

# 1/12 SCALE ELECTRIC EUROCHAMPS

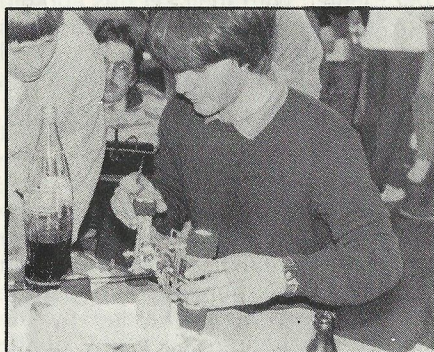
The 1984 European Championships were held at Ulm in West Germany from 4th–6th May and were attended by just over one hundred drivers from the EFRA member countries. The track was located at the Donauhalle which is a very large sports hall offering excellent facilities—the meeting was to Modified Class rules, and of course the racing surface was carpet.

The track (see diagram) was laid out using a minimum of solid barriers, just strategically placed sections of wood to stop cars cutting right across the circuit, the main deterrent to corner cutting being high dots and the watchful eyes of the judges. This form of track marking meant that reverse was not really needed, and some competitors took the opportunity to use forward only speed controllers as these are more efficient.

## Friday—Practice

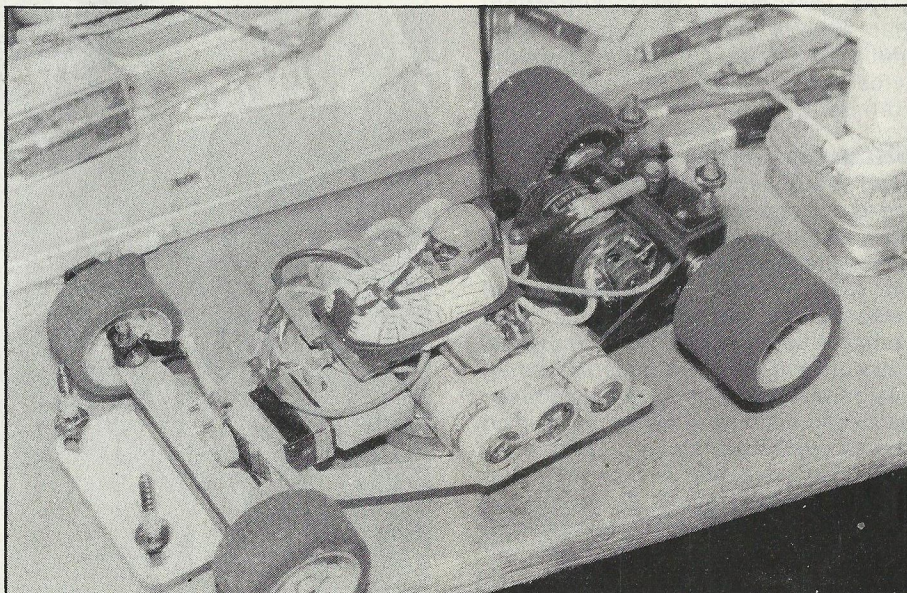
The whole of the first day of the competition, Friday 4th May, from 9.30am to 10.30pm was given over to 'uncontrolled practice' which was regulated by use of peg boards. Naturally being an International meeting the choice of frequencies which could be used was wide to say the least, with the 27, 40, 72 and UHF bands in use. This led to large numbers of cars on the circuit at any one time which was not ideal for setting up the car! As soon as practice began the smell of wintergreen filled the air, together with cries of 'I thought they banned that stuff', followed shortly by 'Who can I scrounge some of that from?'. As it transpired, Tractite was just as effective, especially as during qualifying the racing line became well soaked in tyre additives.

The cars on show in the pits held no real surprises, there were large numbers of Schumacher 'C' cars, Demons (mostly with the original plastic back ends) and Associateds. One of the



*Christian Keil, the top qualifier by more than a lap at work on his independent suspension fitted Associated RC12i car.*

*The winning Parma Panther car (immediately renamed the Panther 'Euro'!). Under that driver figure lurks a non-reversing Laser compact speed controller. Phil Olson was the only driver in the final using one of the old Futaba FD30 servos—he says the Novak is too fast for him.*



Kyosho EP-4WD four wheel drive cars was there, driven by Jurgen Lautenbach of Germany which performed very well if a bit juddery around the corners. It had been heavily modified from the original kit (which has no suspension movement at all) to provide some degree of rear end float, but it seemed to have no real advantages over the more conventional cars present. Despite this it was quite something to see it negotiate the chicane at the end of the straight sideways! Surprisingly it seemed to have no difficulty in lasting eight minutes even with a hairy Kyosho 480T motor on board, but what would the motor and cells have been like in a rear wheel drive car?

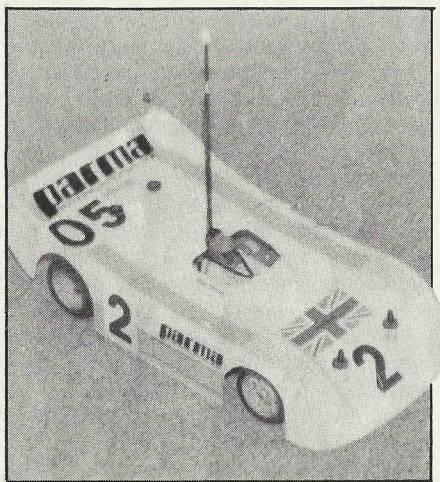
A few cars had the very small, light and extremely expensive Novak speed controllers on board—these do not have reverse but are very efficient. Other drivers were using ultra-short stroke resistor controllers made by sawing off the 'brake' side of a lightweight resistor and using that for forwards. Presumably brakes were dispensed with as well! Looking around the British pit area the Demon team



were using long radio plates which went all the way to the front of the chassis for additional stiffness. Team Parma were quietly confident after the first practice sessions with the prototype cars of Phil Olson and Chris Arnold both going well. A new Parma bodyshell was on display for the first time, the Osella Group C car which looks very much like a TOJ with the sharp edges knocked off—Phil Olson used one of these and reported good handling characteristics.

During the evening the track was closed while a banquet was held in an adjoining room, which did not last for very long—some crafty drivers realised that the organisers were eating as well and sneaked out to practice on the empty track! Naturally everybody else followed suit.

Eventually at around 10.30pm the organisers managed to prise the com-



**Phil Olson's car again, but this time fitted with the smart new Parma Osella bodyshell. The large '05' on the back is his competitor number—all the cars had to carry these as an aid to the scrutineers.**

petitors away from the track, although given half a chance they probably would have practiced all night. The carpet, brand new for this meeting, was already showing signs of wear and a blackened racing line where the tyres had scrubbed off speed in the corners.

### Saturday—Qualifying

After the registration more uncontrolled practice began the Saturday session, until this was halted for the first timed practice run. In this all the drivers raced in their normal heats and were lap counted, although the times were not used for qualifying purposes. Lap counting was by the usual human button pushers, but there was one for each car, feeding a computer which kept a record of each lap completed. This also gave the drivers their first chance to race against a mere seven other cars at most, and to get used to the starting procedure. After this, although of course a lot of drivers ex-



**The second placed Schumacher 'C' car of Andy Dobson—a Trinity motor powered him to third fastest time.**

perimented with their set ups and did not try for a good time, Lafond was fastest, followed by Pernice, Phil Davies, Christian Keil and Chris Arnold.

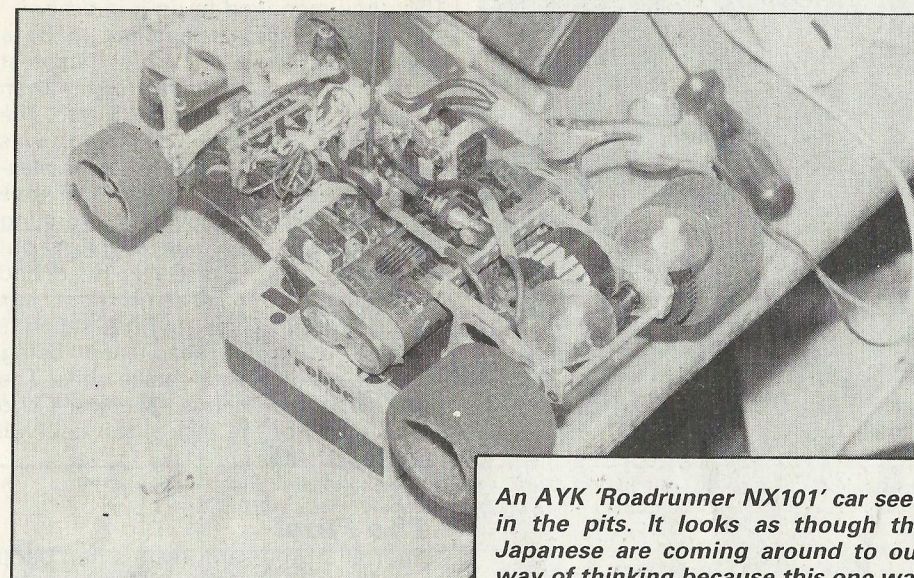
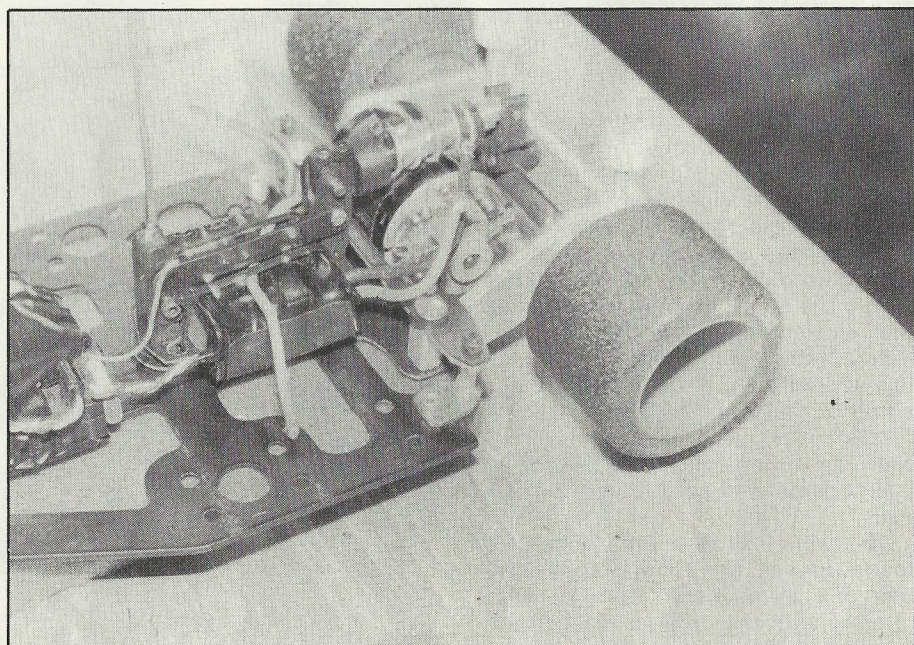
By 2.40pm all was ready for the first real qualifying race. All the starts were filmed with a video camera to check for jump starts (ten seconds penalty for crossing the start line, one lap for crossing the one metre line) which left no room for argument! Further one lap penalties were awarded by the judges for driving inside any of the dots marking the apexes of the corners. Somebody collected one of these in the first race on the very first corner—the judges really meant it.

Inspection of the cars was carried out before each race, checks being made for weight, critical dimensions and of course the dreaded cotton wool ball test on the tyres (as long as the cotton wool does not stick to the tyres the additive is OK!). The cars were retained by the scrutineers until the start

of the race when they were placed straight onto the track by the marshalls to prevent any last minute changes in car specification before the start. Quite a few of the drivers just had their cars pushed along the track to check the steering was still centred and then had the car carried to the start line. With a fast open track the racing was all about hitting the correct line lap after lap and starting the race with as much power in the cells as possible.

Leader after round one was Christian Keil of Germany driving an independent front end equipped

**The Delta Phaser of Han Hippe showing the 'anti sway' device, which appears to use short lengths of silicon fuel tube as additional dampers to stabilise the rear pod.**

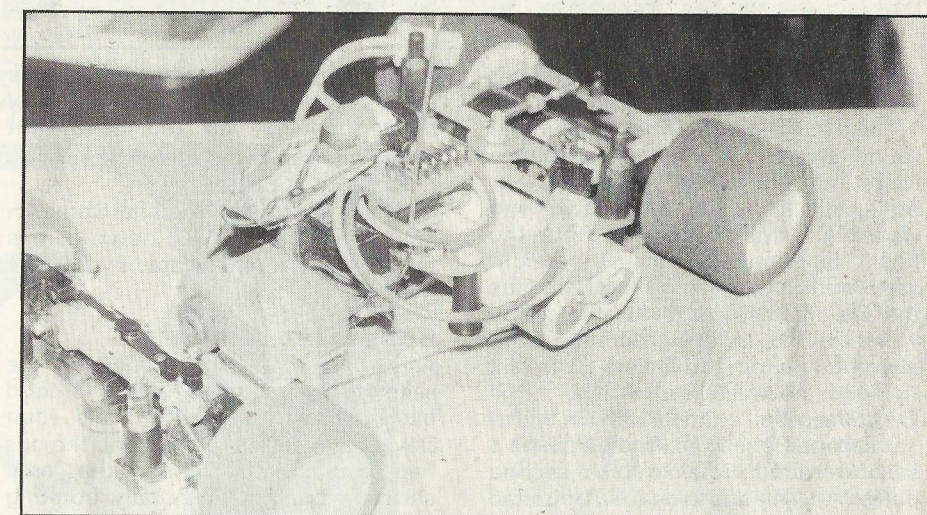


**An AYK 'Roadrunner NX101' car seen in the pits. It looks as though the Japanese are coming around to our way of thinking because this one was obviously inspired by the Delta car.**

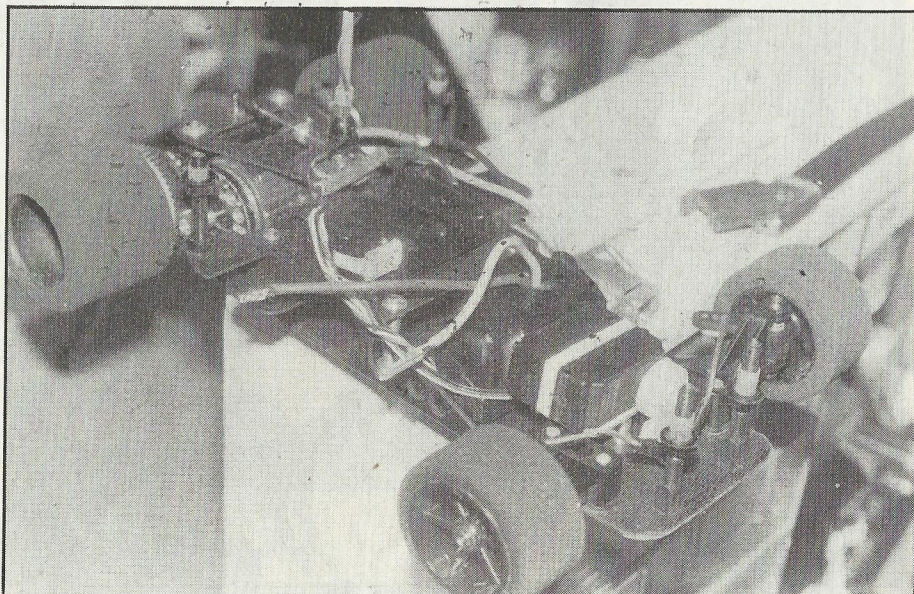
Associated car with a score of 35 laps in 490.2 seconds. Second was Jose Rosas (35/494.7) followed by Phil Davies (34/480.4), Jean-Michael Fraisse (34/484.2), Micky Booth (34/485.6), Les Pipe (34/487.2) and Glyn Peglar (34/487.9).

One more qualifying round was run that day, in which Keil maintained his lead by improving to 35/481.2, and Andy Dobson moved from nowhere to second with 35/487.4. The day ended with yet more uncontrolled practice, and at one stage a total of twenty seven drivers were counted on the rostrum—a new record!

Meanwhile Phil Davies had clipped a few dots and had permitted Phil Olson to take second place. Andy Dobson's car slowed after six minutes as it had done in the semis, allowing Phil Olson to claw his way closer and closer. Going into the last thirty seconds Andy was barely in the lead, but it was obvious that Phil was going to catch him. Just before the end Andy moved his flagging car aside for Phil



**Alan Blakeman's Alpha 'Omega' car which surprised a lot of people with its performance, although he did not reach the semi finals. A Star 'Quasar' speed controller is in evidence mounted on the chassis which is a carbon fibre reinforced channel making for a very rigid centre section.**



Olson to take the lead, which he held to the finish.

The British contingent went wild—another British European Champion and one-two-three in the final as well! Phil Olson went weak at the knees and his car was nearly trampled in the rush to congratulate him. All the development work the UK Parma team had done over the past months had come good and although it is probably fair to say that at the start of the meeting nobody gave them a chance, they had beaten the best in Europe.

almost forgotten in the excitement was Christian Keil who had done everything asked of him, qualifying over a lap ahead of everybody, only to have victory taken from him by radio interference.

At the trophy presentation Phil Olson was handed the customary bottle of champagne which he gleefully

**One of the miniature Novak speed controllers fitted to an Associated car. This is actually built into one of the Novak receiver cases—doesn't go backwards, however.**

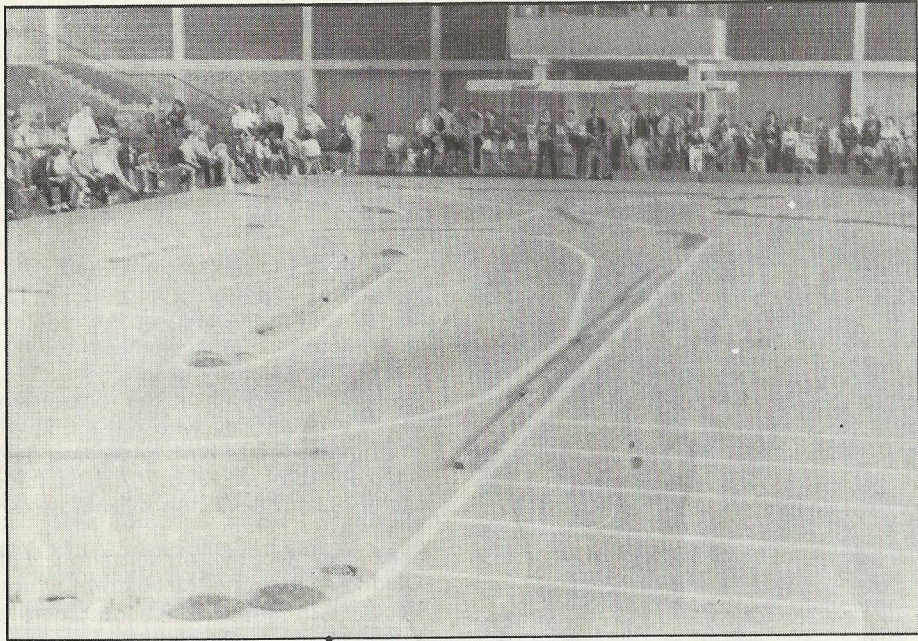
sprayed all over the assembled throng—but unseen by him Andy Dobson was waiting in the wings with his bottle of champagne getting ready to give the new European champion a good soaking. Unfortunately for him as he rushed forward to do the deed he slipped on the spilt champagne and went flat on his back (it obviously was not his day!). Luckily a quick inspection showed that his magic thumbs were undamaged and he will live to fight another day.

No one who was there will be able to forget this meeting, not just because of the drama of the final and the final result, but for the hard work put in by the organisers to ensure that the premier European meeting was such a success.

### Sunday Qualifying

In the third round of qualifying Christian Keil recorded the first 36 lap time (36/485.4) with a very clean run which





proved to be more than a lap faster than every other competitor.

The fourth and final qualifying round gave the drivers the last chance to get into one of the semi finals—or better still to be one of the two who would go straight through into the final. The winner of each of the eight car semis would also go through, plus the four fastest losers. As the round wore on the tension mounted with everybody aiming to have a clean fast run with no mistakes. In heat 7 Phil Olson recorded a time of 35/485.9, just 1.5 seconds ahead of Andy Dobson's second round time to take second place. An anxious crowd surrounded the lap time monitor as the rest of the round was run to see if Phil could stay in that position and go through to the final.

In the event Andy Dobson had a bad last heat and did not improve his time, and the score of Phil Olson stood unbeaten (except by Christian Keil who drove another 36 lap score to confirm his superiority). So Christian Keil and Phil Olson qualified straight through to the final, leaving the next sixteen drivers to fight it out in the semis.

**Semi Final One**

The first semi was led all the way by the Schumacher car of Andy Dobson who had qualified third fastest overall, although Jose Rosas was never far away in second place. After about six minutes, however, Andy's batteries had lost their edge although his lap times hardly dropped off at all. Rosas closed up on Andy at this point but did not try to overtake, sensing perhaps that the race was fast enough to qualify for the final anyway. In the event it was Rosas who went badly flat at the end, finishing about 4.5 seconds behind Andy Dobson. Among those whose European Championship involvement seemed to be over after

*A view down the straight which was three metres wide, note the minimal track marking and the downright nasty chicane at the end of it!*

this race were Les Pipe and Chris Arnold who finished well down in this race which was dominated by the first two.

**Semi Final Two**

As the competitors prepared for the second semi final their was a loud bang from Associated pits—Jim Davis had vented his cells and the gas had accumulated under the heat shrink wrapping, eventually bursting it! Almost immediately afterwards the organisers asked for cars to be taken for technical inspection—there followed some frantic work in the Associated pits to change the cell pack which was firmly taped into the car,



but they managed to do it in time. The race itself turned out to be a very close and hard fought contest which was consequently faster than the first semi final. Micky Booth, the defending European Champion, was desperately unlucky to have his electronic speed controller jam in reverse after a minor collision while running well which of course put him right out of the running. Jim Davis (who had only qualified for the semis on his last run) narrowly won by 0.2 seconds from Ron Bergen, despite not being able to use his first choice cells. The first four cars in this race were two laps ahead of the rest of the field, all scoring 35 laps.

**The Final**

After all of the semi results had been sorted out, the finalists were announced as Christian Keil of Germany and Phil Olson of Great Britain (straight through qualifiers), Andy Dobson and Jim Davis (Semi final winners), Jose Rosas (from semi one) and Ron Bergen, Phil Davies and Finn Gjersoe (from semi two).

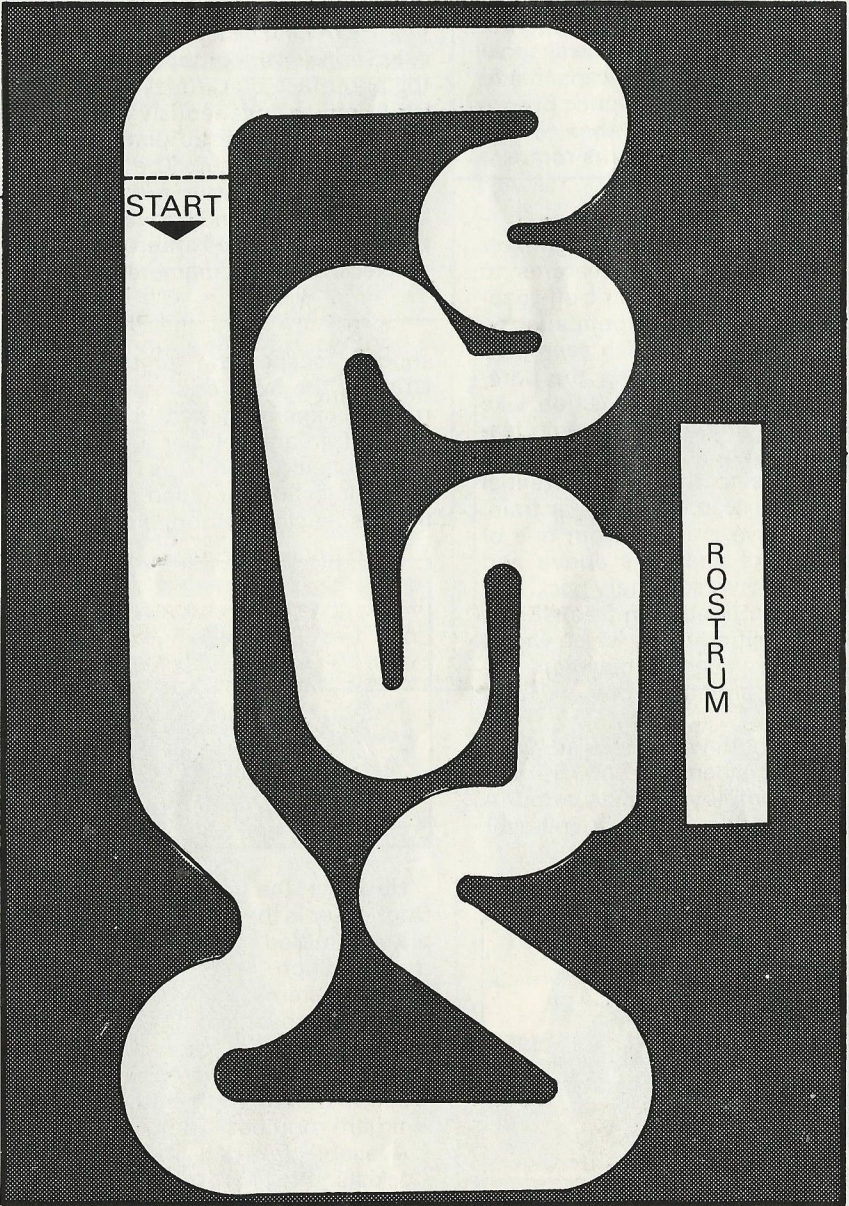
As the finalists lined up there was some interference around for Phil Olson and a few others, but as the EFRA rules state that the race cannot be started until such interference has been sorted out, a few frequency changes were made to solve the problem. Christian Keil made a very bad start from pole position which allowed Andy Dobson to stage one of his famous disappearing acts, leaving teammate Phil Davies and Phil Olson battling for second place in his wake. Christian Keil meanwhile had discovered that his car was reluctant to go anywhere near the transmitter compound, but as the interference did not occur before the race it could not be stopped to find the cause.

*Phil Olson looking suitably stunned after the final!*

**EUROPEAN CHAMPIONSHIP FINAL**

Pos	Name	Car	Motor	Cells	Rear Tyres	Front Tyres	Speed Controller	Radio	Servo	Body Shell	Tyre Additive	Gear Ratio (mm/rev)	Weight (g)
1	Phil Olson	Parma Panther Euro	Parma Ferrari Yokomo	Parma Sanyo (OC)	Parma Medium	Parma Medium	Laser Special (Forward Only)	Futaba	Futaba FD30	Parma Osella	Wintergreen 37,4 & Tractite		888
2	Andy Dobson	Schumacher Trinity 'C'	Trinity Sanyo	Tru-Tyres 07	Tru-Tyres 07	Laser (Forward Only)	Futaba	Novak NES 1A	Alpha TOJ	Trinity Wintergreen	39,2		883
3	Phil Davies	Schumacher MG Triple 'C'	Trinity Sanyo (AO)	Tru-Tyres 07	Tru-Tyres 07	Laser Turbo	JR	Novak NES 1A	Alpha Schkee	Tractite	41,6		915
4	José Rosas	Associated RC12i	Trinity Sanyo (OC)	Associated Green	Associated Green/Med 2C3S Split	Demon	Sanwa	Novak NES 1A	Associated TOJ	Tractite	40,8		903
5	Ron Bergen	Delta Super Phaser	Parma Yokomo	Sanyo (ND)	Delta B	Delta B	Resistor	Kraft Steerwheel	Novak NES 1A	Associated TOJ	Brush Cleaner	32,7	882
6	Jim Davis	Associated RC12i	Reedy White Dot Yokomo	Associated Sanyo (ND)	Associated Green	Associated Super Soft 2ceS	Demon	Multiplex Multiplex	Novak NES 1A	Associated TOJ	80% Tractite 39,1 20% Wintergreen		925
7	Finn Gjersoe	Schumacher Trinity 'C'	Trinity Sanyo (OC)	Tru-Tyres 07	Tru-Tyres 07	TM-DK Electronic	Futaba	Novak NES 1A	TOJ	Trinity	41,7		890
8	Christian Keil	Associated Suspension	Reedy White Dot Yokomo	Associated Sanyo (ND)	Associated Green	Associated Resistor	Tx-Futaba Rx-Novak	Novak NES 1A	Associated TOJ	Wintergreen 39,1			890

NOTE: GEAR RATIO IS CALCULATED AS FOLLOWS  
(3,142 x TYRE DIA x PINION TEETH)/(SPUR TEETH



**RESULTS OF SEMI FINAL 1**

Pos	Name	Laps	Time
*1	A. Dobson (GB)	35	490.6
2	J. Rosas (F)	35	495.0
3	J. Klier (D)	34	484.7
4	H. Carstens (DK)	34	486.9
*5	L. Pipe (GB)	34	488.6
*6	C. Arnold (GB)	34	489.7
7	M. Marchi (I)	34	491.2
8	M. Pehrsson (S)	34	498.9

**RESULTS OF SEMI FINAL 2**

Pos	Name	Laps	Time
*1	J. Davis (GB)	35	483.7
2	R. Bergen (NL)	35	483.9
*3	P. Davies (GB)	35	491.3
4	F. Gjersoe (DJ)	35	495.5
5	R. Roem (NL)	33	491.9
6	J-M. Fraise (F)	32	482.2
*7	W. Davis (GB)	32	491.9
*8	M. Booth (GB)	3	47.9

Note: '\*' denotes British driver!

**EUROPEAN CHAMPIONSHIPS FINAL RESULTS**

Pos	Car	Name	Laps	Time
1	2	Phil Olson	35	489.3
2	3	Andy Dobson	35	496.4
3	4	Phil Davies	34	482.4
4	6	José Rosas	34	486.5
5	7	Ron Bergen	34	489.5
6	5	Jim Davis	33	483.7
7	8	Finn Gjersoe	33	496.7
8	1	Christian Keil	32	484.2