

FOURTEEN BRITISH DRIVERS turned up at Fredrickstad, Norway to compete in the European Championships. The team consisted of:

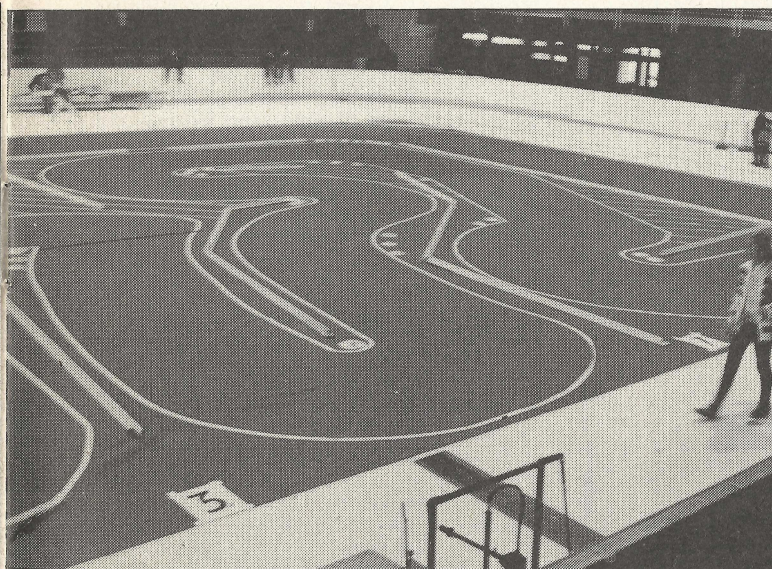
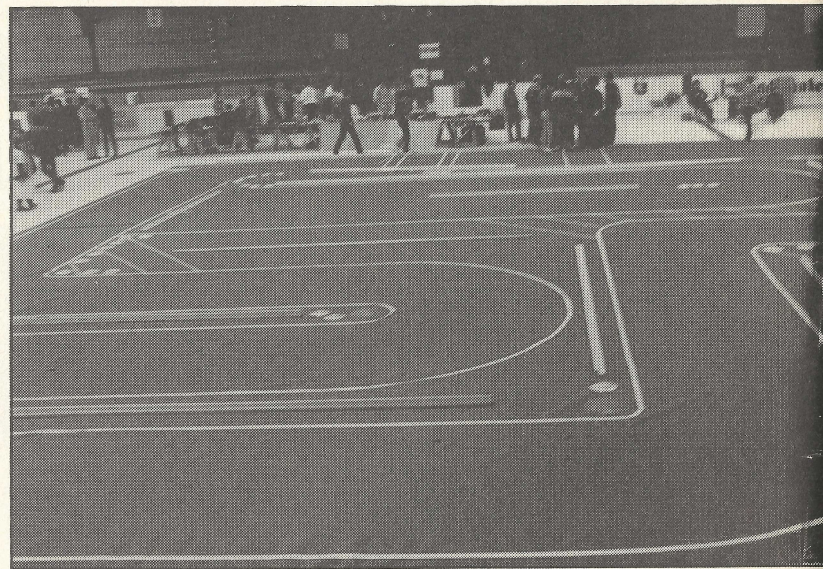
Andy Dobson	Jim Spencer
Phil Davies	Mark Brown
Les Pipe	Tim Dakin
Phil Olsen	Paul Hobbs
Jimmy Davis	Alan Blakeman
Mickey Booth	Steve Haywood
Bill Jones	Tim Biggs

The venue was a melted ice-skating rink with a light brown primafelt carpet used for the racing surface. The carpet was very badly laid, being so bumpy it should not have been allowed for a club night let alone a European Championship.

However, organisers refused to relay the carpet, so the first round of heats got underway.

After three heats it was discovered that the Automatic Counter was double counting some cars when they passed close to the counter tapes that run under the carpet. This meant the first three heats had to be re-run.

The heats were run in two groups, six heats in Group A, five heats in Group B. At first this seemed a good idea, but we soon realised it didn't work. There



# 1/12th Eurochamps

Mark Brown reports from Norway on the fifth annual European 1/12th scale circuit racing championships

simply wasn't enough time between runs to work on your car. The idea of the two groups was so that time between the drivers heats would be cut down. However too much time would have been better than too little. Five qualifying rounds were given to each driver, two on Friday and three on Saturday.

Friday's lap times were low due to the bumps in the circuit and this led to a rumpus. During an EFRA meeting the race officials tried to decide on whether to have free practice or re-lay the circuit. Some delegates said the circuit could not be changed once the meeting had started. Others, including Britain, complained bitterly about the condition of the circuit. The argument

Below: the top three drivers in Europe for 1985. Left to right: Phil Davies (third), Andy Dobson (first at last) and Christian Keil (second).



was decided in simple fashion by the French team when they walked over to the carpet circuit and pulled the main straight up! All credit was given to the French team for their decisive action. The organisers however, refused to re-lay the circuit so once again the French stepped in.

At the end of the first day Andy Dobson had FTD with a lap time of 29.152 with Christian Keil (Germany) second with 28.135 and 3rd Mikka Leppalahti (Finland) 28.244. The final three heats on Saturday were superb thanks to the French drivers and Schumacher team.

The heats run quite smoothly for the British camp. The only real disaster was for Jimmy Davis when he put in a sparkling clean run only to realise that he hadn't put in his auto-count module so he scored no laps at all. To make matters worse he worked out that his time would have put him into the A-final.

By the end of the day the British camp were delighted to have three drivers in the main final, Andy Dobson, Phil Davies and Phil Olsen. Andy Dobson held onto FTD with a 30.046 from Mike Leppalahti with a 29.045 and Phil Davies with 29.141.

The A-final was run in three rounds with the best two scores added together to decide the winner.

### Final 1

In the first round Phil Davies took the lead from the start with 'Dobbo' closing up ready to overtake. Unluckily Andy was taken out by a back marker, but quickly recovered to pressurise Phil again. At the end of the straight Phil went wide and shouted to Andy telling him to go through as Andy was easily faster. At the end of the round Andy was first, Phil Davies 2nd and Phil Olsen 3rd.

MODEL CARS

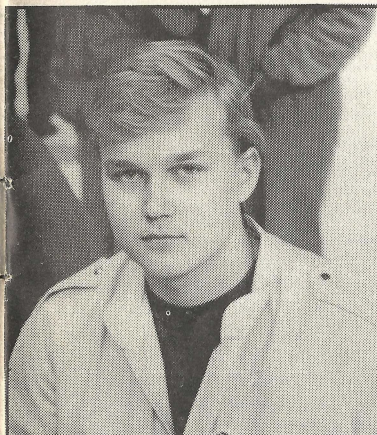
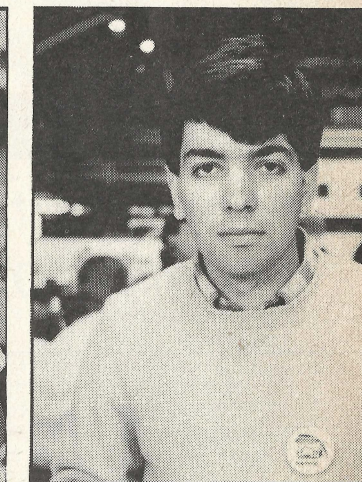
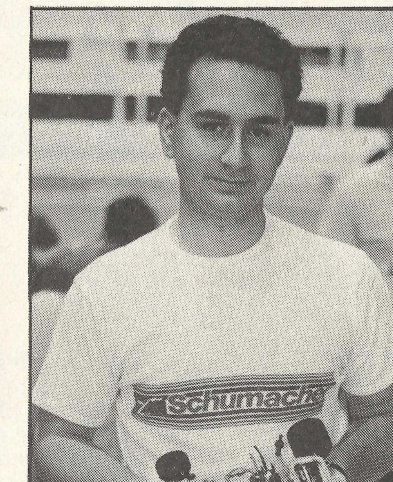
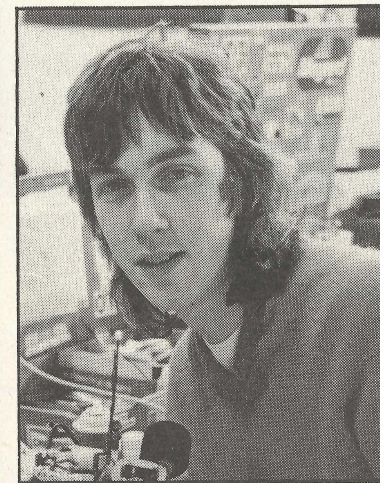
### Final 2

Andy took the lead from the start but had a tangle with Christian Keil to allow Phil Davies to take the lead. Phil held the lead for the majority of the race, but Christian lunging for the lead hit him, allowing Andy into the lead with Keil in hot pursuit. Keil was definitely faster than Andy but several mistakes cost him the lead and his battery duration allowing Andy to win once again with Keil second and Jose Rosas (France) 3rd.

### Final 3

Again 'Dobbo' took the lead from the start with Phil Davies second and Christian Keil 3rd. Phil made a small mistake allowing Christian into second place who in turn started to challenge the leader. Christian was definitely faster down the straight but as usual 'Dobbo' opened up his lead through the infield. At the minute mark Christian was looking for a way past Andy but couldn't find it. In the final minute he slowed slightly allowing Andy to open up a small lead to win. Andy Dobson was the European Champion on his 4th attempt, second was Christian Keil and 3rd was Phil Davies.

All in all a very enjoyable meeting which was appreciated by all. The only real criticism was the bumpy circuit but that was soon cured.



Top: the circuit prior to the French re-laying action. Above: other finalists left to right: R. Jose Rosas (fourth), Phil Olsen (fifth), Marco di Marchi (sixth), Emanula Zagati (seventh) and left Miko Leppalahti (eighth). Below: Andy Dobson's winning Schumacher 'C-Car.'

### The Final Score

	Country	First	Second	Third	Total	
1.	Andy Dobson	GB	30.011	30.010	30.009	60.0185
2.	Christian Keil	D	29.014	30.019	30.022	60.0412
3.	Phil Davies	GB	30.016	29.007	20.001	59.0170
4.	Jose Rosas	F	29.015	30.022	29.001	59.0229
5.	Phil Olsen	GB	29.002	29.005	29.002	58.0036
6.	Marco Di Marchi	I	29.012	23.003	29.008	58.0197
7.	Emanula Zagati	I	28.007	29.014	29.015	58.0290
8.	Miko Leppalahti	SF	28.011	29.008	20.000	57.0190

The rest of the British team kept the flag flying with Jim Spencer winning the E-final, Paul Hobbs winning the D-final and after a terrific battle Steve Haywood just managed to win the C-final. What made his victory even more astounding was that his lap counter module was held in by the last 8th of an inch of the retaining clip. Jim Davis was very unlucky after leading the B-final for about 7½ minutes he was taken out by a tail marker which dropped him back to 2nd place. In all the British Team went home very happy with 13 drivers finishing in the top 33.

