

ONCE THE MACHINERY OF BRCA AND EFRA came to grips with 1/12 scale racing, international competition became a reality for the electric enthusiasts, a European Champs followed in early 1981, held in Brugg, Switzerland, to be followed by several Internationals, and this year, a UK hosted Euro Champs.

It was almost too much to expect that the domination of European electric racing by UK drivers seen in 1981 could continue, but as the event progressed, it was to become apparent that even if domination was an inappropriate word, the UK drivers certainly had a firm grip on the situation.

This year's event was hosted by the Ally Pally club, whose organisation appeared as near faultless as competitors could hope for. Nick Adams, driving force of the club, and the UK electric scene, with his team of helpers provided a vast needle punch carpet circuit with a long straight and demanding twists, an excellent substantial rostrum and plenty of table space for

Carpet racing demands different techniques to the more usual UK polished floor techniques and those drivers lacking experience on the ultra high grip surface had some problems with cars turning over, particularly when tyres were treated with Teac 'cleaner'.

Heats

Following official welcoming speeches, official timed heats commented on Saturday morning. Each driver was to have 4 heats attempting to qualify either straight through to the final (2 fastest) or through two semi finals (next 16 fastest) for the remaining 6 places for the 8 car final. Consolation finals for the next 64 drivers were also run.

Established UK drivers showed well right from the word go, but the flying Dane, Heinrich Beck, looked formidably fast along with fellow countrymen Carstens and Gjersø and it was not until the later rounds that Neal Francis and Bill Maisey were able to produce the 'flyers' that put them into top

Semi Final B provided Andy Dobson with hard-luck story of the event, as his car failed on the line due to a broken wire. Phil Greeno won, followed by Haugen, Netherlands, and Gjersø, Denmark.

Final

The starting grid line-up for the European Championship final was a sight to gladden the hearts of any true Brit. British drivers were placed 1, 2, 3 & 4 the two pole positions taken by Neal Francis and Bill Maisey, with Phil Greeno and Jimmy Davis behind them. Complacency amongst the onlookers was rife, a British win was almost a foregone conclusion. Once the camera happy pressmen and spectators had been herded off the track, it was centre stage time for the eight drivers. From the green light Neal and Bill met at the first corner taking each other out whilst the other six drivers confused the issue by joining them in the essential first corner pile-up. Miraculously, Jimmy Davis' patriotic Union Jack car jinked its way

1/12 EUROPEAN CHAMPS

Watford Leisure Centre, June 26, 27

drivers. Spectators were well catered for, with banked seating and access to the viewing balcony of the Watford Leisure Centre venue.

International rules demand individual lap counters for each driver plus a back-up system — the Ally Pally counter/timer provided the master system, with back-up and data Processing by Steve Brown's Itomark computer.

Eight minute races with modified motors were the order of the day and practice on Friday 25th June saw 104 drivers from 11 European nations attempting to tune their cars to last the distance in organised and Free practice sessions. UK drivers looked fast, but so did several Danes and Swedes, the latter having provided the major competition at the '81 event.

qualifying spots. Some disappointment was expressed by a few of the European drivers who were at a loss to pinpoint the reasons for their disappointing performances. Intense national competition does provide a tremendous stimulus to progress and the compact nature of UK and the well organised competition calendar provides just that, also evidenced by the UK successes in 1/8 racing. It is perhaps hardly surprising that so many UK drivers did so well when these factors are taken into account.

After 4 rounds were completed the two semi finals were run, these included 10 UK drivers from the 16. Jimmy Davis stormed through his semi-final turning in 25 laps, finishing nearly 3/4 lap in front of Beck, who in turn led Swiss, J. Buehler by 3 secs.

through the pack, to emerge unscathed the other side and well on its way to the back straight. Meanwhile, Heinrich Beck of Denmark was next out of trouble to set about the task of catching Jimmy's *Associated*. The early minutes of the race saw the lead relinquished just once. Beck managed to pass Jimmy only to lose the lead after cutting a corner too fine. Jimmy's car had never looked better, as it pulled out a straight's length lead over the next six minutes. Even so it was a worrying time for *Team Associated* and the British spectators alike, as strung out in second, third and fourth place were the cars of Heinrich Beck (DK) Terje Haugen (N) and Finn Gjersø (DK). Back in fifth and sixth place, team-mates Neal and Bill had decided that if they couldn't race the opposition they might as

1/12 European Championship 1982

Name	Nat.	Laps	Time	Chassis Make	Material	Motor	Wind	Differential	Gear Ratio	Con-troller	Front Tyres	Rear Tyres	Ni-Cad	Body	Radio
1. Jim Davis Jnr.	GB	25	20.5	Associated RC12i	Fibre Glass	Reedy Red Spot	29T 23/26G	Associated Carbon Fibre	10:48	Demon 2C	Asso. Soft	Asso. Std. Kit	Sanyo	Asso. LOLA T600	Futaba C
2. Henrick Beck	DK	25	20.6	Jomac Susp.	Fibre Glass	Trinity	27T 21G	Jomac Carbon Fibre	10:48	Bolink Resistor Brake End	Combo AJ/Jomac	AYK	Sanyo	Asso. McCrae Bantam	Futaba M
3. Terje Haugen	N	24	1.4	Bolink Challenger	Carbon Fibre	Sping	28T 22 1/2 G	Parma/Asso. Carbon Fibre	10:46	Bolink Resistor Brake End	AJ	AJ	Sanyo	Schkee KO Digiaice Bantam	Futaba M
4. Bill Maisey	GB	24	5.4	Parma Panther	Folded Lexan	Sping	28T 22 1/2 G	Phantom/Asso. Hollow steel	10:48	Laser Turbo	Phantom Narrow	Uffra C White	BVY	Asso. TOJ	Futaba M
5. Finn Gjersø	DK	24	10.2	Parma Panther	Fibre Glass	Parma Ferrari	26T 22G	Parma/Asso. Tiger Hubs	10:46	Parma Short Stroke Resistor	Combo Soft/ Med	Parma Soft/ Med	Sanyo	Parma Lola 530	Futaba Bantam
6. Neal Francis	GB	24	21.2	Phantom	Folded Lexan	Sping	27T 25/26G	Phantom/Asso. tubular steel	9:48	Laser Turbo	Phantom Narrow	Uffra C White	BVY	Asso. TOJ	Futaba M
7. Jakob Buehler	CH	23	3.1	Associated Parts	Scratch Carbon Fibre	AYK GZ1200R	Std	Associated Carbon Fibre	10:48	Demon 2C	Uffra Combo S&M	Uffra White	IFF	Asso. TOJ	Simprop
8. Phil Greeno	GB	23	4.0	Gemini	Folded Lexan	MRP 553	Hot!	Gemini/Asso. Carbon Fibre	10:48	Demon 2C	Greeno X Foam	Greeno Special Racing	Sanyo	MRP Ford C100	Futaba T3EGX

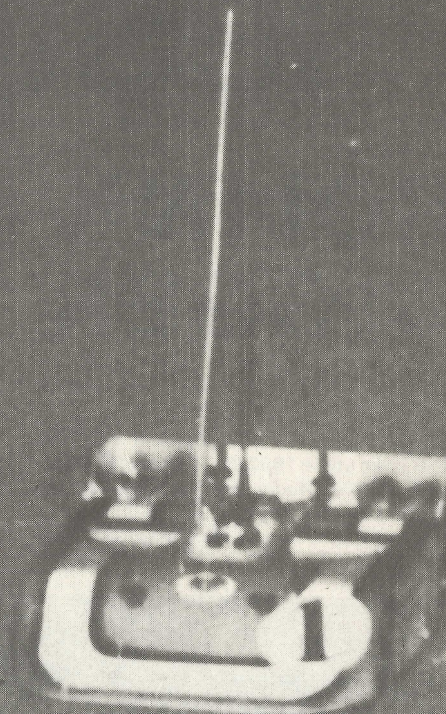
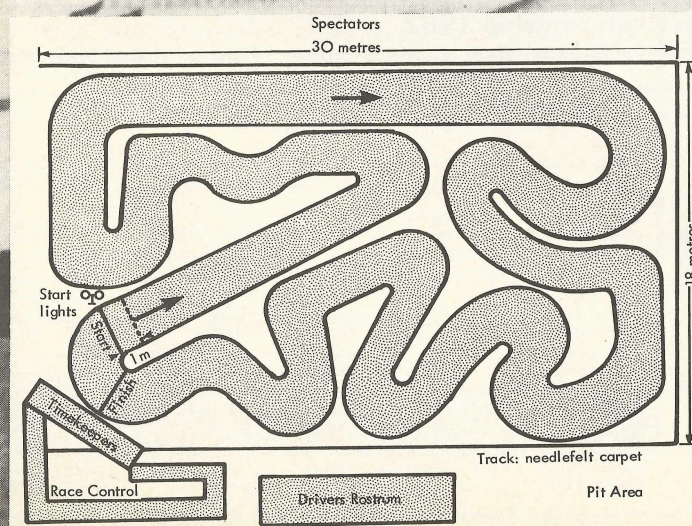
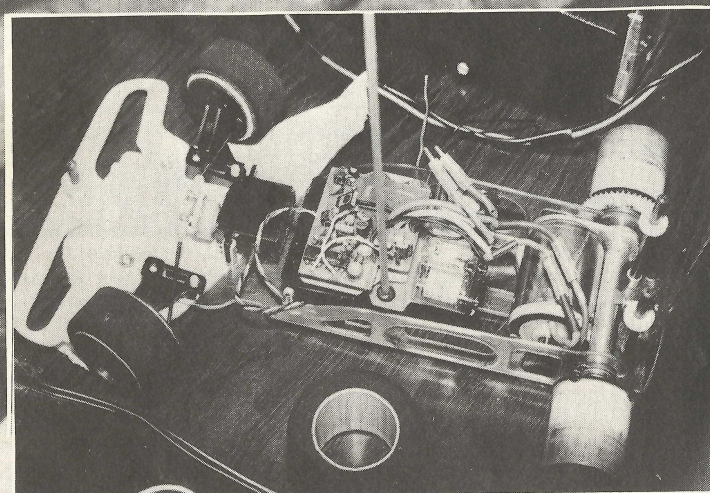
well race themselves. Towards the end of the race Neal's 'Phantom' car began slowing allowing Bill to chase, catch and pass Jakob Buehler (CH). Meanwhile back at the front and into the last minute of the race Jimmy had come round to lap Neal, and it seemed as though Neal was trying to 'tow' Jimmy around the circuit. However, a misunderstanding occurred when Neal finally pulled over a allow the *Associated* past, Jimmy followed him only to snack into the back of the 'Phantom' car; this wasn't too bad, as Jimmy recovered himself and was off again. However, on the last lap, Jimmy obviously unsettled by the earlier 'nudge', clipped a corner into the back straight, spun and came to a standstill. From the standing start, the *Associated* car was painfully slow, particularly when compared with the fast approaching car of Heinrich Beck, the only other driver to make it into the last lap. All through the twists and turns of the infield, it seemed the British car would never make it, only the shouts and screams of the spectators seemed to be moving it towards the line. Right up and until the last corner it seemed that the Danish car would surely catch up, but finally Jimmy's car crept over the line with a bare six inches to spare.



A thrilling end to this the second 1/12 electric European Championships and a marvellous win for Jimmy Davis and the *Associated* RC12i car.

Next year's event promised to be harder still for British drivers as continental drivers continue to improve.

Above: the terrible trio of Wayne Davis (left) Associated motor wizard, Mike Reedy (centre) and European Champion, Jimmy Davis (right). Below left: the unlucky Phantom car driven by Neal Francis. Below: Team Gemini, Phil Greeno offers Tony Wells some gospel advice.



Top left: Jimmy Davis receives his trophy from EFRA President, Ted Longshaw. Above left: impressive trophy display. Trophies were awarded to finalists and semi-finalists. Below: patriotic 'Union Jack' car of Jimmy Davis. Confidence or premonition?

