

tamiya

EURO CUP

A very smart
Calibra
indeed!



REPORT BY
ROB MARSHALL

Touring Cars Round 5 - Brands Hatch

For a change, Round 5 of the Series moved away from the model car circuits and on to a full size one, well next to it at least! The circuit in question was Brands Hatch, where a large track in a pavilion was to be our home for the day, and a good thing too, as the rain absolutely threw it down outside! The largest number of spectators we've ever seen were obviously there to see the big Touring Cars, but inbetween their races headed for the pavilion to watch our little ones, and very welcome they were too!

The Concours

event at Brands saw probably the best turn out of scale Touring Cars I've ever seen, so "Well done!", you body and paintwork specialists, the models made a great impression on the watching crowds.

The circuit was unfortunately a dusty concrete surface, and therefore quite a handful to drive on, all of the drivers reckoning it was like driving on an ice rink! Anyway after several dozen spins, lots of Rally style sideways action and understeer galore the eventual qualifying positions were:

4wd Touring Cars

Ian Foxwell
Simon Knight
Mark Burgess
Paul Bennett
James Whyley
Rob Marshall
Andrew Cooper
Daniel Fang
Mark Poulton
Phil Wallace

Front Wheel Drive

Chris Tester
Rob Marshall
Paul Bennett
Daniel Fang
Mark Burgess
Mark Bennett
Alan Harland
Richard Isherwood
Brian Sharpe
Ben Elliott

Before the Finals took place, everyone disappeared off to watch Rounds 11 & 12 of the full size Touring Car Championship. They certainly got their money's worth! It seems that the full size cars are just as difficult to drive as the little ones, at least on a wet and slippery surface. The rain certainly gave the Teams some difficult decisions:

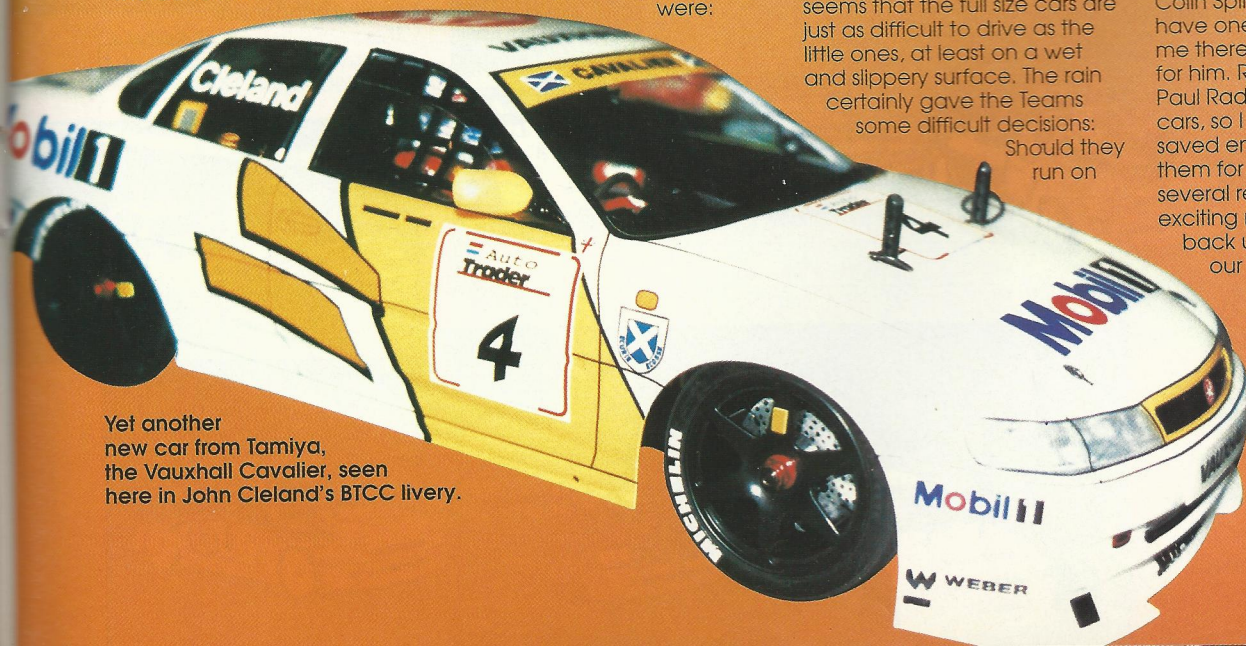
Should they run on

treads, slicks, super slicks, M-Grips or Rally Blocks? For some, it may even have extended to M2-Grips!

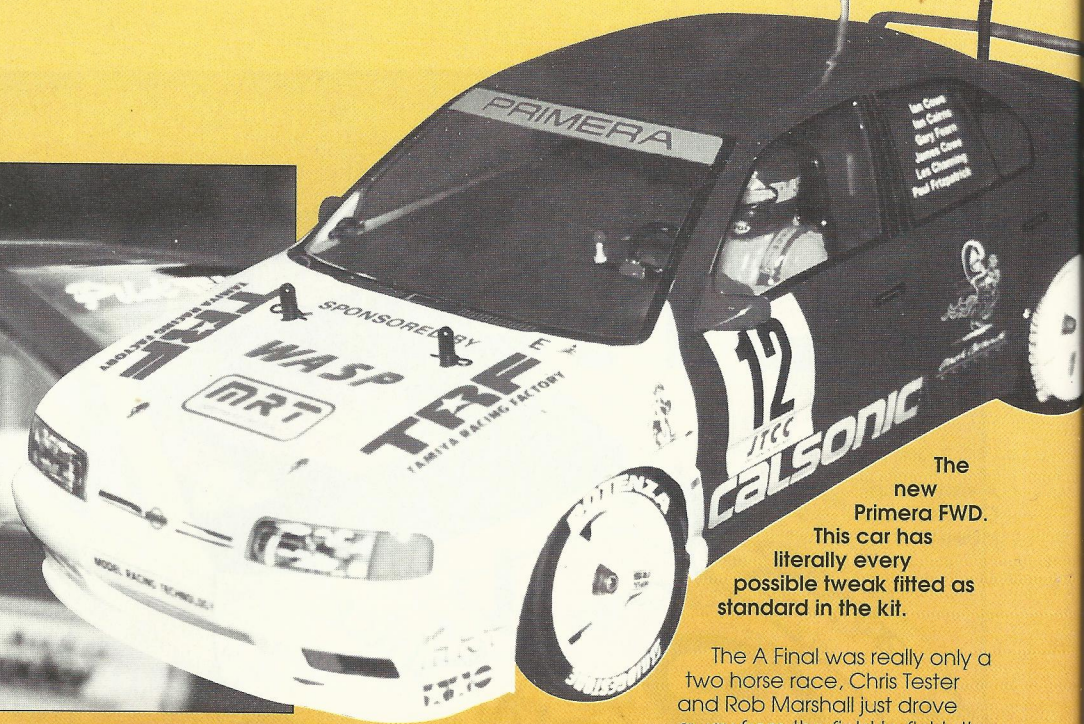
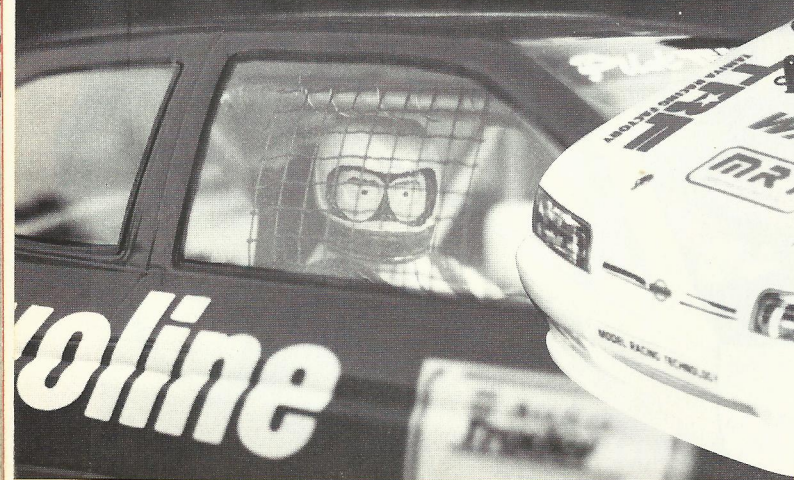
Tim Sugden got it all wrong and now requires a new shell. Colin Spinner didn't actually have one with him, but assures me there is a Levin in the post for him. Rickard Rydell and Paul Radtsich also broke their cars, so I hope they have saved enough Euro Bonds to fix them for the next Round. After several restarts and two exciting races, we all tramped back undercover to finish off our day's racing.

First on were the 'Fronteers', with the winners as follows:
E Final - David Bell
D Final - Mark Harris
C Final - Graham Hill
B Final - Barry Whibley

Yet another new car from Tamiya, the Vauxhall Cavalier, seen here in John Cleland's BTCC livery.



Help!!



The new Primera FWD. This car has literally every possible tweak fitted as standard in the kit.

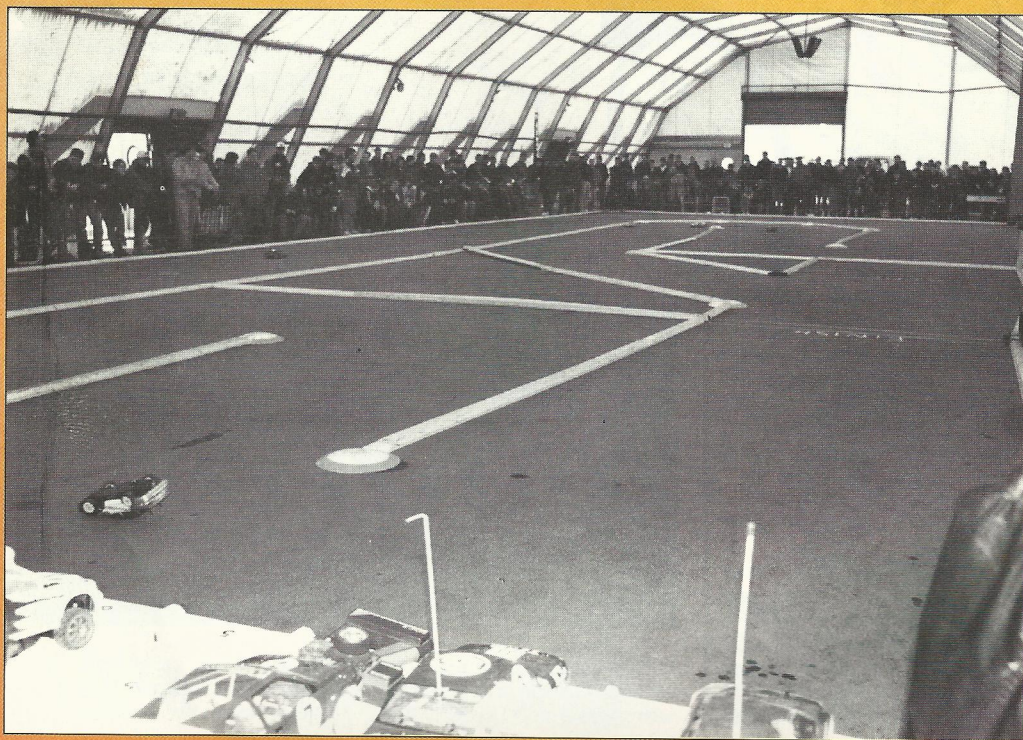
The A Final was really only a two horse race, Chris Tester and Rob Marshall just drove away from the field to finish the race with the gap at the end exactly as it had been on the grid. The lap times showed no more than half a second between them on every lap! Daniel Fang came in 3rd, with Mark Bennett and Mark Burgess 4th and 5th. Ben Elliott, Paul Bennett, Richard Isherwood, Alan Harland and Brian Sharpe finished off the order.

The Tourers were next, with the results:

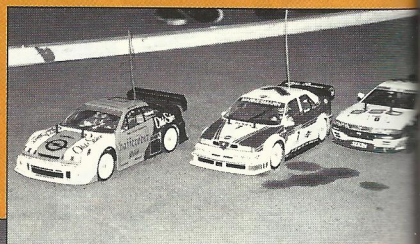
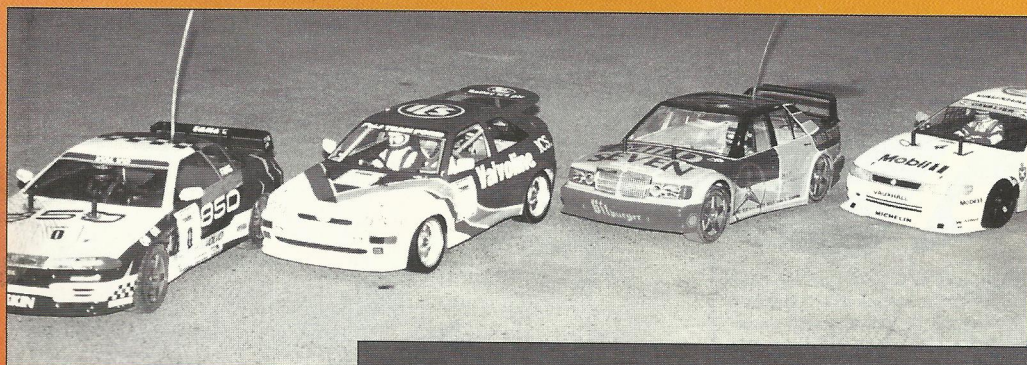
- E Final – Iain Single
- D Final – Brian Murphy
- C Final – Sam Parkinson
- B Final – Keith Dowsett

Ian Foxwell showed the way to go in the A Final, taking yet another win, with just four seconds separating the 2nd to 4th places, taken by Simon Knight, James Whyley and Paul Bennett. Daniel Fang crossed the line five hundredths of a second in front of Rob Marshall for 5th place with Mark Poulton 7th, Andrew Cooper 8th, Phil Wallace 9th and Mark Burgess bringing up the rear.

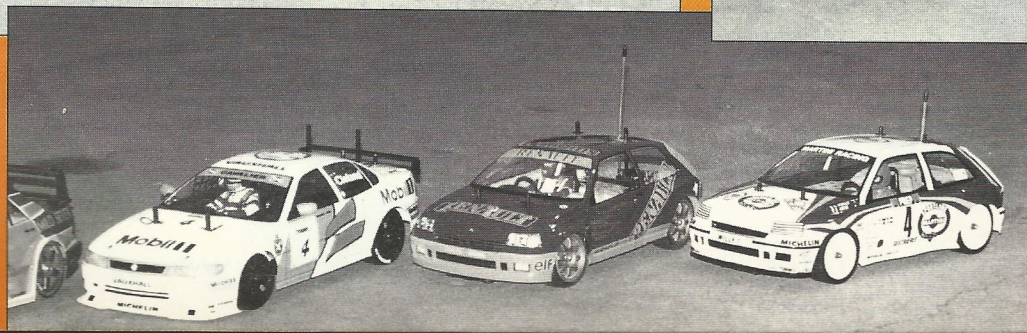
The next Round is at Ashby's extensively modified and improved circuit, see you!



It makes a nice change to see a good crowd of spectators at a model car racing meeting!

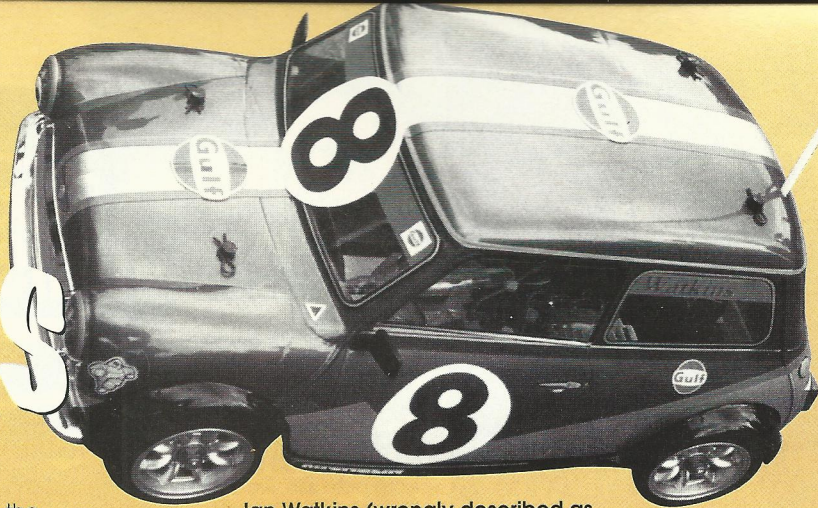


The Concours line up at Brands Hatch.



F1-Minis

REPORTED BY EDDIE DIBOLL



Ian Watkins (wrongly described as Derek Brown in the WLRC report, sorry Ian!) took the Concours honours at Tibshelf with his very nice Mini.

Those drivers that turned up on the Saturday to practice gained no advantage what so ever, as it was very wet indeed. The weather forecast for Sunday's event was no better, so was this to be the first wet meeting of the season? Well, the day began with some very black clouds overhead and a wet circuit greeting 74 F1 and 19 Mini drivers.

Round 1 saw much guess work regarding which tyres to use, but all went well in this Round as the sun put in an appearance and began to dry out the track, so once again the F1 boys had to try out different tyre compounds in Round 2. Having completed Round 2 we went into the Concours judging, the F1 winner

Jonny Jonker travelled over from Holland, finishing a very good 2nd, his compatriot, Marten Schaaake, also taking 7th overall.

being Gary Hitchin and in the Minis, Ian Watkins from Antics' Worcester branch (again!), so, if you're in the market for a smart new bodyshell, I suggest you have a word with Ian W...

At this time it was announced that there would be 4 qualifying Rounds for a change.

During the Concours interval, some rumblings were heard from some of the drivers, as a certain Mini was much faster than the others, with various ideas being put forward about what the driver must have done to achieve this velocity. Mr Colin Theobald, the scutineer, then announced that the car had been checked out, and was legal according to his interpretation of the rules. By the time Round 3 got underway, the track had nearly

The man of the moment, Luke Burley, took a super win in F1 on the wide expanse of Tibshelf's tarmac.

dried out so the lap times really began to improve, some of the drivers now trying Integrated Slicks suddenly finding themselves in an A Final position.

Round 4 started with more drivers using Integrated Slicks, and this brought about even more changes in the top positions, Luke Burley taking the TQ in F1 and Graham "I've got my own body now!" Atkinson the TQ for the Minis.

The Finals

The Mini A Final started with Graham Atkinson on pole, followed by Alec Quarman, Martin Woodcock, Steve Chapman, Mark Burgess, Paul Douglas, Daniel Styles, Ian Watkins, Clive Coomes and Andy Luffman. With the race underway, Graham went straight into the lead closely followed by Alec, and all made

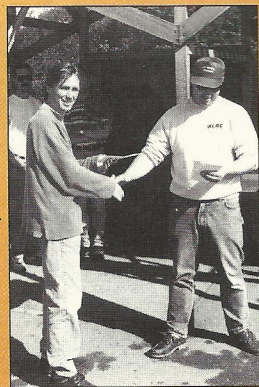
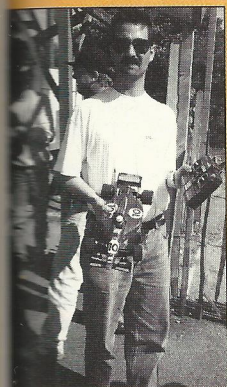
Alec Quarman took his first ever A Final win with his Mini at Tibshelf!

it safely round for the first laps until Graham made a mistake which handed Alec the lead, Graham stuck on the grass and dropping to the back of the field. Alec then led the field home with 2nd place being fought over between Martin and Paul, Martin being harassed by Paul until he took the lead, but he lost out just before the finish. So, the end result was a superb win for Alec followed by Martin, Paul, Mark B, Steve, Andy, Graham (who pulled back to 7th place) Ian, Clive and then Daniel. A splendid Final by any standard.

The F1 A Final for F1 saw a dominant drive from Luke Burley, who was followed by Mark Evans for the first 10 laps whilst 3rd place was the subject of a major dice between Barry, Graham, and our Dutch visitor Jonny, but by the 11th lap the first 3 positions were decided as Luke, Jonny and Mark Evans, the positions in the rest of the field changing throughout the race. The final results are on the tech chart.

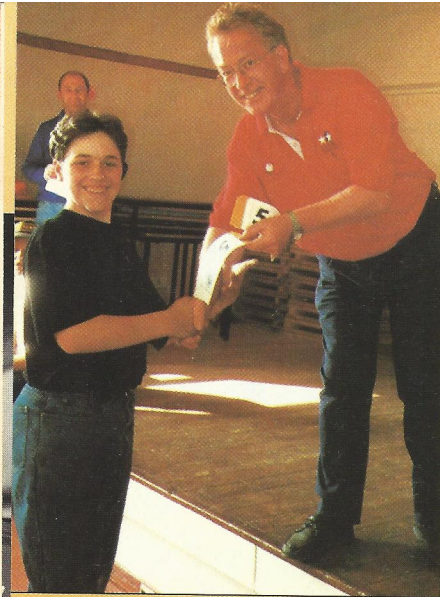
F1 Final Winners:

F Final - Alan Palmer 131aps
 E Final - Wayne Ash 131aps
 D Final - Ken Philbin 41aps
 C Final - Martin Kowalski 15 laps
 B Final - Daniel Styles 15 laps
 The Mini B Final winner was Dave Pitcher with 12 laps



NAME	SPONSOR	CAR	SPEEDO	CELLS	SERVO	RADIO	TYRES	G RATIO	QUAL	FINAL
Luke Burley	Tanaplan, U.H.P.	Sauber	Tekin 411G	M.troniks 1700 SCRC	KO 1002	F3 EGX	Integrated Slicks	27/93	1	1
Marten Schaaake		Lotus	Tekin 411G2	Sanyo	Futaba 132	KO	Integrated Slicks	27/93	2	7
Colin Theobald	M.troniks, J.P. Racing Old Spice, RCMC	Sauber	Tekin 411G	1700 SCRC	Futaba 9401	Apex	Integrated Slicks	27/93	3	4
Mark Nash	Sawyers Models	Sauber	Tekin 410K	Parma SCRC	Futaba 148	Megatech	Integrated Slicks	21/63	4	6
Mark Evans	Sawyers Models	Ferrari	MRT	Sanyo 1400	KO 702	JR 756	Soft Caps	22/63	5	3
Rob Chaldecott	Dad	Ferrari	Tekin 410K	1400	Futaba 148	Futaba F3	Integrated Slicks	21/63	6	9
Ian Diboll	S.P.E.C. MRT Power Products	Sauber	MRT	Panasonic 1700	KO 1001	Esprit KO 2	Integrated Slicks	20/63	7	5
Graham Hill	Benwell, Grainger Follow Level	Simtek	Bastron Micro	Trinity 1400	Futaba 132	Futaba F3	Integrated Slicks	27/93	8	10
Barry Wibley	Eltham Models Benwell	Williams	Tekin 411G	Sanyo 1700 SCRC	Futaba 148	Futaba F3	Integrated Slicks	21/63	9	8
Jonny Jonker	Afama	Williams	Tekin 411G	Orion 1700	Sanwa 141HR	KO Esprit 2	Integrated Slicks	27/93	10	2

Round 4 - Tibshelf



Ben Elliot, the Mini A Final winner at Ashby, accepting his Tamiya bonds from Colin Spinner.

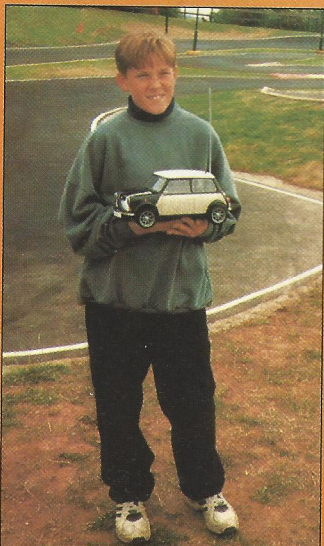
What a surprise we all had when we arrived at Ashby for this years EuroCup F1 and Mini Round. The track had a completely new look to it, as the Club had been very busy adding some extra features to it plus a total resurface, losing all of the infamous bumps from the straight in the process. Well done lads!

With the weather dry and fine, racing got underway early with 8 F1 and 2 Mini Heats.

As we were allowed to use tyre additives, grip wasn't to be a problem, a lack of speed being the usual moan! With Round 1 under our belts, Tibshelf winner Luke Burley was TQ in F1 with 17/313.870, whilst the Mini TQ went to Alec Quarman (again a winner at Tibshelf) with 13/316.920.

Luke held his pole position throughout the day, but Alec lost his in Round 3 to Ben Elliott, with the remaining places for both A Finals changing frequently. After 4 Rounds of excellent action, I must say that the new layout, which now includes a new uphill section of track complete with a right handed hairpin through which

Adam Smith took 1st place in Concours with his Mini.



F1 and Minis Ashby & Nuneaton

the track drops away, makes for very exciting racing.

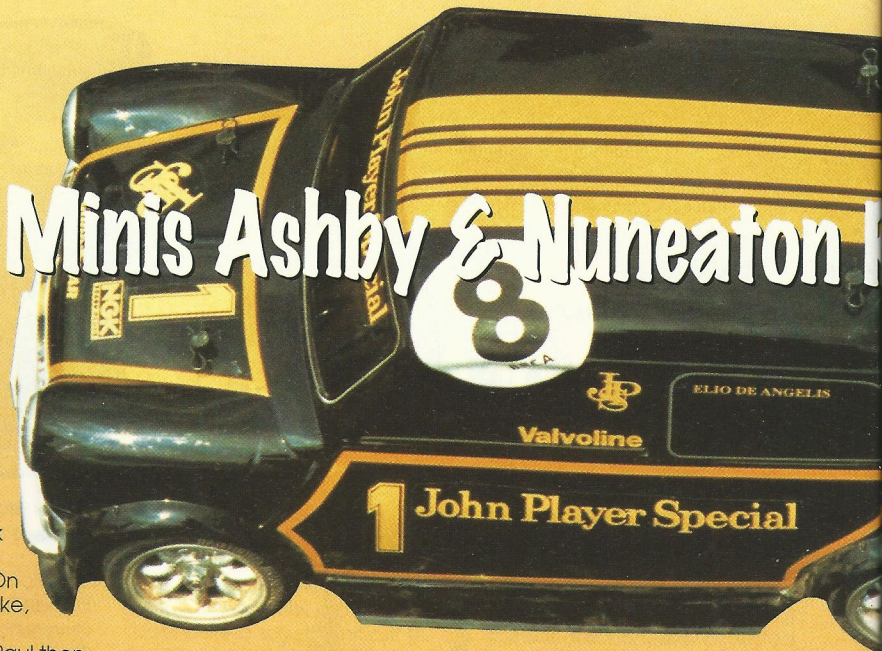
So, on to the A Finals. In the F1 A, Luke Burley led away from pole followed by Colin Theobald and John Fenton until lap 6 when Barry Wibley took 3rd place closely followed by Graham. On lap 10 the order was Luke, Colin, Graham, John, Barry, Ken, David and Paul then Michael, Mark Nash having retired on lap 8, then the only major change occurred on lap 15 when Luke lost the lead to Colin, but Colin was unable to keep his cool, Luke retaking the lead on the following lap. The first three to cross the line were Luke, Colin and Graham Hill, with the rest as per the Tech Chart.

Mini A Final.

As any full-size racing driver will tell you, the best place to start any race from is pole position, because once you get a clean start it is very difficult to be caught. Ben Elliott proved the point by leading from start to finish, followed closely by Alec Quarman, with David in 3rd place and Mark 4th, these four places didn't change with Ian 5th followed by Clive, David, Adam, Graham and Paul bringing up the rear. The Concours winners for this meeting were Cain Wood in F1 and Adam Smith in the Minis.

Once again, due to another well organised meeting we managed to get away at a reasonable time, just the job for those with a long way to travel.

Now for Round 6, to be held at Nuneaton's new track at Bedworth.



Talk about nostalgia – The JPS colour scheme and black tinted windows was popular on Minis in the late '70's!

Round 6 – Bedworth

The Bedworth Club's track was absolutely brand new, its members managing to get the farmac laid on the Thursday prior to Sunday's meeting. The Eurocup drivers were a little apprehensive about the new track's layout at first, due to its unusual shape; wide at one end and narrow at the other (a stretched triangle), but after driving on it they realised that the only problem that occurred was that if you went off the farmac, the inner and outer surrounds to the track were still dirt, and being a hot, dry day you then had to contend with dry dust on both the track and tyres. This caused more problems for the F1's than it did the Minis, which of course use treaded tyres.

The entry for the day was 57 F1s and 23 Minis.

Round 1 saw Luke Burley on TQ in F1 followed by Colin Theobald and David Pitcher, and Martin Woodcock on the Mini TQ followed by Graham Deering and Alec Quarman.

Round 2 saw Luke lose his TQ to Mr "I wish I could write a report as good as I'm driving"

Colin Theobald, and yes, the unstoppable Alec Quarman took TQ in the Minis.

The third Round saw very little change to any of the positions, but Round 4 saw Luke take back the F1 TQ, although not without a real fight with Colin, while Alec still held the Mini TQ.

The Finals

With seven F1 Finals and three for the Minis, even so we were running well on time, and Mr Colin Spinner said that he had a surprise up his sleeve for the end of the Finals, but more on this later...

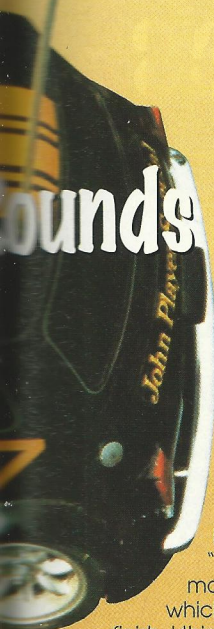
Go For It Colin!!

As I wrote earlier, this was 'Old Theobald's Day'; he qualified in 2nd place, but with the race underway Luke took the lead for the first couple of laps, then Paul Woodhams took the lead followed by Colin, Mark, Luke, Ian, David Jon, Rob and Tony then Mark. The race followed this format until Luke pulled back into 2nd place, demoting Colin to 3rd with the rest of the field holding station until lap 15, when Luke took the lead, but



Two Minis stream through Ashby's infamous chicane. The new 'Alpine' section can be seen in the background in front of the now relocated rostrum.

ounds 5 & 6



only for the one lap, because Paul tried an unsuccessful overtaking manoeuvre in which they collided. 'Mr Lucky' himself, Colin Theobald, immediately said "Thank you!" and moved into a lead which he held to the finish. I think this was Colin's

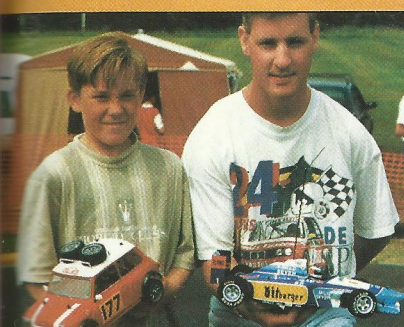
first ever A Final win in the EuroCup Series, so many congratulations! Colin was followed home by Paul, Luke, Mark, David and Ian, all on 17 laps, and then Rob, Mark, Jon, Tony on 16 laps.

Mini Finals

C Final - Chas Chadwick
B Final - Adam Smith

Just a few notes as to the remarks about how some Minis are going quicker than others... Mr Colin Spinner suggested swapping cars with Alec Quarman in one of the Heats to compare their handling etc.

Bedworth's Concours winners:
Adam Smith (Mini) and Richard Finch (F1).



This was duly done, with the result that Alec still won the Heat, well in front of Colin, and whilst Colin seemed to think his own car didn't turn in as well as the rest, Alec found Colin's car's set up was better than his own so he then copied it!!

The A Final saw Alec lead away followed by Mark, David and 'Cry Baby' Coombes, then Ian Watkins, Ian Diboll, Graham, Martin Lee and Andy bringing up the rear of the field. Alec carried on to win followed by David Pitcher, Clive Coombes, Mark Burgess, Graham Atkinson, Ian Diboll, Andy Luffman, Martin Woodcock, Lee Woodhams and Graham Deering.

Surprise, Surprise!

Now for the ace Colin had up his sleeve! He had asked all of the F1 A Finalists, and the 1st and 2nd place qualifiers in each of the other Finals to charge up 2 extra sets of cells. This meant we now had 20 cars ready to race: Colin's idea being for a 20 car race of ten minutes duration! Each driver's mechanic held the extra set of cells, so they had the choice of a pit stop to change the cells, or they could chance running straight through and then possibly dumping on the last laps. Interesting... The race was started just like a full blown Grand Prix from a grid, but after a couple of messy laps, Colin Spinner decided to stop it and start again, this time with a rolling start after a warm up lap. The race was, to a degree, successful - some drivers came

F1 Finals:
F Final - Oliver Smith
E Final - Nathan Parker
D Final - Steve Rouse
C Final - Andy Bass
B Final - Richard Gorrige



The entrants line up for the Concours judging on Bedworth's main straight. Judging the turn-in point correctly for the following corner is the key to being quick here (not to mention actually making it round the corner successfully!).

in for a pit stop (some not to go out again!), while others elected to carry on running on the one set of cells. In true F1 style, 10 second penalties were doled out for corner cutting and speeding in the pit 'cell change-over' lane, but strictly in a spirit of fun!

The winner, on 30 laps, was Mark Evans, who pitted for a change of cells, followed by Ian Diboll on 29 laps (without a cell change) then Luke Burley on 28. Mark won a McLaren F1 kit for his efforts.

Is this going to be the A Final format of the future, or just a 'Fun' race at the end of the day? If it's the former, Colin will have to have a good supply of motors in stock, as it gives them a bit of a pounding. The rumblings in the pits are whether or not the Mini's are going to follow suit..?

The winners of this meeting's Concours event was Richard Finch in F1 and Adam Smith for the Minis.

See you all at Stafford!

NAME	SPONSOR	CAR	SPEEDO	CELLS	SERVO	RADIO	TYRES		G RATIO	QUAL	FINAL
							FRONT	REAR			
Luke Burley	Tanaplan, J.H.P.	Sauber	Tekin 411G	M.troniks 1700 SCRC	KO 1002	Futaba EGX	Med	Kit	27/93	1	3
Colin Theobald	M.troniks, Old Splee RCMC, JP Racing	Sauber	M.troniks 900	M.troniks SCRC	Futaba 9401	JR Apex	Med	Kit	27/93	2	1
Paul Woodhams	Lesro Models	Ferrari	Tekin 411G	Infinity Enhanced	Futaba 9401	JR Apex	Soft	Kit	27/93	3	2
Mark Nash	M.troniks, Sawyers	Sauber	M.troniks 900	Parma SCR	Futaba 148	Megatech FM	Med	Kit	27/93	4	4
David Pitcher	Dad	Ferrari	Novak HPC	1700 SCRC	Futaba 148	Attack SR	Med	Kit	27/93	5	5
Ian Diboll	S.P.E.C., M.R.T. Power Products	Lotus	MRT 900	Panasonic 1700	KO 1001	Esprit 2	Med	Kit	20/63	6	6
Mark Evans	Savage	Ferrari	MRT 900	Savage 1700 SCR	KO 702	JR 756	Med	Kit	19/63	7	8
Rob Caldecott	Dad	Ferrari	Tekin 410S	Lesro 1400 SCRC	Futaba 148	Futaba FF3	Med	Kit	25/93	8	7
John Winter	M.troniks, Kits & Bits Chichester	Williams	M.troniks 900	M.troniks Excel 700	KO PS502	Futaba FF3	Med	Kit	25/93	9	10
Tony Chapman	Model Images	Lotus	Tekin 411P2	Trinity	Futaba 132	KO Esprit 2	Med	Kit	27/93	10	9

Nuneaton