

1/8 Rallycross 1991 European Championships

Dave Mackey reports from Evry, France, for Radio Race Car.

This year's 1/8 offroad European Championships were held at Evry, which is located approximately 15 miles south west of Paris.

The British team consisted of:

Paul Entwhistle	Magika
Stewart Wilcox	Pirate
Tony Miller	Magika
Justin Mackey	Mugen
Ian Oddie	Pirate
David Hill	Kyosho
Tommy Chung	Mugen
Ralph Allum	Magika
Graham Akeroyd	Kyosho
Mike Craddock	Kyosho
Mark Hutt	Kyosho
Antony Williams	Kyosho
Kevin Blears	Pirate
Darren Warburton	Mugen
Mark Stitson	Magika



☐ The U.K. team.

The venue was a permanent purpose built track belonging to the Mini Racing Team, Evry. The facilities included a brick built stand, pit area and lap scoring room. It would be nice if Britain had something similar instead of all the temporary tracks that we make do with. The track itself was laid out on a hard packed clay surface which was fairly smooth except for three quite large jumps. The jumps had concrete bases to prevent the cars from digging the clay out, and the amazing thing was that after four days of hard racing by 130 cars the track was not much different from the first day. The disadvantage of the track however, was that it wore out tyres very rapidly, nearly a set per heat on the first two days when the temperature was up to 35 degrees and the clay was at its hardest. This situation improved on the Saturday and Sunday when the temperatures came down to what we are used to in the U.K.

As far as spectators were concerned the most useful item at the track was an electronic scoreboard that worked off the A.M.B. lap scoring computer, which gave an instantaneous readout of the top three places and the time difference in seconds, between them. This system was excellent on the last day of the meeting as the top three from each final went up to the next round in the Xmas tree finals, therefore the drivers and mechanics knew exactly where they

were in each race.

On the Thursday, the first day of the meeting, free practice was allowed all day, but to ensure that everyone had a fair and equal amount of driving time, unlike at other European Championships, the French organisers had devised a new system that worked very well. Each driver was given five, ten minute practice sessions to be taken during the free practice period. To monitor how many sessions each driver had taken, every time he practiced his identification pass was punched, after five punches you could not practice anymore, simple but very effective.

By lunchtime on Thursday the British team had started to realise that the only tyres that really worked on the low grip surface was a French tyre called Atlas,

long queue had formed. Everyone's cars were failing because the wing side plates were too large, although the rule book did not actually refer to this particular point. No amount of arguing with the French officials would change the situation, so out came the scissors and modifications had to be done. Along with many other people I was not happy, because I had just bought a new £5.00 moulded wing from Crono which I then had to cut because someone could not decipher the rules correctly.

Friday morning continued with free practice up until lunchtime, then in the afternoon there were two rounds of timed practice. This gave an opportunity for everyone to drive in their correct heat and also to check there wasn't any interference problems. By the end of both days of practice most of the British contingent seemed happy with their progress except for Darren Warburton and Paul Entwhistle who were both having problems with engine cuts.

Looking around the pits at the other teams, the most popular car at the meeting was the Kyosho Burns with the second most popular being the Mugen, which was a bit of a surprise being as we were in the land of the Yankee. The oldest car must have been an S.G. Leopard driven by a member of the Czechoslovakian team, and the newest was the B.M.T. belt drive car that was not actually being driven, but was on display.

Saturday was an early start to the morning as the drivers had to hand in their transmitters to the control compound before 8.00 am. At 9.00 am



☐ Tommy Chung's Mugen.

and it wasn't long before most people were buying them in an attempt to improve their times. Richard Stitson and his Magika team had already sampled these tyres at a recent European Grand Prix meeting and had brought an ample supply from England. This was a good ploy because they did not have to worry about tyre choice so they could concentrate on all the other aspects of the car ie handling, engine, etc.

During the first day of practice the technical inspection of the cars commenced and it wasn't long before a

the first of the four rounds of heats started. It didn't take long to realise that the track had changed because the weather was cooler and there was dampness in the air. Kyosho mini pins worked quite well but it seemed that the best tyres were now S.L.D.'s, again another French product.

After the first round Fredrick Veysseyre of France driving a Yankee led the way with 11 laps in 505.3 secs, in fact it was so fast that it would not be beaten all weekend. The best British time was by Tommy Chung with 11 laps in 526.80 secs, good enough for eleventh place and the lowest was

Justin Mackey who was suffering from interference problems.

After the second round Justin pulled up to 17th place with 11 laps in 526.80 secs but Tommy went faster with 11 laps 515.59 secs to take fifth place overall. Also Monsei, Moray and Daniere went quicker to lie in second, third and fourth places respectively.

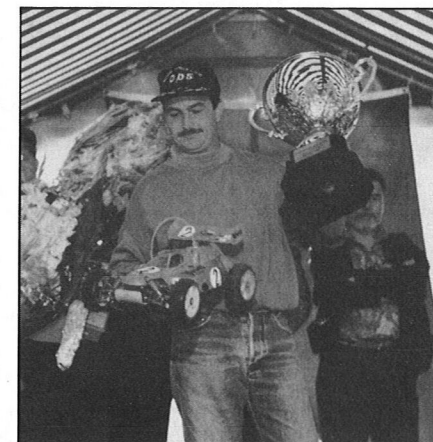
In the third round of heats Daniere moved up to second place with 11 laps in 508.60 secs only just behind Veysseyre. Tony Miller was on for a good run but on his last lap his fuel filter became so blocked up with dirt that he had to slow to nearly a walking pace, therefore recording a slow 11 lap heat and keeping him in 39th place.

Stewart Wilcox put in an excellent last run in round four recording 11 laps in 519.40 which moved him into the semi finals in 14th place, along with Tommy Chung. Tony Miller also had a good run moving himself up into the 1/4 finals.

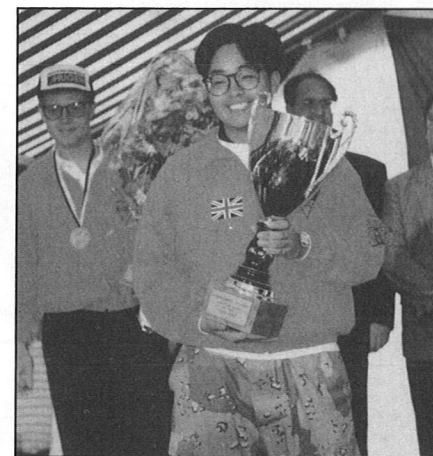
Finals day was once again an early start because of the transmitter compound ruling, so even the semi finalists couldn't have a lie in. All the finals were run in the Christmas tree format so in theory it was possible to work your way from the 128th final to the main final, with the first three in each final moving up. As the day unfolded, some of the British team made good progress, Mike Craddock moved up from the 64th final to the 16th final before being knocked out. Likewise Mark Hutt came up a couple of finals before going out.

In the 1/4 final 'B', David Hill moved up to join Tony Miller but unfortunately neither made it through because they both suffered engine cuts. In the 1/4 'A' it was a similar story with Ian Oddie moving up two finals to join Justin Mackey but once again neither made it through. In Justin's case the throttle would not close making the car difficult to drive. After the race the problem turned out to be a bent chassis which altered the engine servo position.

Of the two semi finals it was the B finals that the British contingent were most interested in as Tommy Chung and Stewart Wilcox were the only team members left in the running. Tommy had an excellent race holding first place for most of it but by the end had slipped to



☐ 1991 1/8 Rallycross Eurochamp — Fredrick Veysseyre.



☐ Highest placed Brit, Tommy Chung — second.

second. Unfortunately Stewart was plagued with a couple of engine cuts that put him out of the running. Oliver Daniere won the race with Phillippe Boeri in third place after making his way through from the 1/8 final, quite a feat. Semi final 'A' was an all continental race with Frederic Veysseyre winning from Didier Boulmier with Phillippe Mestelan in third place. So for the main final we had six French drivers, two Italians, one Swiss and of course Tommy Chung who had now made it to the main final for the second year running.

The Final

The 45 minute final started with the normal first corner pile up but after the first lap it was Veysseyre (Yankee) leading with Mestelan (Yankee) in second and Tommy (Mugen) in third. By the fourth lap Daniere (Mugen) had taken third place pushing Tommy down to fourth. The top places remained the same until the twelfth lap when Daniere got past Mestelan and set off in pursuit of the leader. At this time Boeri, last year's champion driving a Burns had the first of many engine cuts that put him out of contention. After the first fuel stop Tommy slipped to fifth place, but he was still driving well and having no problems.

By lap twenty the two leaders were battling for the lead, with Veysseyre going to the front for half a lap and then Daniere.

At the halfway stage Daniere lead by a few seconds and the leading two had lapped the rest of the field up to third place. Tommy was still in fifth place but a lap and a half behind the leaders. Third place was held by Privat (Mugen) and fourth by Boulmier (Micro Racing Corsair).

It was shortly after this that Tommy got his second wind and passed the two cars in front to hold third position but there wasn't anything he could do about the leading cars, as they were over two laps in front by this stage.

Then at 38 minutes Veysseyre rolled his Yankee and the engine cut, his pit crew got him going again and although he lost a lap he was still in second place. It looked as if this was how it would finish but then with three minutes to go Daniere cartwheeled his Mugen and knocked off a steering ball joint. His mechanic quickly repaired it but as the car moved down the pit late it suddenly cut, so it had to be retrieved and restarted. When he finally got back on the track Veysseyre was leading by a lap and Tommy was just behind Daniere...

On the last lap of the race Tommy overtook Daniere and held him off by no more than a few feet at the finish.

It was an excellent final that kept you on the edge of your seat for the whole 45 minutes and what a brilliant result for Tommy Chung and the British team. ●

Name	Country	Final Position	Qual Positon	Lap Score	Car	Sponsor	Engine	Fuel	Servo	Tyres
F. Veysseyre	France	1	1	88	Yankee	Yankee O.P.S.	OPS	25%	Futaba	SLD Indiana (Soft)
T. Chung	U.K.	2	8	87	Mugen	Mugen, Puma, O.P.S.	OPS	Elite 25%	Sanwa ERG/XT	SLD Indiana (Soft)
O. Daniere	France	3	2	87	Mugen	Mugen, MRC	TOP	Tornado 25%	Futaba	SLD Indiana (Soft)
R. Consolard	Italy	4	7	85	Micro Racing	Micro Racing	OPS	25%	Sanwa	SLD Indiana (Soft)
D. Boulmier	Switzerland	5	11	85	Micro Racing, Corsair	Micro Racing	Mondial	30%	Multiplex	SLD Indiana (Soft)
P. Boeri	France	6	34	83	Kyosho Burns	Drastic, OPS, Hot Fire, Cournon	OPS	Hot Fire 25%	Futaba 9301	Cournon Atlas
A. Privat	France	7	6	79	Mugen	Mugen, MRC	Picco	M.R.L. 25%	Futaba	SLD Indiana (Soft)
P. Mestelan	France	8	9	79	Yankee	Yankee, OPS, Modletime 73	OPS	20%	9302	SLD Indiana (Soft)
S. Chaffardon	France	9	5	59	Mugen	Mugen, MRC	TOP	25%	Sanwa ERG/XT	SLD Indiana (Soft)
A. Catozzi	Italy	10	10	33	Tag	Tag Models	OPS	Tag 25%	Sanwa ERG/XT	SLD Indiana (Soft)