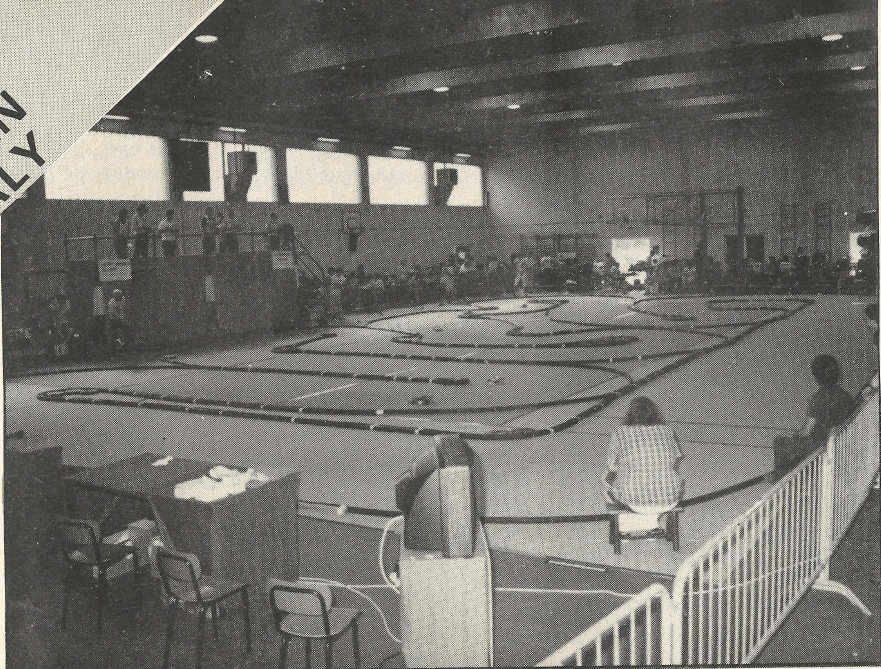


1/12 EURO CHAMPS 1983

EFRA
REPORT BY
NICK ADAMS

MILAN
ITALY

Right: the track was quite large, like our Nationals, and the surface gave the same grip. The long straight and multiple hairpins posed a motor problem since both excellent acceleration and a very high top speed was essential.



EFRA 1983 EUROCHAMPS — FINAL

Posn.	On the Track		After Penalties		Penalty
1.	Andy Dobson (GB)	29 00.2	Micky Booth (GB)	29 05.1	
2.	Micky Booth	29 05.1	Van De Vecht	29 16.0	
3.	Nigel Hale	29 09.1	Nigel Hale	29 19.1	Jump start 10 sec.
4.	Van De Vecht	29 16.0	Andy Dobson	28 00.2	Jump start 1 lap
5.	Finn Gjersoe	29 16.3	Jimmy Davis	28 00.8	
6.	Tony Wells	28 00.7	Tony Wells	28 10.7	Crossed Barrier 10 sec.
7.	Jimmy Davis	28 00.8	Wayne Davis	3 (lost wheel)	
8.	Wayne Davis	3	Finn Gjersoe	—	Disqualified

Top Driver: Wayne Davis (GB) — 30 laps in 8.00.1.

EVERY PICTURE TELLS a story and the facts and figures are here for your own conclusions.

As suspected, the British are still setting the European standards for both driving and application of equipment with all the best and latest bits and pieces in our hands. In fact, I found nothing amongst all the other foreign competitors which was either new or worth following up. Of course we, like most of the others, rely on American and Japanese parts, but we seem to be able to put it together right and then drive it while the others just chase round getting psyched out.

The Final was disappointing due to the

unfortunate incidents which resulted in the correct enforcement of penalties, even though none of those involved actually benefited from their errors of judgement. Also, top qualifier, Wayne Davis, went out at the first corner when he lost a wheel due

to an untightened grub screw. The disqualification of Finn Gjersoe of Denmark was inevitably since nobody would tolerate the offensive words written on his car body, and he was lucky to be able to slip away without further trouble.

Anyway, the prizegiving finally took place with Micky Booth receiving the EURO-CHAMPS crown and *Associated* notching up another important win.

The next EUROCHAMPS event will be in Germany in May, 1984, which will be followed by the World Champs in August in Denmark, and I can predict we will still be in a very strong winning position.

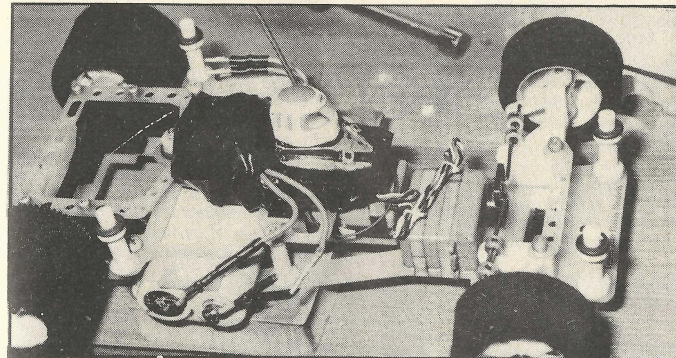
Cars		Total = 92
Associated 21i	.....	38
Associated 21e	.....	2
Associated/Scratch	.....	6
Delta	.....	12
Delta/Scratch	.....	1
Schumacher-Lexan	.....	7
Schumacher-New	.....	5
Parma Panther	.....	6
Phantom-Lexan	.....	3
Gemini-SLX	.....	2
SG-Lexan	.....	1
Scratch-Lexan	.....	1
Scratch-Other	.....	5
Parma Tiger	.....	1
Track Trough Old	.....	1
Track Trough New	.....	1

Motors		Total = 92
Yokomo	.....	(68)
— Associated	.....	55
— Parma	.....	8
— Trinity	.....	3
— Sping	.....	2
Igorashi	.....	(21)
— Trinity	.....	12
— M.G.	.....	6
— Parma	.....	1
— Associated	.....	2
Mabuchi	.....	1
— Simprop	.....	1

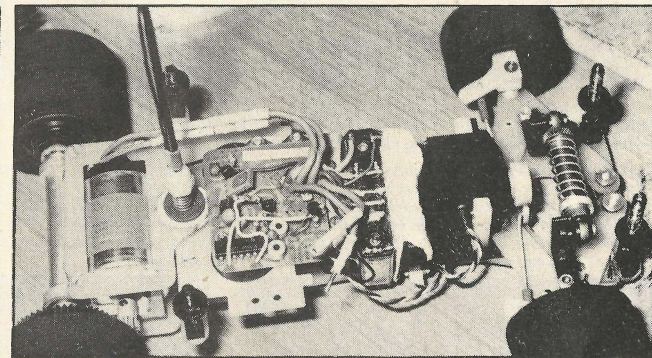
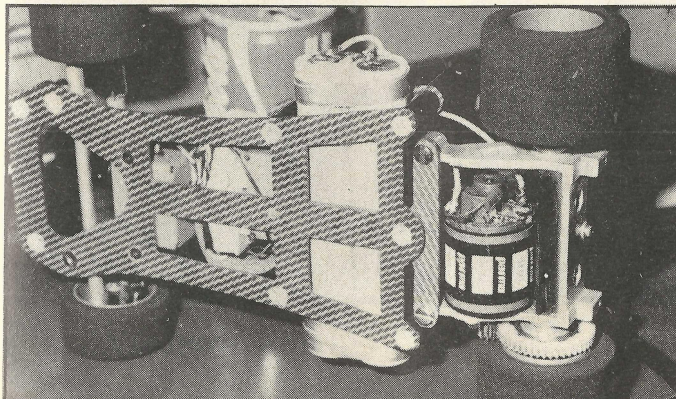
Competitors		Total = 92
Italy	.....	28
Britain	.....	16
West Germany	.....	13
Holland	.....	8
Denmark	.....	6
France	.....	6
Switzerland	.....	4
Belgium	.....	5
Austria	.....	5
Ireland	.....	1



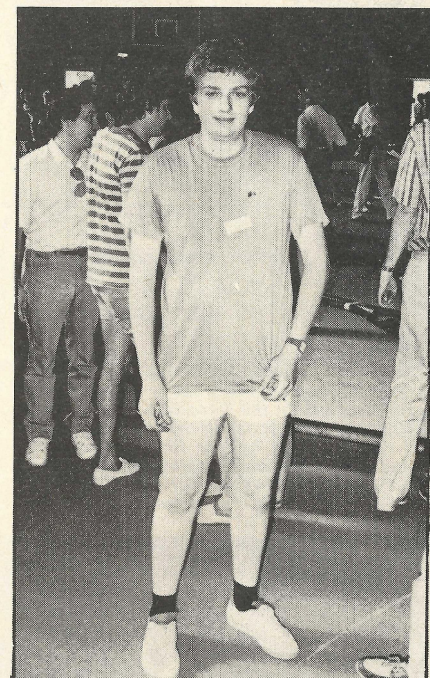
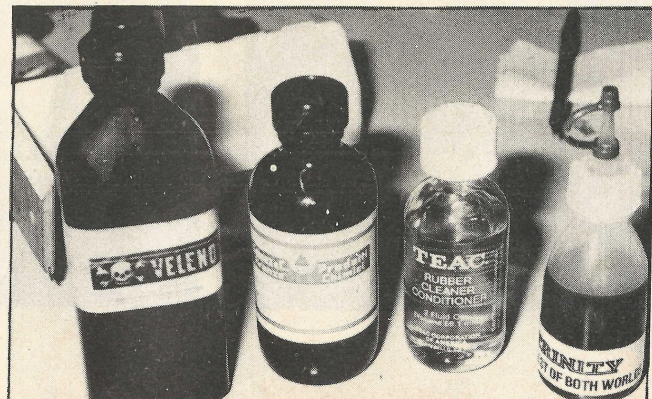
Above: the finalists prior to the big event show varying degrees of confidence, nervousness, apprehension, wonderment and calm anticipation. From left to right: Tony Wells, Finn Gjersoe, Micky Booth (kneeling), Wayne Davis, Andy Dobson, Nigel Hale, Jimmy Davis and Van der Vecht.



Above: Wayne Davis was top qualifier with 30 laps in 8.00.7 scored in his first heat. Wayne's car was the latest Associated 12is. No special modifications except lowering the shaker plate. Note the steering servo is not even turned upside down to reduce bump-steer. NiCads were Sanyo, speed control Demon and motor the Yokomo red dot on 11/46. Tyres were standard Associated kit soft front and back with Wintergreen. Weight 32.3oz. Below: there were 12 Delta cars in the competition, although modifications such as this carbon fibre weave chassis were common as were conversions to stick NiCads. Highest place was 19th.

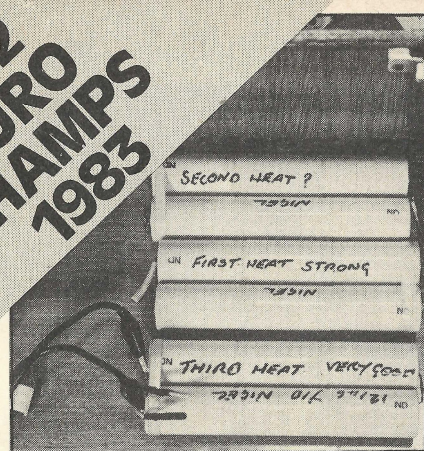


Above: the Schumacher 'C' car of Phil Stone was modified to take a mono-shock on the front suspension. Phil just missed the final, qualifying in ninth place. Note the MG motor which proved an easy match for the hordes of Yokomos, and which was so stunning in Andy Dobson's car. Below: do no drink! It soon became obvious that Wintergreen (methyl salicylate) was negating the effects of more mild tyre treatments and eventually every top competitor was forced to use it. The odour of Wintergreen was bearable, but only because all the doors were open. A subsequent meeting of the World IFMAR organisation has outlawed it for the 1984 World Championship.

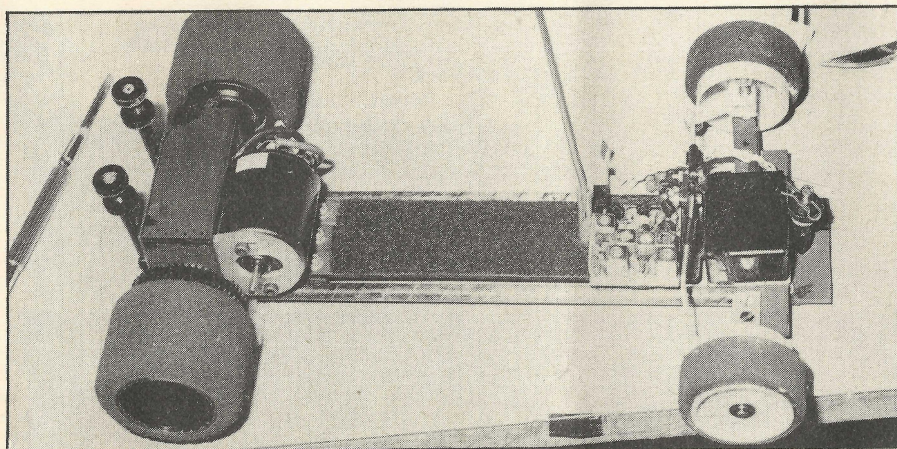


Above: EUROCHAMPION Micky Booth doing his Rowan Atkinson impersonation. Micky was the 'dark horse,' recording 29 lap heats throughout and qualifying on the back row of the A final grid in seventh place. He quickly took the lead in the final, but let a hard charging Andy Dobson through on learning that Andy had been penalised, and then drove a perfect race to the end with a four second cushion over the next car.

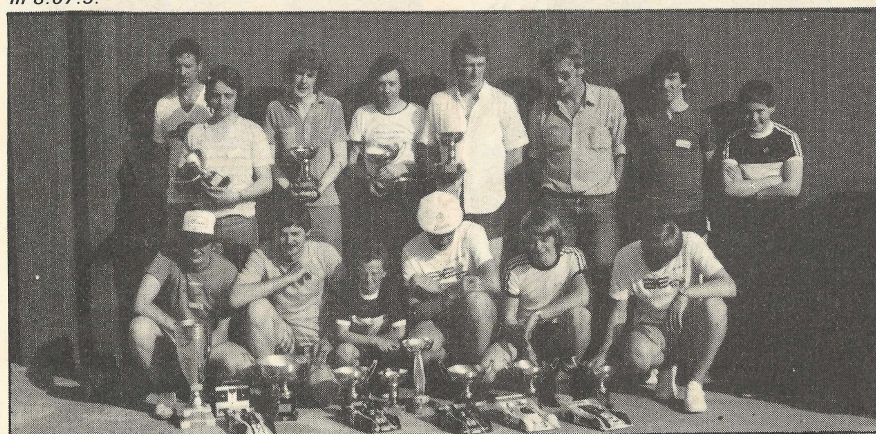
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Above: the saga of a new set of NiCads per run continued within the Associated camp. These NiCads of Nigel Hale tell the story. Gear ratio 12/46 was kept for the final. Interestingly, Nigel's third heat was his slowest and the first heat was the one which put him straight into the 'A' final with second fastest time of 30 laps in 8.07.5.



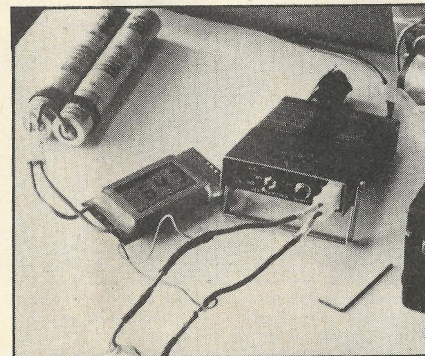
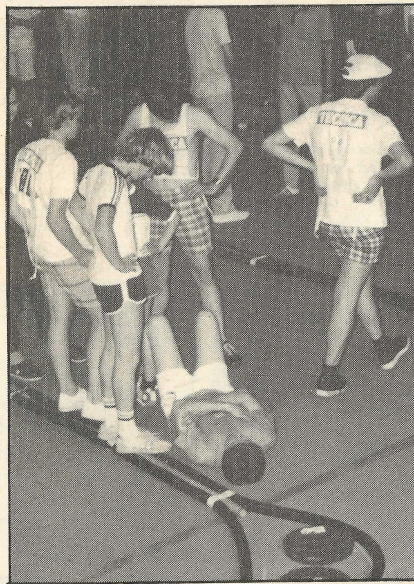
Above: interesting scratchbuilt 'rail' car, featuring two carbon fibre rods as the chassis. The NiCads and receiver are held onto the 'velcro' centre section. The electronic speed control is fitted behind the motor, 'a la' Gemini Mk1 of yesteryear.



Above: The British contingent: Syd Bennet, Glyn Peglar, Gordon Price, Andy Dobson, Phil Stone, Bill Jones, R. Moore, Frazer Smart. Front row: Micky Booth, Nigel Hale, Alex Jack, Jimmy Davis, Tony Wells, Wayne Davis. Missing are: John Robertson, Alan Blakeman, Russ Giles.

Below: Andy Dobson pronounced the moral victor since he was first across the line at the finish, but had incurred a one lap penalty at the start for moving back and forwards over the one metre line. His T-shirt slogan proved rather prophetic in his case.

Below: the eye of the storm. Due to the various penalties and protests the result was not confirmed for at least an hour after the race. Here at the halfway stage Micky Booth keeps a low profile whilst groups discuss the meaning of life.



Above: Andy Dobson's charging system was ridiculously simple compared to most of the foreign power stations. The AYK charger is modified to charge at a low current (2 Amp) and switched off at peak. A top up before the race completes the charge. Below: Tony Wells and Andy Dobson were the only two to score 30 laps in the last round of heats and in the semi-finals and were obvious favourites for the race. Tony subsequently overrid the front tyre treatment and oversteered to 6th place, and Andy unfortunately was penalised to fourth.

