

# The Southern Model Indoor R

tamiya

ROUND 2, BOURNEMOUTH

# EUROCUP

## THE FINALS

### Formula 1

The Finals were run in reverse order to qualifying, with the F1s away first, then the Civics and finally the Touring Cars. First up was the F1 J Final with only four drivers, Richard George winning with 22 laps from Alan George (any relation?) on 18 laps 312.48 and Giles Pickett third with 18 laps 315.17. Jeff Newport received this month's booby prize on four laps in fourth, but since most reports only mention the top guys I think he should still get a mention! The I Final showed just how close this kind of racing can be, with Gary Hitchen holding off Andrew Bass by half a second to take the win and Derek Brown one and a half seconds behind in third. Noel Chapman managed 24 laps in the H Final, Wayne Humphrey and Richard Tansey taking second and third on fast 23s. The G Final was won by Nathan Gillingham on 26 laps almost exactly a lap up on second placed Stuart Brown, who in turn was a lap up on Daniel Thurston in third. Another close Final was next, with Jim Langdell winning from Timothy Carrnan and Kevin Holtman. On to the top five Finals, and

Round two of this years EuroCup meant a long trip for me down to the South coast and to Bournemouth. The venue was opened on the Saturday before the meeting to allow practice for anyone who wished it, and for those who had not raced indoors before (myself included) this was a relief.

The building which houses the circuit is I think a converted factory, similar to those converted to indoor go-kart tracks, but with added touches needed for model car racing such as a pitting area and a drivers rostrum. This permanent rostrum is one I feel most clubs would be proud of; underneath was a shop run by Model Bits of Bournemouth, which provided quite a good supply of parts for those drivers who managed to destroy bits of their cars on the fairly treacherous fixed track markers. To the side of the rostrum was a little wooden hut which at first sight resembles a portaloos (!), but after opening the shutters mysteriously became the race control!

Moving on to the track, we were greeted with a fairly small carpeted area onto which were placed the track markings, some movable and some, as mentioned, definitely not. To try and avoid some of the drivers gaining an unfair advantage from Saturday's practice session, the track's design was changed for the meeting on Sunday, only a minor change but enough to throw those who had got used to the earlier track. From the start there was a mad dash down the straight into a right hander, followed immediately by a hairpin, then came a left handed sweeper which, if you got the correct line was fairly quick. This was marked out by a collection of tyres covered in camouflage netting. The netting was probably the reason I kept hitting them, they were too well hidden! After the sweeper came a small straight

in front of the rostrum and then two hairpins, a right then a left, followed by a chicane. The final few bends were there, I think, to test the drivers' skill (or was it the strength of people's bodysheils?): Two more hairpins and only four feet wide each one. It was then back onto the straight ready for another lap.

### Qualifying

Because of the large entry, the organisers set a one minute gap between the Heats and stuck to it rigidly, this meant everyone was doing an impression of Linford Christie getting their cars both on and off the track! Fortunately the cars didn't have to go to scrutineering directly after each Heat, they were placed on the shelf at the side of the straight and scrutineered after marshalling, when your heart rate had regained its normal level.

Round one began with the Front Wheel Drive cars on first, followed by the Touring Cars and finally the Formula 1s. It soon became apparent that the tyres to run in both of the saloon classes were the rally blocks or the Escort 'Wet & Dry' (paddles), no not sand paper, although I think it may have been just as effective. In F1 the tyre choice wasn't as critical as tyre additives were allowed, so most people opted for the standard kit tyres with a few using mediums on the front to try and gain a little more 'turn in' to the tight corners.

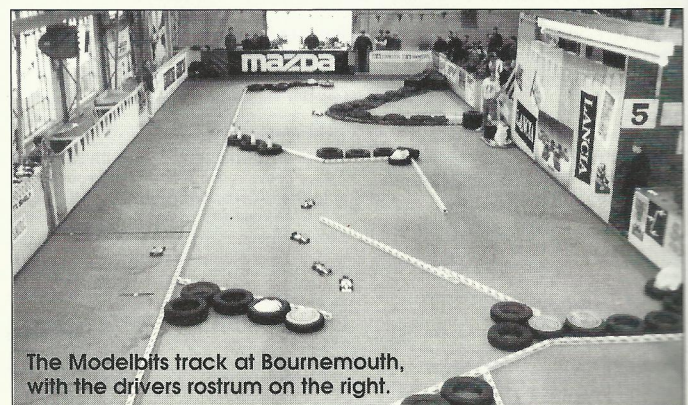
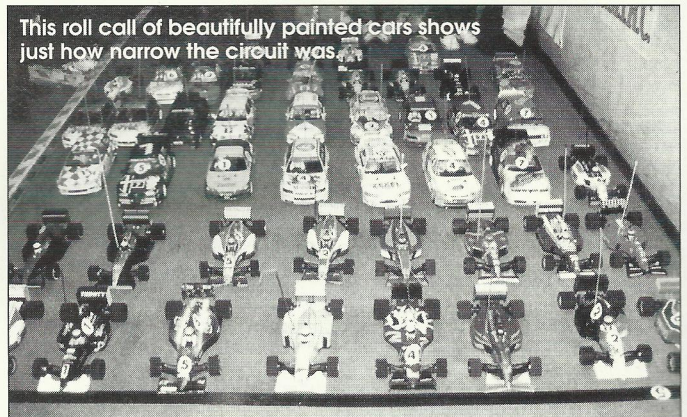
Richard Isherwood took the top spot in FWD managing to scrape a 21 lapper, followed by Mark Burgess and Derek Nash, both on 20's. Pete Stevens managed 24 laps in the touring cars with Ian Kemp second and Neil Collins third. Pete also managed the F1 top slot on 28 laps, Colin (birthday boy) Theobald was second and Ian Diboll third.

Round two saw no change

at the top in the FWD class, but Adrian Jacob had moved up into third with his Astra style painted Civic. Ian Kemp took the Touring Car FTD with Rob Marshall moving up to second after discovering the Escort 'Wet & Dry' tyres. Pete Stevens slipped to third in F1's with Mark Nash and Chris Grainger (good luck with the new shop Chris) setting two fast 28 lappers.

Round three saw the order in the FWD class revert back to that seen in the first round: Richard Isherwood followed by Mark Burgess and Derek Nash. There was very little change in the Touring Cars, although Richard Isherwood, after seeing Rob's success with the Escort tyres, tried them and squeezed into second position thanks to the better grip. The F1 positions also remained unchanged, with Mark Nash on pole followed by Chris Grainger and Pete Stevens.

This roll call of beautifully painted cars shows just how narrow the circuit was.

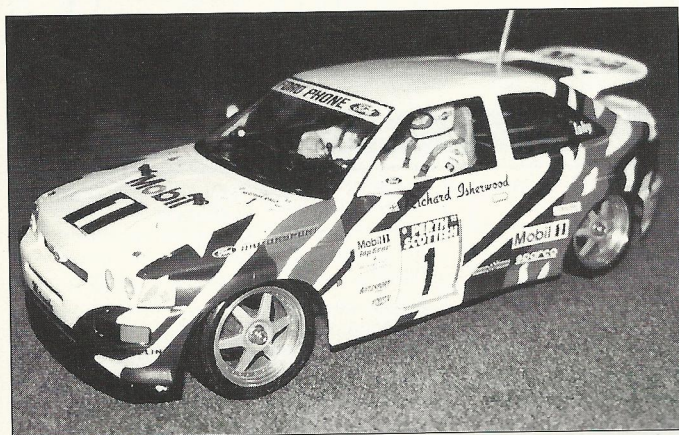


The Modelbits track at Bournemouth, with the drivers rostrum on the right.

# Racing Circuit (S.M.I.R.C)



The camouflage netting and used racing car tyres that form immovable track markings at the S.M.I.R.K. indoor circuit.



M. Cavender took the E Final honours followed by Paul Edwards and Keri Finch. Victory in the D Final went to Colin Witt from Chris Barrett and Graham Atkinson, all on 26 laps. The first 27 lapper of the Finals appeared in the C, thanks to David Pitcher, whilst Robert Chaldecott and Ian Watkins were second and third with very fast 26 lappers. The penultimate F1 Final saw the 27 lappers coming in thick and fast, with one 28 from Marcus Askell, then Mark Bennett headed the 27s with Mark Williams third.

The A Final saw a very clean start with all bar two of the drivers completing the first lap in their qualifying order. The order remained pretty much the same up to lap four when Ian Diboll managed to make up three places from eighth on the grid, then on lap eight Ian was at it again, moving up into fourth demoting Pete Stevens down to fifth. Colin Theobald also had a good lap eight, moving up into third (he must have been frightened up there by the charging Diboll!) Meanwhile, Mark Nash and Chris Grainger were driving a fairly consistent race with less than a second between them until lap twenty, when Chris

managed to squeeze past Mark to take the lead. Colin Theobald was still there in third but now only one second off the leaders. Pete Stevens was fourth, Ian Diboll having dropped to sixth allowing Jon Winter through into fifth. Lap 25 saw the next major change to the order, as Colin took second place from Mark Nash and further down Ian regained fifth from Jon. The finishing order after a really good race was Chris from Colin, followed by Mark, Pete, Ian and Jon, with Darren McHarg and Chris Tester seventh and eighth.

## Front Wheel Drive

The Front Wheel Drive C Final saw Les Channing take the win from Keith Tansey by approximately seven seconds. The B Final was won by Keith Dowsett with a 21 lapper (which would have put him fifth in the A!), whilst second and third went to Kevin Holtman and Nigel Moss with 19s.

The A Final saw Richard Isherwood and Mark Burgess make the most of their grid positions to disappear into the distance, leaving the rest to battle for the remaining

places. Derek Nash had a poor first lap, which dropped him way down the order, whilst at the end of the first lap Paul Bennett had managed to survive the carnage and was in hot pursuit of Richard and Mark. Ian Altree made a huge jump into fourth from seventh on the grid, with Rob Marshall making up one position into fifth, with David Smith sixth and Adrian Jacob and Derek Nash seventh and eighth. The next few laps saw the drivers settle down a little with only a couple of changes lower down the order; Rob Marshall had moved up to fourth, Ian Altree had a couple of problems slipping down to fifth, with Adrian Jacob, Derek Nash and David Smith very close in sixth, seventh and eighth places. Derek Nash then made his way up the order to take fifth at the end with David Smith moving up to sixth, so Adrian Jacob and Ian Altree had to settle for seventh and eighth after both having a few unlucky laps.

## Touring Cars

The E Final was won by Brian Murphy from Roger Pickett, both drivers having quite different driving styles, Brian preferring to be sideways into every corner with Roger going for the smoother lines. The D Final saw Nigel Moss win from David Appleman (the bodyshell man) and Andy Edwards, each driver separated by approximately half a lap. Stephen Nash managed a 23 lapper in the C to win by almost a lap from Derek Nash and Lionel Swan. The B Final's top three drivers were also separated by one lap each, 23 for Andrew Cooper, 22 for Keith Dowsett and 21 for Daniel Fang.

The Touring Car A Final was probably the closest Final of the day, with the top five drivers all on 24 laps with less than six seconds separating them. Close! The first lap saw the pole man, Ian Kemp, make a mistake allowing the rest of the field through in the twink of an eye. The second lap saw Rob Marshall lose six seconds on one of the immovable track markers, which meant Pete Stevens moved into second, two seconds behind Richard Isherwood, with Paul Bennett in third and Raymond Clark fourth. Meanwhile, Ian Kemp

had moved up three places in fifth, so Neil Collins and Ian Foxwell were bringing up the rear. Ian Kemp and Rob Marshall both improved by two places on the following lap with Paul Bennett dropping to seventh, with Neil Collins also managing to move up a place into sixth. By lap six things began to settle down, Richard was still in the lead, Pete was second, Rob had moved up into third, Ian Kemp was fourth, Neil Collins moved up another place into fifth followed by Raymond Clark sixth, Ian Foxwell seventh and Paul Bennett eighth. By lap fourteen Neil Collins had taken yet another position and was in fourth, whilst Ian Foxwell had moved up to sixth, then lap sixteen saw the order change for the last time, but this time at the front of the race, Pete Stevens taking the lead after Richard went a little wide around the camouflage netting, I think he was probably trying too hard to avoid it! The order remained the same to the end of the race, although the spread between the first six drivers shrank from nine seconds down to six seconds. That is what I call close racing!

A special thanks must go to Peter Ellis who sat in race control throughout the day manually lap scoring, it takes a dedicated organiser to count every lap of every car all day long. Thanks Peter!

With racing as close as the Tamiya EuroCup though, the general feeling amongst the drivers was that in the future, all rounds of the Eurocup should have AMB lap counting. One final comment regards the track, although the club has a very good venue, I and many others at the meeting feel that indoor racing should be left to 1/12th scale cars or club events. For cars of this size to race at such a competitive level with bodysells which are both easy to damage, which is a shame when a great deal of time has been spent making them look as realistic as possible and also let me say, quite expensive, they should be raced outdoors on open tarmac circuits. Just a thought for next year!

rob  
**MARSHALL**

# FORMULA 1

Name	Sponsor	Car	Speedo	Cells	Servo	Radio	Tyres	Gear Ratio	Qual	Final
Mark Nash	Sawyers Models	Lotus Sauber Shell	Tekin 410K	Parma 1700 SCR SP	Futaba 148	Megatech	Kit	27/93	1	3
Chris Grainger	Lesro, Trinity Galeforce M-Troniks	Sauber	M-Troniks 800HF Turbo	Trinity 1400 SCR	Futaba 132H	Apex	F. Med R. Kit	27/93	2	1
Pete Stevens	Hobby Warehouse PAP, LRP	Sauber	LRP LE 25 AMS	Sanyo 1400	Futaba 132H	Sanwa	F. Med R. Kit	18/63	3	4
Colin Theobald	RCMC, Orenda Hobby Warehouse	McLaren MP49	Tekin 411P	Greeno SCRC	Futaba 131Sh	Apex	F. Med R. Kit	25/93	4	2
Darren McHarg	Wanted	Sauber	M-Troniks 800HF Turbo	Power Prod. SCRC	Futaba 148	Futaba Attack R	Kit	25/104	5	7
Jon Winter	M-Troniks MG	Williams FW14	M-Troniks 800HF Turbo	MG SCRC	Futaba 131SH	FF3	Kit	26/93	6	6
Chris Tester	Model World	Jordan	Tekin 410S	Model World SCRC	Futaba 148	Futaba	F. Med R. Kit	18/63	7	8
Ian Dibboll	Power Products	Lotus 107B	LRP LE 25AMS	Power Products	KO Fet	KO	F. Med R. Kit	24/93	8	5

# TOURING CARS

Name	Sponsor	Car	Speedo	Cells	Servo	Radio	Tyres	Motor	Gear Ratio	Qual	Final
Ian Kemp	Model-Junction	BMW M3	Nosram Dominator	Schumacher SCRC	KO Fet	Apex	Rally Blocks	Acto Power 14 x 2	21/69	1	5
Richard Isherwood	M-troniks, No 1 Race Supplies, Modelsport	Escort Cosworth	Mtroniks 800 HF Turbo	Mtroniks 1700 SCRC	KO Fet	FF3	Escort Wet & Dry	Dyna Tech 10 x 2	18/74	2	2
Robert Marshall	M-troniks, No 1 Race Supplies, Modelsport	Escort Cosworth	Mtroniks 800 HF Turbo	Orion 1700 SCRC	KO Fet	Apex	Escort Wet & Dry	Dyna Tech 10 x 2	19/74	3	3
Pete Stevens	Hobby Warehouse PAP, LRP	Alfa	LRP LE 25AMS	1700 SCRC		Sanwa	Rally Blocks	Acto Power 15 x 2	25/74	4	1
Paul Bennett	Sawyers Models Mtroniks	Alfa Escort Shell	M-troniks 800 HF Turbo	Orion SCRSP	Sanwa ERG-XS	Futaba Attack R	Escort Wet & Dry	Acto Power 13 x 2	21/74	5	8
Ian Foxwell	Benwell, Eltham Models	Alfa	Tekin 411G	Reedy SCRC	Futaba 131SH	Futaba Attack R	Rally Blocks	T'gold 13 x 2	21/74	6	6
Raymond Clark		Alfa	Tekin 411G	Orion SCRC	Futaba 131SH	KO	Escort Wet & Dry	Acto Power 15 x 2	21/74	7	7
Neil Collins		Alfa	Tekin 411G2	Orion SCRC	KO Fet	KO	Rally Block	Acto Power 14 x 2	22/74	8	4

# FRONT WHEEL DRIVE

Name	Sponsor	Car	Speedo	Cells	Servo	Radio	Tyres	Gear Ratio	Qual	Final
Richard Isherwood	M-troniks, No 1 Race Supplies, Modelsport	Civic	M-troniks 600	M-troniks 1700SCRC	KO Fet	FF3	Rally Blocks	24/66	1	1
Mark Burgess	Kellers of Norwich	Civic	M-troniks 400	Parma 1400	Futaba 9401	Apex	Rally Blocks	25/66	2	2
Derek Nash	Sawyers Models	Civic Escort	M-troniks 400	Sawyers SCRSP	Futaba 148	Futaba 3UCP	Escort Wet & Dry	25/66	3	5
Paul Bennett	Sawyers Models M-troniks	Civic Escort	M-troniks 500	MG 1700 SCRC	Futaba 148	Futaba Attack R	Rally Blocks	25/66	4	3
Adrian Jacob	WLRC Power Products	Civic	Gold Star	Greeno 1400	Futaba 148	Futaba Attack	Rally Blocks	24/66	5	7
Robert Marshall	M-troniks, No 1 Race Supplies, Modelsport	Civic Escort	M-troniks 600	Orion 1400 SCR	JR NES-505	Apex	Rally Blocks	25/66	6	4
Ian Altree	Sawyers Models	Civic	M-troniks 500	Yuasa 1700 SC	Acoms AS II	Futaba Attack R	Rally Blocks	24/66	7	8
David Smith		Toms Levin	Silver Star	Glyns 1400	Futaba 9401	Apex	Rally Blocks	24/66	8	6