

1/12th Electric EUROCHAMPS

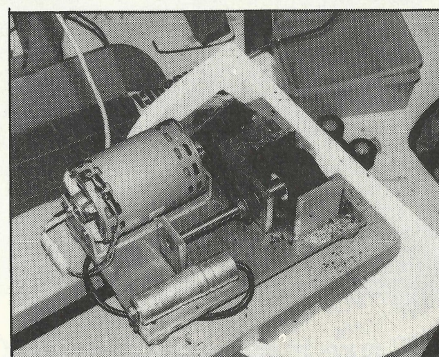
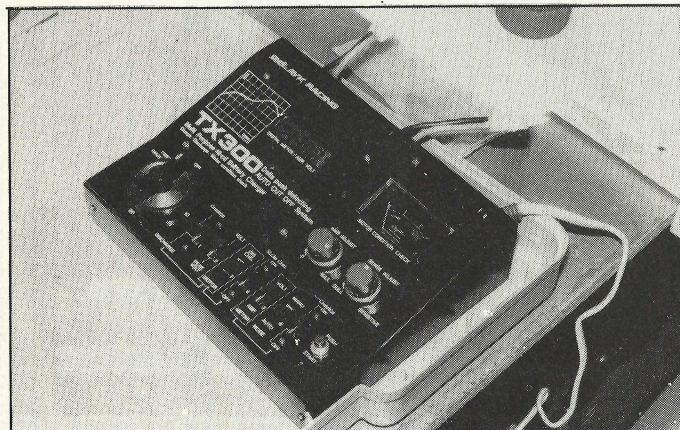
Report by PAUL HOBBS from Fredrikstad, Norway

The European Championships for one-twelfth electric cars this year took place at Fredrikstad in Norway on the 26th-28th April — the fifth time the event has been held. The four previous winners have all been British, partly (it is rumoured) due to the intense competition at club and National level enjoyed in the UK, but the rest of Europe would obviously be doing their best to change all that.

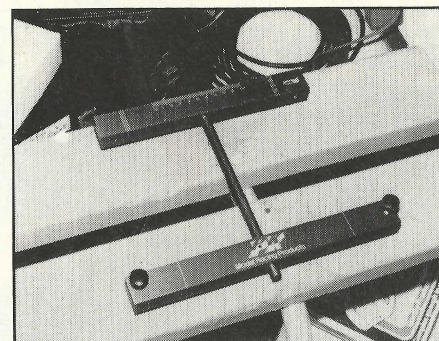
The British team of 15 drivers included three of the previous Champions, Jim Davis, Micky Booth and Phil Olson (Neal Francis, the first winner, having retired), and against them the rest of Europe fielded drivers from Germany, Sweden, Denmark, Belgium, Holland, Italy, Finland, France and of course the host country, Norway.

The allocation of places for the UK was not in fact filled, due partly to dragging of heels on the part of the Organisers (The Fredrikstad Model Car Club), EFRA and the BRCA — a week before the team was due to leave confusion reigned over who was in the team and who was not. This situation means that the UK may be penalised (by a reduction in the number of places available) at the next Euros in Holland for not having a full team. If the BRCA was to blame for any delay in getting a team together and we are penalised I hope somebody has

An AYK charger incorporating (amongst other things) a motor condition checker.

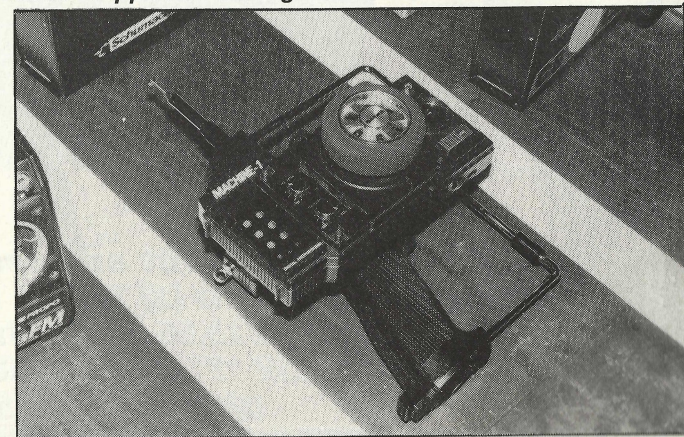


Tyre trueing machines were a useful accessory for the serious racer, either to try new tyre compounds or to get the gear ratios just right.



An interesting chassis tweak adjuster by PK products — the pivoting beam carries a spirit level.

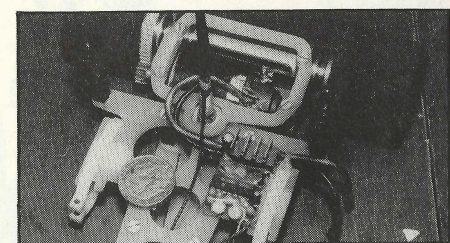
The Sanwa 'Machine-1' steering transmitter used by Mikka Leppalahti among others.



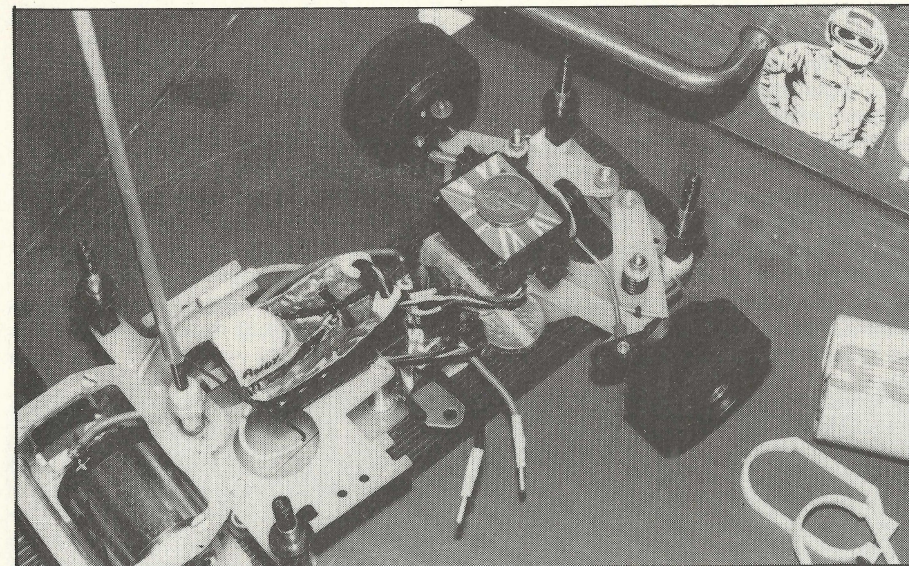
started to think of a very good explanation by the time that the AGM comes around.

The high cost of getting to and staying in Norway was also a reason for a relatively low entry of 82 drivers, so some other countries were in the same boat.

The venue for the meeting was an ice rink close to the centre of Fredrikstad, and when the British team descended on the hall in force on Thursday afternoon looking for hotels, the organisers must have begun to realise just how much work was ahead of them as their carefully worked out routine disintegrated! Still, they managed to find all the drivers somewhere to stay which kept the Brits quiet until seven in the evening when we re-



The prototype 'Rattle' speed controller looking extremely lost on a 'C' car radio plate. This one has only 4 FETs, but the version used by Mikka Leppalahti was a production controller with 5 FETs.

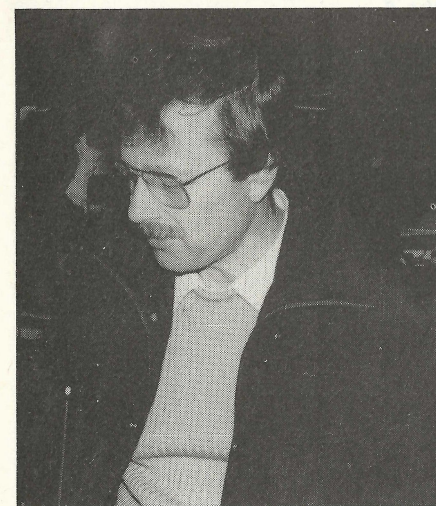


The winning Schumacher 'C' car of Andy Dobson, loose change as ballast weight much in evidence.

turned to cause further chaos (booking in!)

By this time the new brown Primafelt carpet was being laid by club members and the rostrum was under construction by an expert carpenter who simply drove his truck into the hall loaded with timber and set to work without any plans. The result was a sturdy rostrum complete with steps at one end built in about an hour standing at one end of the circuit. The carpet laying technique meanwhile was causing some consternation amongst the competitors — strips of double sided tape were laid on the floor and the edge of the carpet was then lowered onto it, a method which prevented the strip of carpet from being stretched flat as they were laid. Sure enough some alarming ripples were present when the carpet laying was completed ready to receive the track marking.

When tackled on the thorny question of track width the organisers mentioned somewhere in the region of



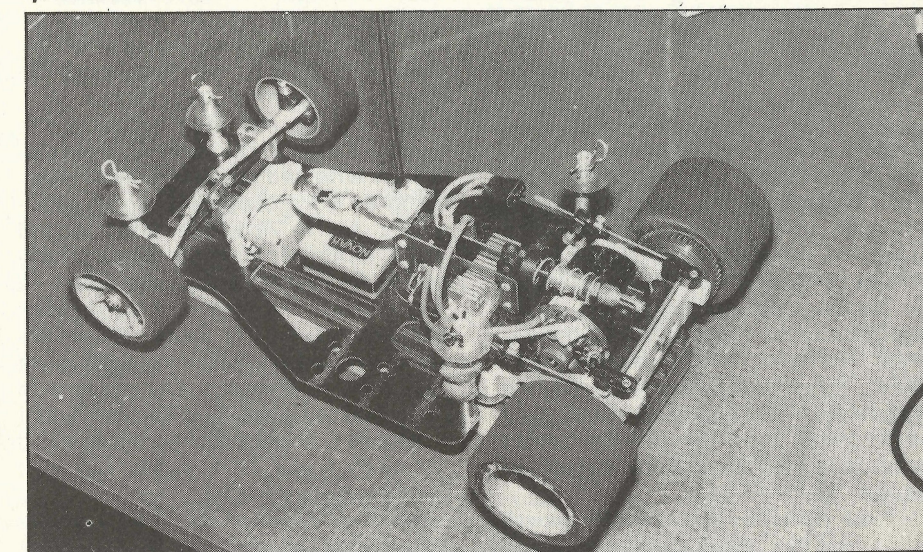
Cecil Schumacher, all round nice guy and designer of the 'C' car, contemplates his next move.

two metres at which point some drivers marked a point two and a bit metres from the end of the carpet. The organisers were then persuaded to climb onto the rostrum and see for themselves just what they were asking the competitors to do (the width was about two feet from the drivers' viewpoint) — the track width was duly increased to a reasonable amount.

The automatic lap counting system used at the World Championships in Denmark was again present, the pickup wires being laid on slots cut into the carpet. The modules fitted to the car weighed around 25g and the organisers preferred position for the transponder was just behind the left-hand front wheel — naturally some of the drivers moved them to a more central position to avoid upsetting the balance of the car.

Around the pits it was obvious that the days of the conventional transistor speed controllers are numbered as most of the field sported FET electronic versions. There were numerous

The Delta Super Phaser driven by Emanuele Zagatti of Italy. Radio gear and speed controller are all Novak and an anti roll bar is mounted on the rear pod.

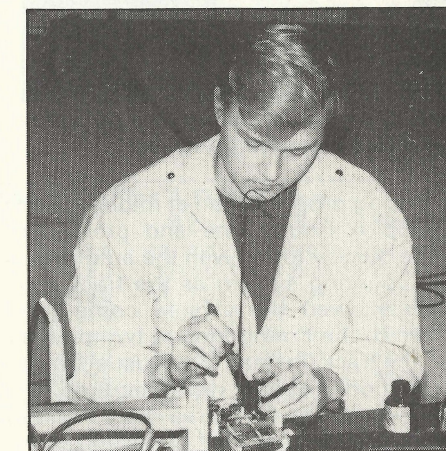


devices on show, but one that really caught the eye was the Rattle controller (it must mean something different in Swedish) as it must be the smallest yet although non-reversing. Åke Andersson, Valkaregatan 4, 597 00 Åtvidaberg, Sweden is the person to contact, and they sell for about £50.

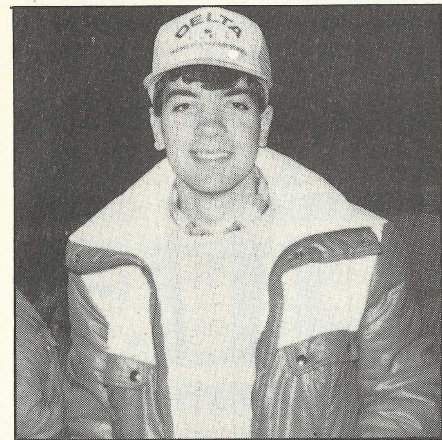
Friday 26th April

Uncontrolled practice from 9.00 to 11.30am was the first item on the agenda, 'uncontrolled' being the operative word with up to 17 drivers on the rostrum at a time discovering just how bumpy the track was. It was actually so uneven that cars were getting stuck on ripples in the carpet with all the wheels unable to touch the ground. The racing line was really determined by troughs in the racing surface that everybody had to follow.

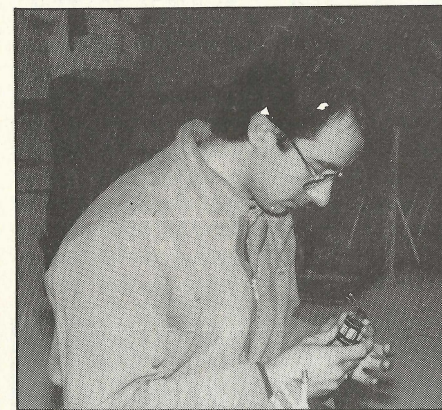
The competitors were divided into two groups for qualifying, A and B, in order to allow some time away from the track. Unfortunately some drivers from the same country raced in different groups which caused transport problems so this did not really work, a lot of competitors being at the track all day long anyway.



Mikka Leppalahti, second fastest in qualifying.



Emanuele Zagatti, European Championship finalist for the second year.



Phil 'Dangerous' Davies in a thoughtful mood concerning motors.

Racing proper began at midday with Group A Round one and problems were quickly found with the automatic lap counting system as the track design allowed the cars to come too close to the timing loop at two points on the track (instead of the usual one!) and modifications were required to the circuit. The first three races had to be re-run at the end of the group as a result of this.

Every competitor had two qualifying runs on the Friday, but due to the nature of the circuit listing the early leaders would be meaningless as quite a few drivers treated the first runs as experimental and therefore did not really try for a good time.

The evening was originally intended to be used for more uncontrolled practice from 6pm, but a meeting of the international jury was called instead to discuss the track conditions amongst other things. Juries being juries this dragged on whilst the EFRA official present made things difficult by quoting the rule book at every opportunity to try and make the organisers stick to the published timetable. The drivers, however, cooling their heels in the pits were in no doubt as to what they wanted done and eventually they ripped the carpet up anyway.

Faced with this even EFRA had to admit that the carpet could use a little

work and it was agreed that practice could be delayed until the carpet was relaid. The French drivers must have known that this was going to happen because they then produced huge quantities of tape and spray cans of stuff to make it stick really well and proceeded (with the aid of some of the other drivers) to lay the carpet properly. When practice commenced at 9pm the circuit was perfectly flat and the drivers could get down to the serious business of setting up the cars for the final three rounds of qualifying the next day.

Saturday 27th April

Group 'B' (thought by most competitors to be the stronger of the two groups) qualified in the morning session. Andy Dobson immediately gave notice of his intent not to miss out on the European Championship again with a 30/4.6 in round three, a clear leader from fellow Schumacher drivers Phil Olson (29/17.5) and Phil Davies (29/25.1). Only one other 29 lap time was posted in round three, Christian Keil of Germany (29/25.5). Jim Davis had a good score in the third round discounted because he had forgotten to fit the automatic lap counting transponder in his car — well, it was early in the morning!

Round four saw another good time from Andy (30/15.7), slower than his third round score but the only driver to achieve a 30 lapper in this round. Christian Keil improved to 29/15.2 to demote Phil Olson to third with 29/14.1 and 29/14.8 respectively. At this stage things were looking very good for the British team with first, second and third places, Jim Davis sixth, Les Pipe eighth, Tim Dakin ninth, Steve Haywood tenth, Micky Booth eleventh, Alan Blakeman thirteenth and Jim Spencer seventeenth.

When Group 'A' took to the track in the afternoon they found that the grip had improved noticeably from the morning (much to the disgust of the group 'B' drivers!) and surprisingly fast times were recorded by the allegedly weaker of the two groups. Round three saw Jose Rosas take fifth place with 29/15.3 and Sten Nordman moved into seventh with 28/4.3

Round four provided probably the biggest shock to the waiting group 'B' drivers who had completed their qualifying as Mika Leppalahti got it all together for a 29/4.5 to take second place, although even he was a whole lap down on Andy Dobson. Mika in fact missed his first and third races completely, had a slow 28 in the second round and only managed eight laps in the final round. Also moving up in round four were Bert Van Der Vecht in eighth (28/2.4) and two drivers tied for ninth place, Han Hippe and Kurt Steinbuchel with 29/4.1

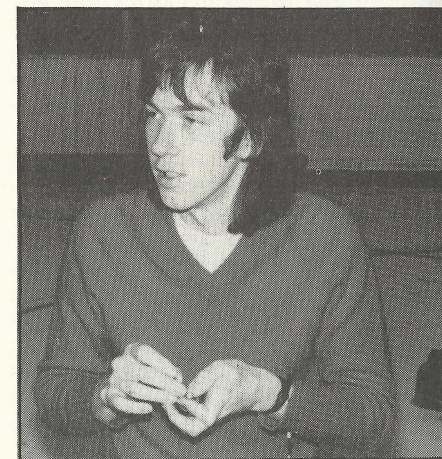
The final round of qualifying saw little change at the top except that

Emanuele Zagatti claimed the eighth and last place in the A final with 29/18.3, pushing Bert Van Der Vecht into the B.

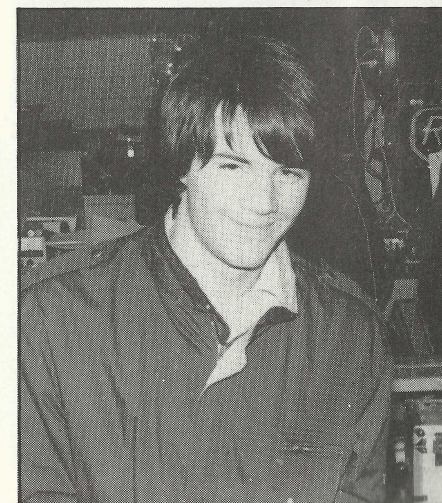
Sunday 28th April

The final day started with one round of controlled practice which was run in finals — participation was compulsory in order that any interference problems could be resolved, an excellent idea. The practice finals themselves were a somewhat strange experience as some drivers were still trying for a good time, others just went through the motions without using their fastest motors.

The finals proper began at 1pm with three of the lower finals, followed by the first (because there were to be three) A finals the best two scores in which would count. Dealings with the lesser finals first the British team members looked capable of winning every one in which they were represented as the E was won by Jim Spencer with 28/9.6, the D by Paul Hobbs (28/4.3) and the C by Steve Haywood (28/14.3). Steve was probably the luckiest driver at the meeting



Phil Olson, now an ex European Champion but a strong contender at this meeting with a fifth place finish in the A.



Christian Keil, second in the A and always a frontrunner.

as a mistake on his part put his car over the barrier onto the straight where it was hit by another car which almost dislodged the clip holding the transponder to the bodyshell. He finished the race inches ahead of the second place car, fortunately with the transponder still on board. The B final should have been won by Jim Davis who was well in the lead with about two minutes to go, but a tangle with a backmarker cost him too much time and he finished second to Sten Nordman.



The impressive array of trophies — all the way down to 60th place.



The top three drivers in Europe, Andy Dobson, Christian Keil and Phil Davies.

European Championships A Final Results					
Pos	Name	A1	A2	A3	Best 2
1	Andy Dobson (GB)	30 11.0	30 10.0	30 9.0	60 19.0
2	Christian Keil (D)	29 14.0	30 19.0	30 22.0	60 41.0
3	Phil Davies (GB)	30 16.0	29 7.0	29 1.0	59 17.0
4	Jose Rosas (F)	29 15.0	30 22.0	29 1.0	59 23.0
5	Phil Olson (GB)	29 2.0	29 5.0	29 2.0	58 4.0
6	Marco De Marchi (I)	29 12.0	23 3.0	29 8.0	58 20.0
7	Emanuele Zagatti (I)	28 7.0	29 14.0	29 15.0	58 29.0
8	Mika Leppalahti (F)	28 11.0	29 8.0	20	57 19.0

EUROPEAN CHAMPIONSHIPS

Pos.	Driver	Chassis	Motor	Cells	Differential	Speed Control	Rear Tyres	Front Tyres	Tx	Rx	Servo	Gear Ratio (mm/rev)	Body
1	Andy Dobson	Schumacher 'C'	Trinity Yokomo	CS Sanyo	Schumacher	CS FET	TRC Green	TRC Green	Futaba FP-T2LGX	Futaba FP-R2H	FPS-132H	38,5	TOJ
2	Christian Keil	Associated RC12i	Reedy Associated Yokomo	Associated Sanyo	Associated	CS FET	Associated Green	Green	Robbe	Robbe	Robbe	36,7	Associated TOJ
3	Phil Davies	Schumacher 'C'	Parma Yokomo	CS Sanyo	Schumacher	CS FET	TRC Green	TRC Green	JR FM	JR FM	Futaba FPS-132S	38,5	Alpha TOJ
4	Jose Rosas	Associated RC12i	Reedy Yokomo (Blue Dot)	CS Sanyo	Associated	Novak FET	Associated Green	Associated Green	Sanwa Excellence	Sanwa Excellence	Novak NES 1A	37,4	Associated TOJ
5	Phil Olson	Schumacher 'C'	Parma Yokomo (Double Wind)	Sanyo (OD)	Associated	Laser FET	TRC Green	TRC Green	Futaba 3EGX	Futaba R104	Futaba FPS-132H	38,5	Alpha TOJ
6	Marco De Marchi	Schumacher 'C'	MG 29E Triple Yokomo	CS Sanyo	Schumacher	CS FET	Associated Green	Associated Green	Multiplex	Multiplex	Novak NES 1A	40,8	Alpha Schklee
7	Emanuele Zagatti	Delta	Trinity Triple Yokomo	Sanyo (OE)	Delta	Novak FET	Delta A	Delta B	Futaba 3EGX	Novak	Novak NES 1A	39,1	Parma Osella
8	Mika Leppalahti	Associated RC12i	Reedy Associated Yokomo	PK Sanyo	Associated	Rattle FET	Associated Green	Associated Green	Sanwa Machine-1	Sanwa Excellence	Sanwa 401	37,4	Associated TOJ