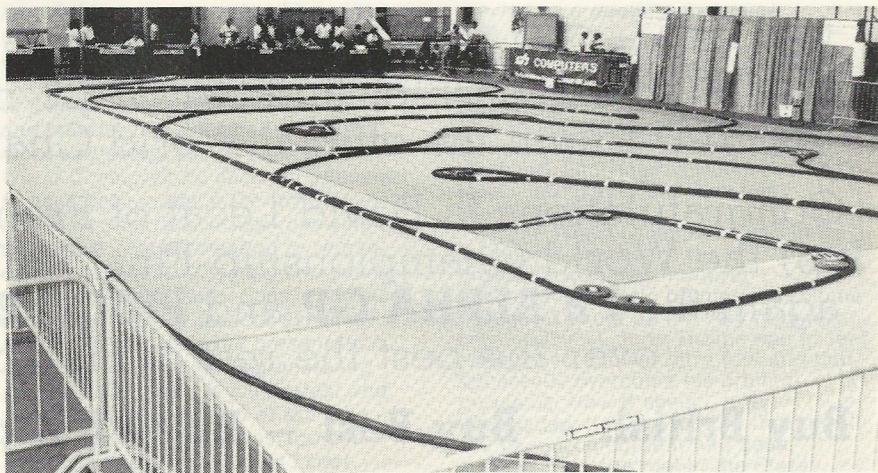
Track marking using weighted large diameter rubber hose was solid and yet kindly to the cars — that is if you had a reverse gear — those without paid dearly for errors having to wait for marshals to point them back down the track. At least one top Continental driver was seen, frantically fitting a reversing set up into his Parma after the Thursday practice session.

Lap scoring was accurate and efficient with a print out giving car number, lap number and time for each lap completed. These were hung up after each race enabling drivers to check their own lap scores and saved the organisers from the usual string of questions about lap scores.

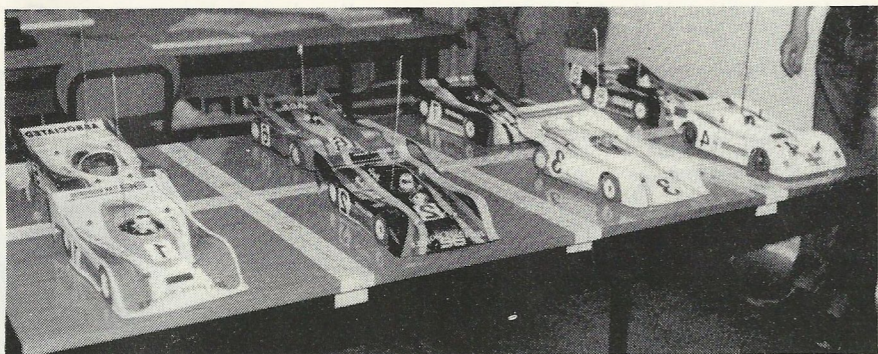
Thursday's practice session was uncontrolled and used mainly to find out which tyre additives would suit the track. TEAC and Trackwash worked fine but Trinity Traction Compound gave best grip — 'ground effect in a can' the advert says and you can believe it.

Friday was controlled practice with the pace beginning to hot up. Wayne Davis had a clear run and put in an absolute flyer with 30 laps. This proved to be the fastest time of the whole weekend.

Two more rounds of heats were



General view of the track



'Parc Ferme'



Impressive line-up of trophies

run on Sunday morning but few could better their earlier times. Suddenly it was semi-finals time and the pressure was on. Only 6 of the 16 would go through to the final — the winners of each semi and then the fastest loser. One tiny piece of bad luck could eliminate even the fastest qualifier. Winner of the first semi-final was Andy Dobson with a truly magnificent drive. The second was won by Tony

Wells with a slightly faster time, and it looked as if the final would be a battle between these two as the Davis Team had seemed unable to find their previous days performance.

The Final — Six British! Finn Ghersoe of Denmark and Van der Vecht of Holland. Apart from Ghersoe's Parma and Dobson's new Schumacher 'C' car the rest drove Associated 12i cars.

The drama started even before the race. Mino Codelupi Race director had emphasised the EFRA rules and the penalties for start line infringement. There is a 10 second penalty for jump starting by less than 1 metre and 1 lap for over 1 metre, during the time the cars are under starters orders. Poor Andy Dobson's car would not remain still; first he went forward then he came back, then forward again and then whilst going backwards the race started. He was virtually last away but the rules were applied and from that moment on he was carrying a one lap penalty. Nigel Hale had jump started and was given a 10 second penalty. At the first bend there was the usual pile up. The beneficiaries were Booth Ghersoe and Dobson who came out in that order. Tony Wells had been knocked over by a barrier and picked up a 10 second penalty for corner cutting.

The drivers seemed unabashed by the solemn voice of the loudspeaker which kept repeating the car numbers and their various penalties.

By lap 5 Dobson had worked his way past Ghersoe and Booth and was steadily increasing his lead. It began to look as though he might even pull out a one lap lead but it was not to be, his best was about 3/4 lap up but in the later stages his batteries began to fade and he finished the race about 1/2 lap up on Booth only to be given 4th place. Second over the line and Eurochampion for 1983 was young Mickey Booth after driving a copybook race without any mistakes.

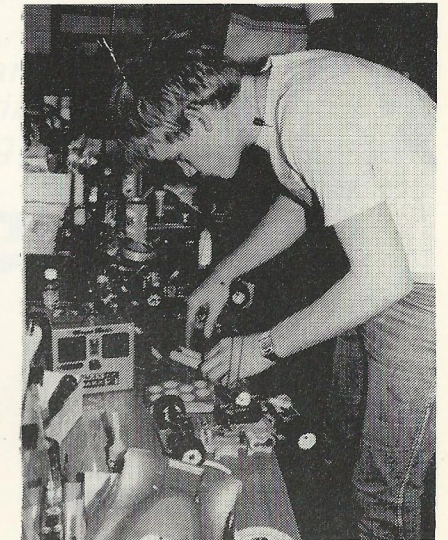
Third over the line was Dane, Finn Ghersoe but unhappily he was disqualified, after post race scrutineering when an uncomplimentary message to our Italian hosts was discovered written on his car. It was a silly spur of the moment act which nearly resulted in the severance of diplomatic relations between Italy and Denmark. We don't need that sort of thing and it is best now forgotten.

Fourth over the line was Nigel Hale but he had gained a place due to the various penalties and hence was awarded third place.

Fifth over the line was Van der Vecht gaining no less than three places and amazingly picking up second place. Sixth to finish and in fifth place was Jimmy Davis, seventh to finish Tony Wells claimed sixth place and bringing up the rear was dangerman Wayne



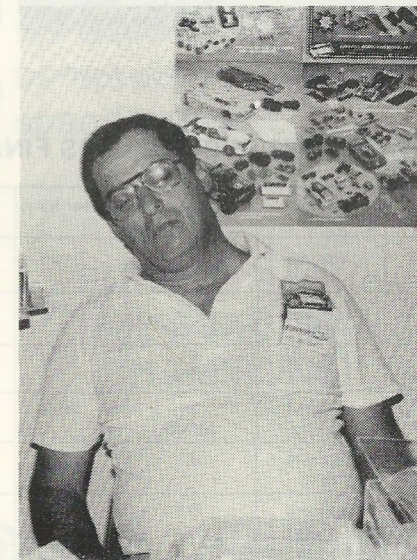
Finn Ghersoe, popular Danish Parma driver. Note ground effect pods?! Later Finn caused a diplomatic incident when graffiti on his car was taken seriously by the organisers. Certainly it cost him his 3rd place and his popularity in Italy.



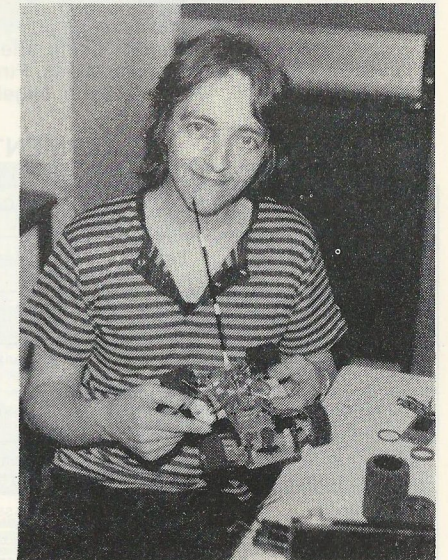
Wayne Davis pulling his finger out.



Mike Reedy takes the new Demon Car seriously and Nigel Hale looks worried.



Jet lag in the Parma camp as Ken MacDowell tries to sleep it off.



Rising superstar Glen Peglar missed the final by 1.2 secs driving his Schumacher 'C' car.



The French connection! Joseph Rosas & Michael Fraize.



Star of the meeting, Andy Dobson prepares his Schumacher 'C' car.

Davis who 'blew it' after leaving a vital wheel grub screw untightened.

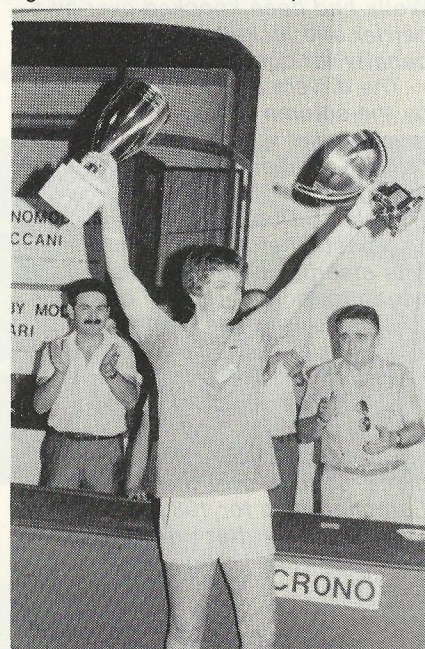
Whilst on paper its an Associated 1,2,3 it was a different story at the prize giving. Mino Codeluppi referred to Dobson as

the moral victor and the crowd showed their approval by giving him the biggest cheer by far. So with the Schumacher 'C' car first over the line and the Parma third, Associated domination is mainly in



Finalists being briefed before the start.

L. to R. Van der Vecht, Tony Wells, Finn Ghersoe, Wayne Davis, Micky Booth, Andy Dobson, Nigel Hale, Jimmy Davis.



Mickey Booth, Official Eurochamp 1983 after winning with his Associated RC121 car.

**EQUIPMENT CHART. 1983 EUROCHAMPS FINAL — MILAN**

Driver	Nationality	Car	Motor	No of Turns & Guage	Gear Ratio	Body	Batteries	Speed Controller
W. Davis	British	Assoc	Yokomo Reedy	27T 23/24G	11:46	TOJ	Sanyo ND	Demon Large Relays
N. Hale	British	Assoc	Yokomo Reedy	27T 23/23G	12:46	TOJ	Sanyo ND	Demon
T. Wells	British	Assoc	Yokomo Reedy	27T 23/23G	12:48	TOJ	Sanyo ML	Demon
Van der Vecht	Netherlands	Assoc	Yokomo Reedy	29 23/24G	11:46	P956	Sanyo ND	Bolink Resistor (Reversed)
A. Dobson	British	Schumacher "C" Car	Igarashi M.G.	28T	10:48	Alpha Track TOJ	Sanyo ML	Laser Turbo
M. Booth	British	Assoc	Yokomo Reedy	27T 23/23G	11:46	TOJ	Sanyo ND	Demon
F. Ghersoe	Danish	Parma	Yokomo Reedy	28T 23/24G	13:50	March 802	Sanyo ND	Parma Resistor
J. Davis	British	Assoc	Yokomo Reedy	27T 23/23G	11:46	TOJ	Sanyo ND	Demon