



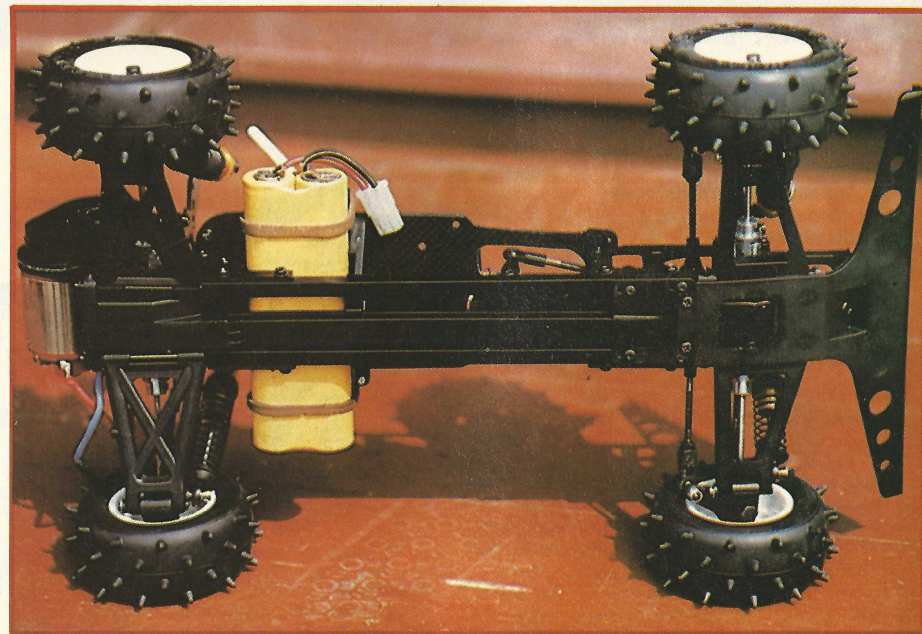
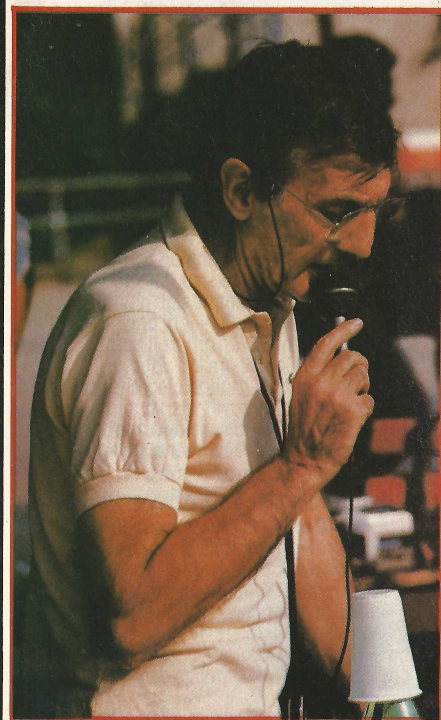
The Italian Job

The 1986 European 1/10 Off Road Championships was hosted by the Northern Italian city of Bologna. Guerrino

Stanzani, the Editor of the well-respected and popular Italian magazine Eco, told me that while in Italy Rome is known for its

superb buildings and history, Bologna is famous for its beautiful girls (nobody could disagree with this), and now it was set on

Left, Congratulations to race director Mino Codeluppi who with his wife and fellow organisers guided the event successfully.

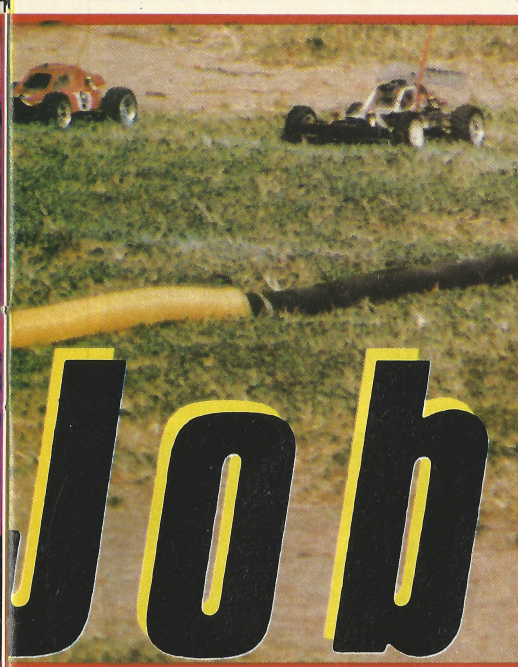
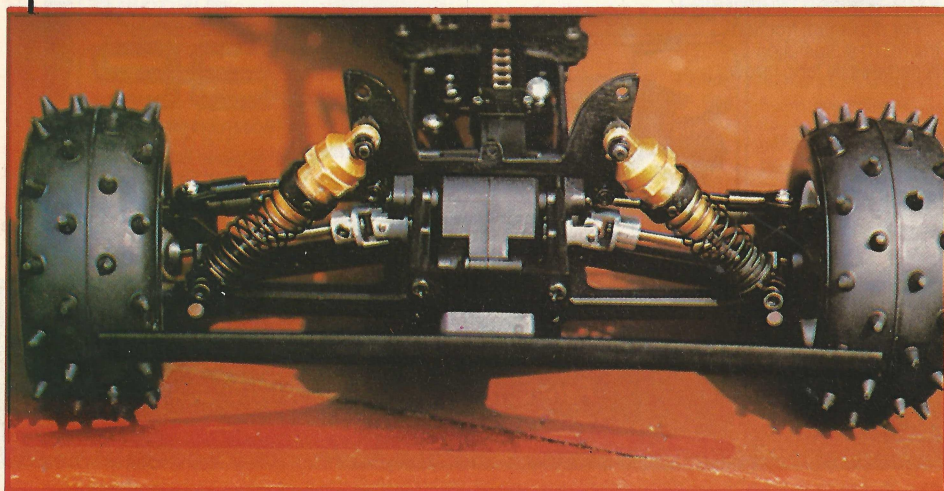


Gisom Off Road Racing of Italy had this very attractive Optima showing some of its bolt on goodies. Neat alloy suspension arms and shock mounts etc.

making itself famous within the r/c car fraternity for a memorable European Champs.

The venue was on the outskirts of Bologna, the track being laid out on a grassed recreation area near to houses and shops. The weather as one would expect at this time of year in Italy, was hot, sunny and very dry. The circuit itself was fast, without any jumps or steep inclines and

Right, The new 1/10 Euro Champion Jose Rosas shares the lime light with (R) Umberto Pernice who came second and fellow team member Dennis Blandin, placed third.



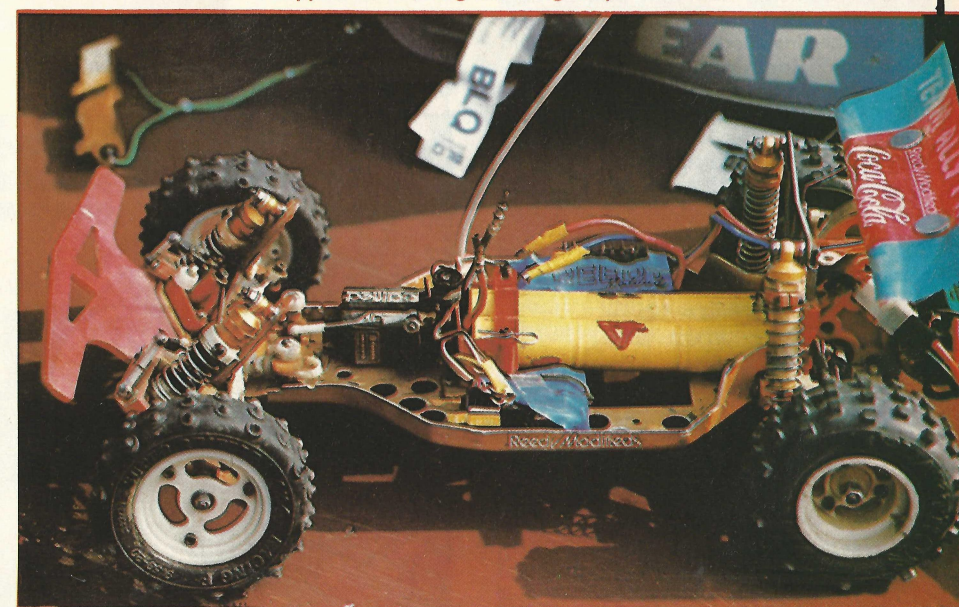
This Yokomo Dog Fighter had all the modifications as well as a superbly painted body shell driven by Rico Neidhart who also runs an R/C import business in Geneva.



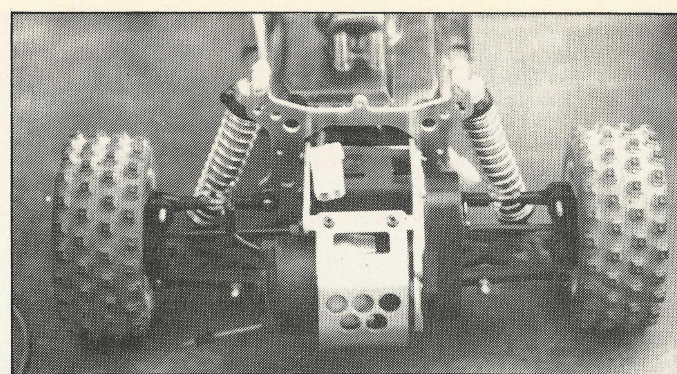
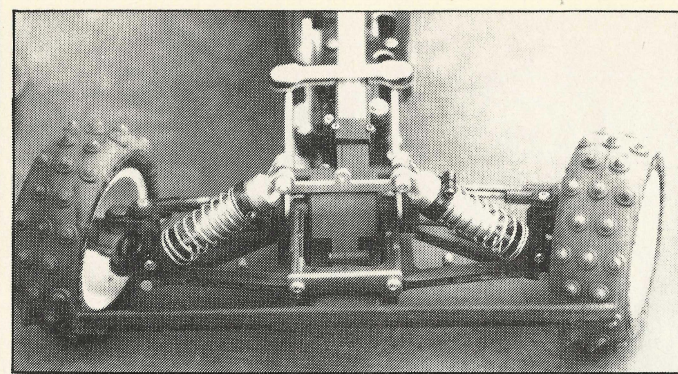
Above left: The winning Optima (inset). Note the socket extension strapped on to bring the weight up.

more less on the level throughout. Practice times were fast and it soon became apparent that in many areas of the track the grass would not survive for long and it quickly gave way to a dry, sandy surface which afforded little or no grip to the cars, on the in field.

Grip and power were really what the 1986 European Champs was all about and it soon became obvious that without a 4 wheel drive car you chances were very, very slim. During the qualifying heats it became apparent that the dominant countries were to be Great Britain, France and Italy, with the Italian drivers Pernice and De Marchi, the Frenchmen Jose Rosas, and 'Drastic' team-mates Denis Blandin, Jean



Jamie Booth driving this Associated RC10 was the highest placed competitor using a two wheel drive car.



Front and rear end detail of the winning Kyosho Optima.



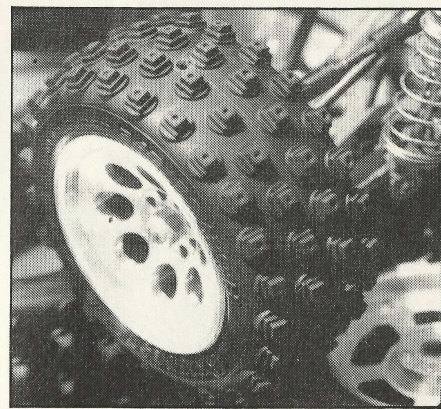
Youngest driver at the Eurochamps K. Drescher who finished a very creditable 33rd overall driving an RC10.



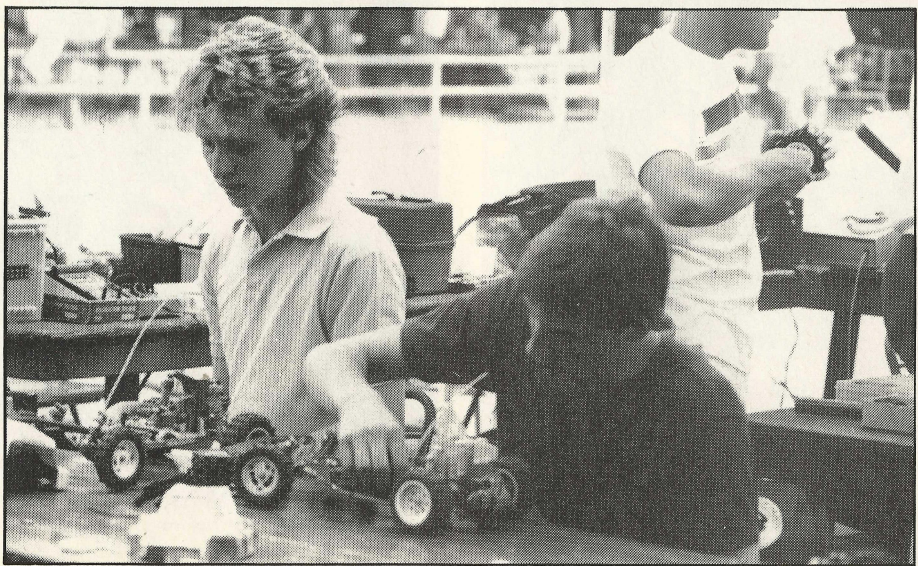
Above: The very successful French team "Drastic" left to right — Frederic Avril, Jose Rosas, Team Director Jerome Marsac, Jean-Michel Fraisse and Pierre Corval.

Fraisse and Pierre Corval and Brits, Bill Jones and Pete Stevens and of course Wayne (I'll pull something out of the bag) Davis could all be in with a very good chance. Despite superb driving Jamie Booth was really up against it trying to find a tyre combination that would give his 2 wheel drive car enough grip to come to terms with the very fast 4 x 4 cars. During Friday's practice two of the long awaited MIP 4 wheel drive conversion kits for the Associated RC10 found their way into the British Camp, one destined for Jamie Booth and the other for Stephen Haynes. On closer examination doubts were raised as to how much friction they would create and how much weight they would add to the car once installed. With these doubts in mind Jamie Booth passed his kit onto Darren Harris for the Friday practice. The results were disappointing with his car dumping around the 4 minutes as the extra weight and friction took its toll. Saturday morning saw the kits back in the bags and the RC10's reverting to a 2 wheel drive, as their drivers searched frantically for a tyre combination which would provide them with some grip. The qualifying heats over, the first four drivers to go straight through were Pernice (Optima, I), Bill Jones (Hot Shot Special, GB), Jose Rosas (Optima, FR) and De Marchi (Optima, I). Pete Stevens came 5th missing going straight through by 2 seconds and behind him Wayne Davis who was a further 2½ seconds behind. Jamie Booth, the highest placed RC10 driver, was only 6 seconds behind De Marchi. The finals were run to the now standard Christmas Tree format, resulting in Stevens, Booth, Fraisse, Isherwood, Corval and Blandin joining the four original top qualifiers for the finals which would be run, of course, to EFRA rules with three finals with the best two times counting.

Right: Optima suspension detail showing latest Kyosho square studded rear tyre.



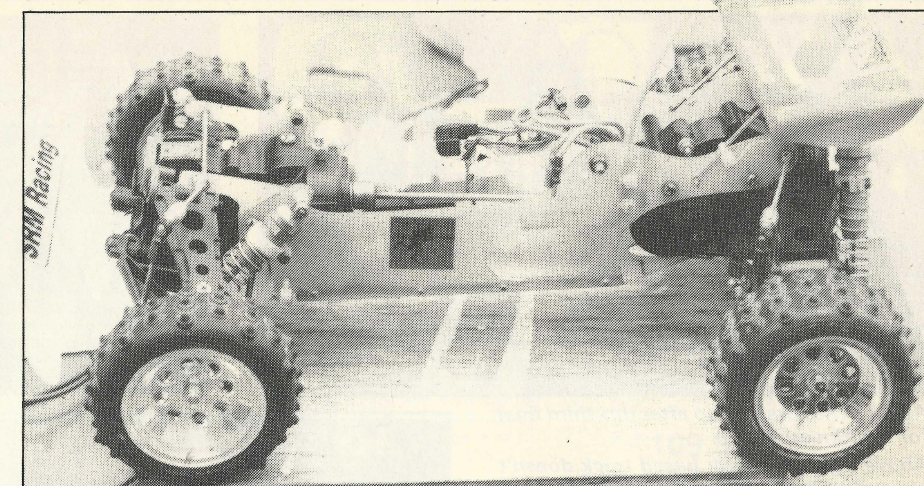
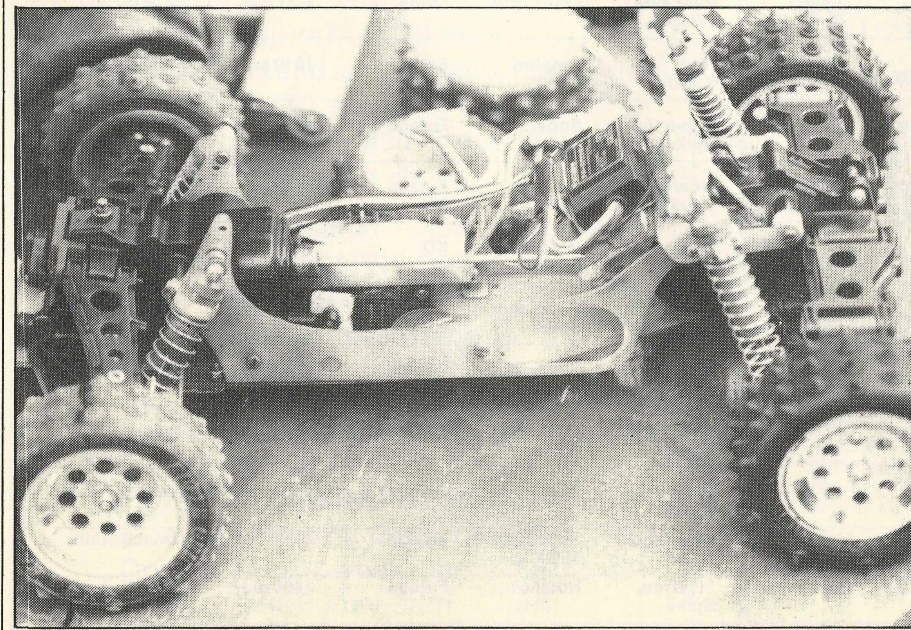
Below: Jamie Booth (L) and Darren Harris hard at work in the pits.



The first final set off at a scorching pace. De Marchi, the Italian driver, suffered some bad luck when he lost a wheel and although his pit-man acted very quickly his times of course were drastically (no pun intended) reduced. The British drivers certainly appeared to be a little bit down on power and would no doubt be going back to their pits furiously searching for a motor that might give them the edge or certainly keep up with the French 'Drastic' team who really were very, very fast, especially Rosas who romped ahead winning the first final nearly four seconds ahead of Pernice. In the second final, Bill Jones rapidly took the lead, showing that at least he had been successful in finding an extremely quick motor, although he was soon overhauled by Frenchman Corval. But after a good battle Jones again took the lead, his 1/12th experience showing as he drove a very tight and careful race. The cars soon spread out with Jones in the lead followed by Corval and then Rosas who soon started overhauling the leaders and then overtook his teammate Corval into second place. The rest of that final provided some excellent driving for the spectators to watch as Jones and Rosas battled it out with Jones eventually taking the flag by about 15 metres.

The third and last final really turned into a zoo with the standard of driving by many being very, very poor and it was easy to see the air of desperation that now appeared to affect many of the finalists. Almost immediately Rosas got badly mauled by some of the other cars who almost tore the rear part of his Lexan body shell off. Unlike the first two finals, the drivers now seemed heavily bunched as the race developed into more of a stock car derby. The standard of driving in this last final was really atrocious for a European Championships and it was easy to see the Ex-1/12th drivers who tried to overtake using skill and technique rather than 'an under or over' style adopted by some. The last final over, it was not time to check the scores as the cars underwent their last scrutineering. When this was completed Mino Codeluppi, the Race Director, announced the final scores and that Jose Rosas was the new holder of the European Championships.

Bill Jones's Supercharge Hotshot Special finished 5th overall highest placed Brit.



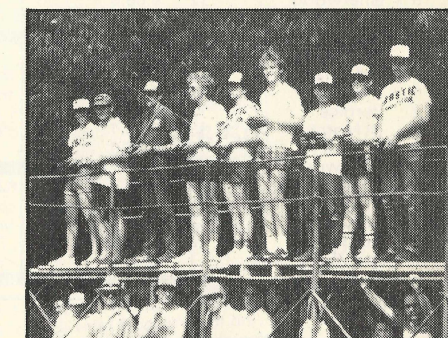
Another Hotshot special this time Wayne Davis's who was put out of this race when he dropped a drive shaft.



Italian drivers Umberto Pernice (L) who finished second and Marco Di Marchi (R) who finished seventh both driving Optima's.

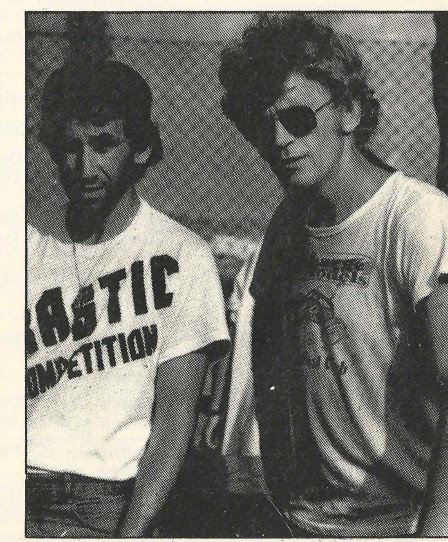
Jose will, I am sure, be an excellent and popular champion. For the record, Jose was placed 3rd in the 1/12 Eurochamps held in Holland so this is turning out to be a very good year for him.

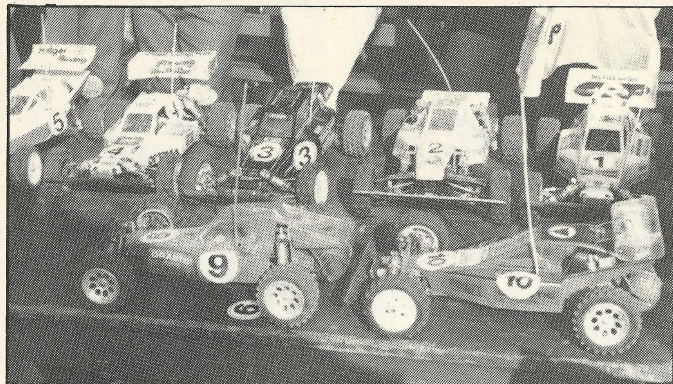
The event went really without any severe problems and an excellent aura of camaraderie appeared to exist amongst the teams. The AMB automatic lap counting system was, of course, in use and this remarkable device has pretty well stopped arguing and disagreements regarding lap scoring that we have known in the past at big events. Congratulations to the Race Director, Mino Codeluppi, and his team who worked so hard to provide all the competitors and spectators with a most enjoyable event.



The Finals line up.

Caught by the cameraman! Bill Jones and Jose Rosas discussing tactics.

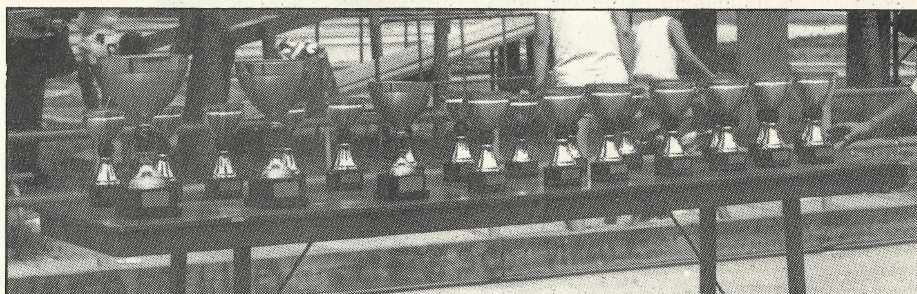




Above: The cars line up after this third final for scrutineering.

Above right: A sandy based track doesn't always make the right line easy.

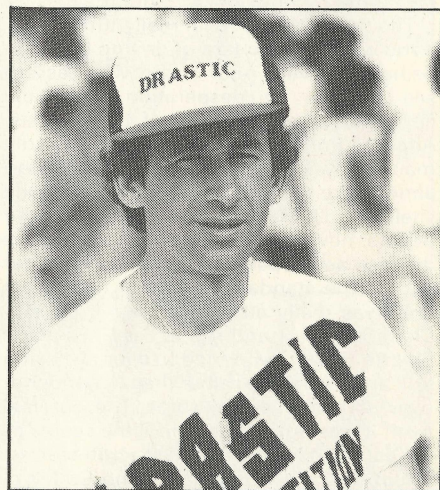
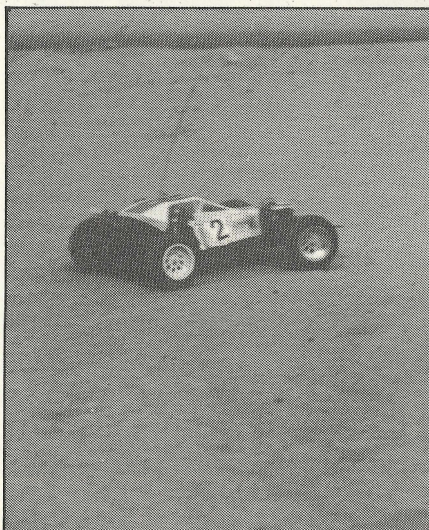
Right: The trophies ... Oh by the way, he didn't get away with it!



	1st Final	Laps	Time
1	Rosas	13	5.10.9
2	Pernice	13	5.17.8
3	Fraisse	13	5.22.8
4	Isherwood	13	5.24.3
5	Blandin	13	5.24.8
6	Jones	12	5.02.9
7	Stephens	12	5.03.7
8	Corval	12	5.09.1
9	D.Marchi	11	5.13.9
10	Booth	11	5.05.7 + 1 lap penalty

	2nd Final	Laps	Time
1	Jones	13	5.13.1
2	Rosas	13	5.15.8
3	Blandin	13	5.19.8
4	Corval	13	5.21.7
5	Di Marchi	12	5.03.2
6	Stephans	12	5.03.8
7	Fraisse	12	5.05.3
8	Isherwood	12	5.08.5
9	Booth	12	5.09.6
10	Pernice	NP	

	3rd Final	Laps	Time
1	Blandin	13	5.16.4
2	Pernice	13	5.18.1
3	Di Marchi	13	5.20.1
4	Fraisse	13	5.27.0
5	Isherwood	12	4.50.7
6	Jones	12	5.00.7
7	Rosas	12	5.01.6
8	Corval	12	5.03.4
9	Booth	12	5.29.5
10	Stephens	11	5.08.3



1986 European Champion 1/10 Off Road Jose Rosas of France.

SPECIFICATION CHART

Driver	Car Type	Batteries	Motor	Speed Control	Rear Tyre Weight	Front Tyre	Radio	1st Final	Country
1. Jose Rosas	Optima	CS Sanyo	Kyosho 240S	CS FET	New Kyosho	Hotshot Spike	Sanwa	1610 gms	France
2. Umberto Pernice	Optima	CS Sanyo	Mustang	KO FET	Supershot Spike	Supershot Spike	Futaba	1650 gms	Italy
3. Dennis Blandin	Optima	Sanyo	Mustang	CS FET	New Kyosho Square	Hotshot Spike	Futaba 2LGX	1650 gms	France
4. Jean Fraisse	Optima	Sanyo	Drastic 300RS	Novak FET	New Kyosho	Hotshot Spike	KO	1615 gms	France
5. Bill Jones	Supercharge Hotshot	Parma Sanyo	SRM Trinity	Demon FET	Supershot Spike	Supershot Spike	Futaba	1650 gms	Great Britain
6. Richard Isherwood	Optima	Lazer SCR Sanyo	Parma	Laser	Supershot Spike	Supershot Spike	Futaba	1645 gms	Great Britain
7. Marco Di Marchi	Optima	CS Sanyo	Mustang	KO FET	Supershot Spike	Supershot Spike	Multiplex	1655 gms	Italy
8. Pierre Corval	Optima	Sanyo	Drastic 300RS	CS FET	New Kyosho	Kyosho	Sanwa	1620 gms	France
9. Pete Stephens	Optima	Parma Sanyo	Parma	Laser FET Spike	Supershot Spike	Supershot 3LGX	Futaba		Great Britain
10. Jamie Booth	Associated RC10	Demon Sanyo	Demon Reedy	Demon FET	Playtron Spike	Hotshot	Futaba	1460 gms	Great Britain