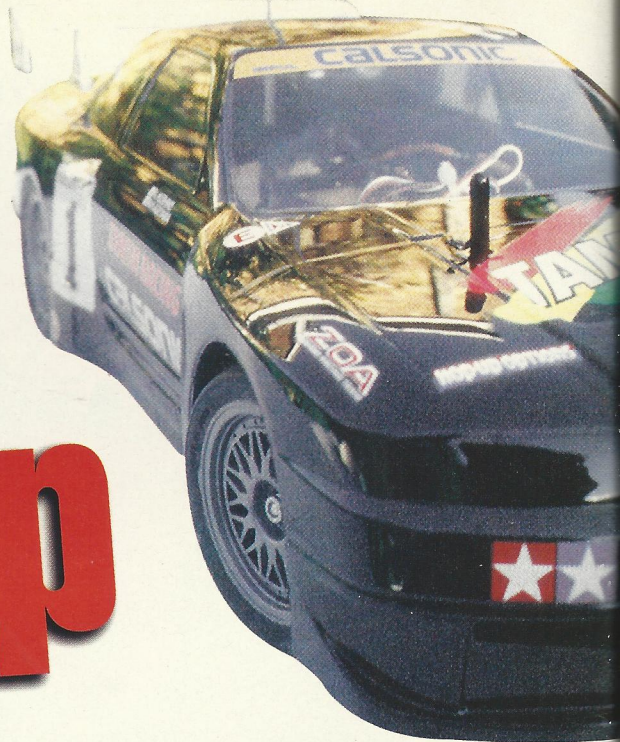


TAMIYA

EuroCup '98

CHRIS FIFE-SHAW



Your scribe's TL01 Nissan Skyline

Wet'n'Wild

After much hanging about the new season finally got under way for the 4WD and Stock Touring folk on what turned out to be a day's racing seriously messed about by the weather. Being in April I guess you have to expect some showers but the on-off nature of the rain meant that many people's races became something of a lottery with the track rarely fully soaked nor fully dry - that slimy in-between greasy condition prevailed for most of the day. Despite this, at the end of qualifying, most of the 'right' names had bubbled up to the top of the qualifying lists though it had been hard work for some.

The finals started off well enough but a serious downpour in the 'B' stock final and consequent track flooding prompted a drivers' meeting and a vote on whether to continue. Though there were vocal protests from some, a majority wanted to continue though this meant we saw most finals run with small numbers starting and even fewer finishing.

Stock Touring

This was always going to be an interesting class. Would the new

4WD TL01 chassis be quicker than the FWD? Would the added set of driving wheels make the old FWDs obsolete? Alternatively, would the bigger pinions available for FWD make them quicker? Would the old short wheelbase FWD Clios work better at this tight and twisty track? Would the new 18T stock motor burn out the mechanical speedos?

So many questions but somewhat ambiguous answers. Surprisingly, in the greasy, drying conditions the 4WD TL01s turned out to be quite a handful. The rules stated that there was essentially nothing that could be done to alter the TL01's kit set up, and most drivers found their cars fishtailing about under braking. The car would accelerate cleanly enough in a straight line, but the slightest touch of the steering produced disproportionate rear end movement, which couldn't easily be caught. In the few heats when the track was dry, the TL01s behaved well but there weren't enough of these to see which type of chassis would work out to be the better one to have in the longer term. We will have to wait for a dry meeting to sort that one out.

In the end most of 'A' finalists were using FWD cars with Mark

Puddle taking FTD and Kevin Dent a fairly convincing win in the final. The 'B' and 'A' finals were run in heavy rain and, in these conditions, the TL01s seemed to get back their lost grip and were evenly matched with the FWDs. Round 1 to the FWD chassis then but for how long?

On the motor front some people did experience burned resistors but a drivers' vote went against ditching them in favour of electronic speedos. The problem, ironically, was that people were being too careful with their driving in the slippery conditions! Those who tried to run slowly actually used their power reducing resistors too much causing them to overheat. Those who drove like maniacs may have crashed more often but wouldn't have overburdened their resistors! At the end of the day most people felt that we would not have conditions like this very often and that, in normal running, the mechanical speedo would work OK.

4WD GT

Interest in this class centred on whether the long wheelbase TA03R, or the short TA03RS, would be the chassis to have. Though some con-

tinued with their faithful TA03F and TA03F-Pro chassis, most folk had opted for one of the new GT bodied mid-engined cars. Nobody really new which would work best, nor whether the new DynaRun motor would be a significant improvement on the Acto Power motors previously dominant in the series however.

Qualifying suggested that the GT cars would dominate with only Darryl Davie's TA03F NISMO saloon making the 'A'. The first four places were taken up by drivers using the DynaRun motor. Whether this is because the motor is genuinely better or not remains to be seen as most would agree that the top four drivers were probably the best four there anyway. It was 5/4 on the TA03RS vs. TA03R front so nothing conclusive there either.

The 'A' final itself started off as a cracker with most of the top names turning out to run even though many had not wanted to, including TQ man Luke Burley. In the end it was worth him coming out as he won with ease with only Andy Childs offering any prolonged threat and Darryl Davie taking third and last runner spot! Many likely championship contenders like Jon Winter and Andrew Cooper dropped out with water in the works. Others, like Richard 'Mr. Scrutineer' Isherwood, didn't take the start and may come to regret this later if Luke maintains this form.

Although it has to be said that the meeting was spoiled by the weather, the good news was that, unlike the F1s, the entries for both classes were very healthy and this looks like being a cracking good series. We had few scrutineering grumbles and Richard Isherwood kept a lid on potential problems by holding a meeting to see if folk wanted to change the rules. People liked the Orion motors, which added some zip to the Stock



The new Peugeot 406 TL01 Full test in RRCi next month



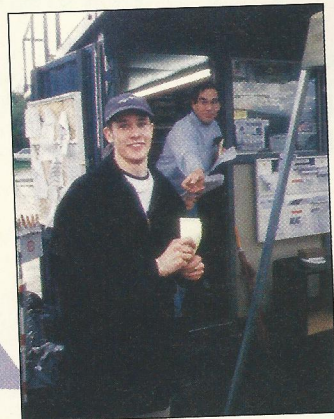
Classy paint job on an Alfa



Steve Putland's concours winning Nissan R390



Mark Puddle took the concours win in Stock Touring



Andy Childs, second in the 4WD GT 'A'



Concours line up

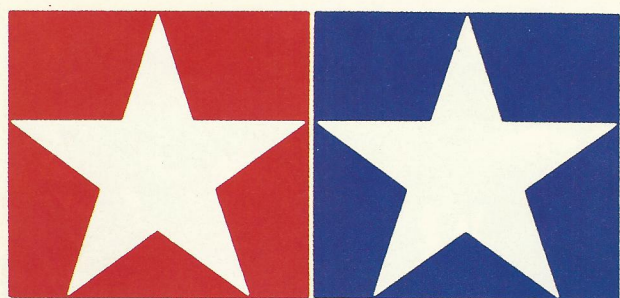
Tourers, and didn't want to change the rules, so Stephen Fabray and Richard must have done something right over the winter. Most people seemed happy - there must be something wrong here, surely! What are we going to moan about if it isn't the rules?? Things are looking good for round 2. Thanks to Colin Felstead and the WLRC crew for a smooth run, if wet, meeting. **RRCI**

Driver	Sponsor	Chassis	Body	F Tyre	R Tyre	ESC	Cells	Springs F/R	Rollbars F/R	Pinion	Motor	Qual	Final
Luke Burley	Tanaplan, KO, Mirage PAP	TA03RS	Porsche	A	A	Prodigi	Orion V-Max	R/Y	None/Y	23 fine	Dya Run	1	1
Jon Winter	M.troniks, PAP, Mirage Frewer, KO	TA03R	Nissan 390	A	A	Prodigi	Orion V-Max	R/B	R/B	23 fine	Dyna Run	2	6
Andrew Cooper	KO, Infinity	TA03R	Nissan 390	A	A	Prodigi	Infinity	R/B	Y/Y	22 fine	Dyna Run	3	4
Richard Isherwood	M.troniks, Riko, Tamiya Orion	TA03RS	Porsche	A	A	Prodigi	Orion V-Max	R/B	Y/Y	24 fine	Dyan Run	4	n/s
Andy Childs	MRT, Demon, SPEC HPIGM, Team Dyeard	TA03RS	Porsche	A	A	MRT VFX	Demon 2000	R/Kit	None/Y	24 fine	Acto Pink	5	2
Mark Freeston	Team Toxic, Paintjobs M.troniks	TA03RS	Porsche	A	A	Prodigi	Sanyo 2000	R/Y	None/B	19 fine	Acto Black	6	8
Dave Morris	MG Model Products	TA03RS	Porsche	A	A	LRP ICS	Reedy 2000	R/B	None/R	22 fine		7	5
Darryl Davie	Weston UK, TJ Models Infinity, Team Dyeard	TA03F	NISMO	Super Slicks	Super Slicks	LRP ICS	Infinity	Y/Y	Y/Y	23 fine	Acto Pink	8	3
Alan Harland	Cleveland Motors	TA03R	Dome	A	A	MRT VFX	GM 2000	R/B	R/B	26 fine		9	n/s
Dave Elliott	Cleveland Motors	TA03R	Nissan 390	A	A	MRT VFX	Orion 2000	R/B	None/B	26 fine	Acto Black	10	7

Driver	Sponsor	Chassis	Body	Cells	Radio	Qual	Final
Mark Puddle	Cheshire Models	FWD	Clio	Reedy Zappers	Futaba 3VC	1	2
Peter Sargeant	Team Toxic Paintjoba	FWD	VW	Reedy Zappers	Futaba FF3	2	8
Kevin Dent	Girlfriend	FWD	Accod	1700 SCRC	Futaba Attack	3	1
Russel Flagg	Victory Graphic Arts	FWD	VW	1700 SCRC	Futaba Attack	4	4
Chris Grundy	Dad	FWD	Clio	Reedy Zappers	Acoms	5	3
Simon Phillips	None	TL01	Alfa	1800 SCR	Futaba Attack	6	10
Peter Millard	None	TL01	Peugeot	Sanyo 2000	HiTec 40mhz	8	8
Darren McHarg	None	FWD	Volvo	Trinity	Futaba Attack	9	9
Peter Hancock	None	FWD	Clio	Orion 2000	Futaba	10	4
Tom Poulton	Cheshire Models	FWD	Clio	Orion 2000	Futaba	10	4

GT WLRC 5/4/98

STOCK SAISON



TAMIYA

Eurocup

PETER CHALDECOTT

'98



Changeable Conditions Make Things Tricky

Unfortunately last year's Eurocup was the subject of much criticism and, sadly, this year's got off to a bit of a shaky start with the very late issuing of series information to would-be competitors. As a result, for this meeting there was one of

the lowest turnouts that I can recall, only 34 entries in F1 and 35 in M-chassis. That's the bad news ... the good news is that, over the winter, the organisers have taken note of the views expressed by last year's competitors and introduced a number of changes designed to address the problems of the past. Out are the kit motors and in are 18 turn motors supplied by the organisers. Out is the double points meeting which had such an influence on last year's championship, and in is points for qualifying as well as finals. In addition Richard Isherwood is attending all meetings

meant that there was no opportunity to do a timed run to establish gearing or speedo settings. With no chance to test the new 18 turn motors beforehand, it was likely that when it dried out, some would dump, and they did! To further complicate matters, round 1 was damp, round 2 was dry and round 3 was dry enough for additive, but rounds 4 and 5 were either damp or dry enough for additive depending upon which heat you were lucky enough (or unlucky enough!) to be in. The F1 top heat were lucky and enjoyed the best of the conditions, but for others it was a nightmare!

Channing. Good to see these last three making the A.

Due to a mix-up over his entry, poor Dave Pitcher, last year's runner-up, found himself out of the top heat and as a consequence had a lot of trouble with traffic. To add to his misery, he was also unlucky enough to catch the worst of the track conditions which meant that the best he could manage was pole in the B. For Dave such a result is a disaster and he left dejectedly without

F1 and M Chassis Round 1

to sort out any technical disputes. 'Ishy' is also participating in F1 but will not score points. With these improvements as well as a number of excellent circuits on the calendar, this year's series has the potential to be one of the best yet. I just hope that the forthcoming rounds attract a more appropriate level of support.

Qualifying

With points being awarded for qualifying as well as the finals, it is now even more important to qualify well. To complicate matters, the track was damp for Sunday morning practice which, for the F1 boys,

M-chassis concurs winner, Martin Thorpe

F1 Qualifying

In F1, Pete Stevens was unstoppable and topped the leaderboard after each of the 5 rounds, eventually taking pole in the A on 17 laps in 303.82. This was an incredible 11.36 secs clear of defending champion, Jon Winter, a huge margin by Eurocup standards! Touring car refugee, Andrew Cooper, driving one of the many team DeVilbiss cars, was most impressive throughout qualifying and ended up an excellent third, just 2.03 secs slower than Jon. The only other driver on 17 laps was Ian (no name change this year!) Andrew who put in a strong performance to take fourth spot. The remaining A final qualifiers were all on 16 laps and included Rob Chaldecott, Richard Isherwood, Mark Williams (DeVilbiss strikes again!), Jason Butterfield, Paul Reene and Les

waiting for the finals. Before leaving though, he gave me his raffle tickets - if it's any consolation Dave, 'we' won a set of KO stickers!

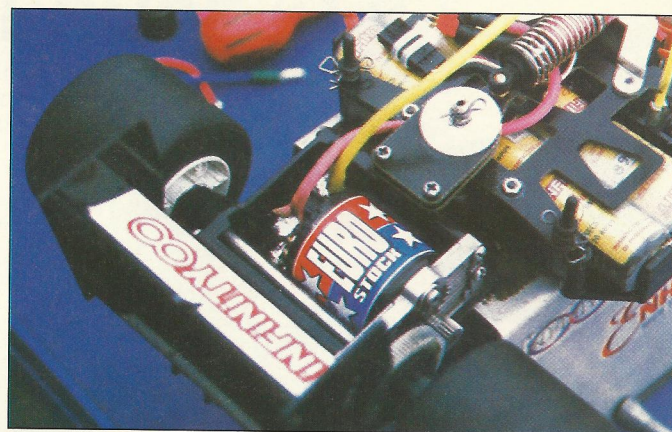
Another to leave before the finals was Graham Hill. Graham's car was flying in free practice on Saturday and promised much for race day. Sadly for Graham, Saturday's promise was not fulfilled and the best he could manage was 14th fastest.

Other surprising absentees from

Formula 1 Top Ten

1	Pete Stevens	17/303.82
2	Jon Winter	17/315.18
3	Andrew Cooper	17/317.21
4	Ian Andrew	17/329.13
5	Rob Chaldecott	16/301.37
6	Richard Isherwood	16/302.08
7	Mark Williams	16/305.04
8	Jason Butterfield	16/305.75
9	Paul Reene	16/311.47
10	Les Channing	16/311.92





Excellent new handout motor



Team DeVilbiss back with new colours for '98

the top ten were West London expert Colin Theobald (16th) and '95 runner-up Paul Woodhams (19th).

Ben Elliot had M-chassis sewn up right from round 1. His car was dialled and Ben was driving well. 14 laps in 306.94 was the reward, 12.26 secs clear of second placed Ashley Whenman, another staggering margin! Ashley was driving a long wheelbase Porsche Boxster in RWD form, and gradually chipped away at the handling all day until he got a set up that looked really good. Former M-chassis champion Ian Andrew driving his medium wheelbase Alpine in RWD form put in another strong performance to claim third spot with a 13 lapper in 303.10. The surprise to me (well I am his dad!) was the performance of M-chassis newcomer Rob Chaldecott. Driving the RRCi review Porsche 911, which was far from sorted and which was absolutely diabolical in the wet, he somehow managed to drive the wheels off the thing to take fourth, just 2 secs slower than Ian. How he did it is beyond me! Dave Elliot, Ben's dad, put in a storming drive to 7th fastest proving that you don't have to be a young whippersnapper to pedal one of these things quickly! Perhaps I should get one! The top ten was completed by Mark Poulton (5th), Graham Atkinson (6th), Paul Douglas (8th), Simon Knight (9th) and Steve Bellwood (10th).

A notable qualifying performance for me though, was that of Nick Covey. Although only third on the grid for the C final, Nick's perfor-

M-chassis Top Ten

1	Ben Elliot	14/306.94
2	Ashley Whenman	14/319.20
3	Ian Andrew	13/303.10
4	Rob Chaldecott	13/305.10
5	Mark Poulton	13/305.36
6	Graham Atkinson	13/308.01
7	Dave Elliot	13/308.72
8	Paul Douglas	13/311.49
9	Simon Knight	13/317.41
10	Steve Bellwood	13/317.62

Theo's smart Sauber unfortunately didn't go as well as it looked

mance is remarkable when you consider that he is disabled and drives from a wheelchair pretty much at ground level. Despite his handicap, Nick is no mean driver. Believe me, I know, having been beaten by him in a tight F1 battle at Tolworth last year! Great to see you again Nick, hope to see you at more rounds this year.

Finals - F1

The F1 results were as follows:

- D-Final Bob Styles
- C-Final Jason Petch
- B-Final Mark Brown

The F1 A final took place on a track that had not long before been wet, but was drying fast. Most opted for foams in anticipation of a dry run, but some remained with caps thinking that it would be damp. A long delay at the start of the B final meant that the track was eventually drier than expected and several found themselves caught on the 'wrong' tyres. As a consequence, the outcome of the final, like the handling of the cars, was now far less predictable. As many grappled with difficult handling, the race became an uncharacteristically scrappy affair. Ian led for much of the way, but was gradually reeled in by Jon and then Pete. In the end it was Jon from Pete and then Andrew. Ian made fourth and Rob fifth following a storming drive through the field after being wiped out at the start. Les drove an impressive race, coming from tenth on the grid to finish sixth, another excellent result.

With TQ earning a bonus point,

Finals - M

The M-chassis results were as follows:

- D-Final Matthew Mills
- C-Final Martin Thorpe
- B-Final Graham Luther

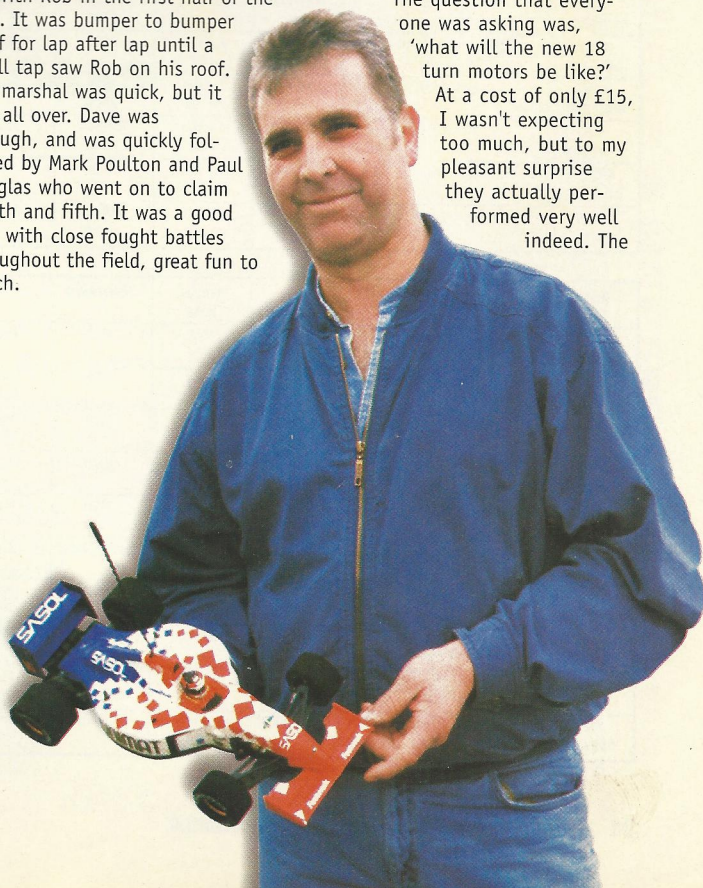
after Round 1 Pete Stevens leads Jon Winter by just one point. It looks like being another close year! In the A final Ben Elliot made things more interesting by getting himself wiped out early on.

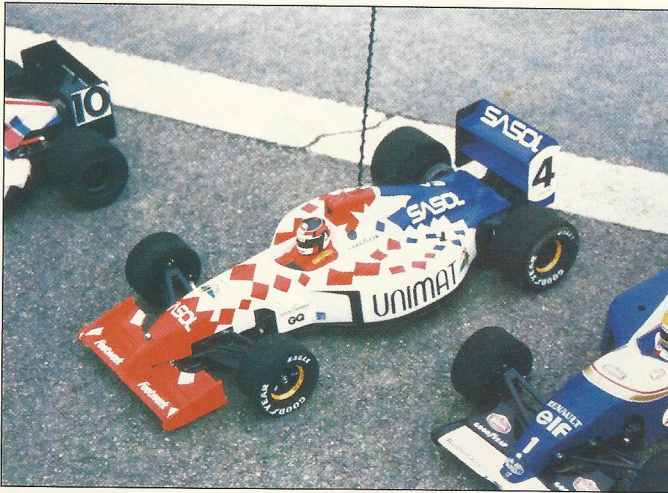
Consequently, instead of disappearing off into the distance, he spent much of the race in pursuit of Ashley. Given the superiority of Ben's car it was inevitable that he would eventually take the lead and this he duly did, never to be headed. Dave made it an Elliot one/three after a hard fought battle with Rob in the first half of the race. It was bumper to bumper stuff for lap after lap until a small tap saw Rob on his roof. The marshal was quick, but it was all over. Dave was through, and was quickly followed by Mark Poulton and Paul Douglas who went on to claim fourth and fifth. It was a good race with close fought battles throughout the field, great fun to watch.

So, after Round 1, Ben Elliot has a max. 401 points, with Ashley Whenman second on 398.

Technical Topics

The question that everyone was asking was, 'what will the new 18 turn motors be like?' At a cost of only £15, I wasn't expecting too much, but to my pleasant surprise they actually performed very well indeed. The





Concours winning Footwork

F1's are much more fun with a bit more power, and the M-chassis cars have been transformed into quite quick little beasts. 'Ah', you say, 'but are the motors even?' Well, according to Ishy, who is their 'guardian', all had been dyno'd and were as equal as could be. From my experience I believe that this was generally the case, which is an excellent state of affairs.

In F1, steering gyros appeared for the first time. These devices automatically apply opposite lock when the tail slides out. Illegal for

most events in the UK, they are allowed in Europe and it was this that prompted the Eurocup organisers to permit them. I have mixed feelings about this. To give our European final representatives their best chance, I understand the need to harmonise our rules with those of Europe. On the other hand, it has forced several people, myself included, to fork out around £80 to protect against being possibly uncompetitive. In the event, many found these devices difficult to set up and several of the front runners claimed to have disabled



The beautiful SLK's of Rob Marshall and Heather Bradshaw

theirs as the day went on. Well, that's what they claimed, personally I have my doubts! We ran Rob's all day and, whilst I don't think it made a huge difference at West London, I believed it helped.

difficult task. In the end they chose Derek Brown's very neat Footwork in F1 and Martin Thorpe's Fiat Abarth in M-chassis, both worthy winners.

Concours

With Ian Watkins not present, the outcome of the concours was no longer a foregone conclusion! There was a good turnout and Stephen Fabray the series co-ordinator and his fellow judges had a

Next

Next stop for the F1 and M-chassis circus was to be Crystal Palace, but I have just heard that this is cancelled. It is now most likely that there will be another round at West London, albeit with a difference. Watch this space! **RRCI**

Driver	Sponsor	Speedo	Servo	Cells	Body	Front Tyres	Rear Tyres	Gearing	Qualify Pos.	Final Pos.	Pts	Other Info.
Pete Stevens	Racer, Frewer, LRP, KO PAP	LRP V6	KO 902	LRP 1700	Sauber	M	HBR Soft	25/93	1	2	400	Old front, adj rear ride height, no gyro?
Jon Winter	KO, Frewer, PAP Mirage, M.troniks	M.troniks Prodigy	KO 1012	Orion V-Max 1700	Sauber	M	Kit	24/93	2	1	399	Old front, adj rear ride height, no gyro?
Andrew Cooper	KO, Infinity, DeVilbiss	MRT VFX	Futaba 9401	Infinity 2000	Sauber	M	Kit	24/93	3	3	396	New front, ball joint rear
Ian Andrew	SPEC, MRT, KO, GM PBI, Frewer	MRT	KO 1002	GM 1700	Tyrell	M	Kit	24/93	4	4	394	Old front, adj rear ride height, steering gyro
Rob Chaldecott	Infinity	MRT VFX	KO 1012	Infinity 1700	Sauber	M	Kit	21/93	5	5	392	New front, steering gyro
Mark Williams	Westbourne Models DeVilbiss	M.troniks Prodigy	Futaba 148	2000	Sauber	M	Kit	20/93	7	8	387	Old front, ball joint rear
Jason Butterfield	GM, SPEC	GM ASP	Futaba S9101	GM 2000	Sauber	M	Kit	18/63	8	7	387	Old front, steering gyro (in speedo)
Les Channing	Demon, SPEC	MRT VFX	Futaba 9401	Demon 1900	Sauber	M	Kit	24/93	10	6	386	Old front, ball joint rear
Richard Isherwood	M.troniks, Oron, RIKO	M.troniks Prodigy	Hi-Tec	Orion 2000	Tyrell	M	Kit	24/93	6	10	N/A	Old front, no gyro?
Paul Reene	Demon, SPEC	MRT HFX	KO 1001	Demon 1900	Sauber	Soft	Kit	24/93	9	9	384	Old front, adj rear ride height

Driver	Sponsor	Cells	Wheel Base	FWD/RWD	Body	Front Tyres	Rear Tyres	Pinion	Qualify Pos.	Final Pos.	Pts	Other Info.
Ben Elliot	Cleveland Models	Orion V-max 2000	Med	FWD	Mazda	S-grip	S-grip	18T	1	1	401	Ball diff, red springs front and rear
Ashley Whenman	GM, PAP, KO, Frewer	GM 1700	Long	RWD	Porsche Boxster	Super Slicks	S-grip	16T	2	2	398	Anti-roll bars, blue springs front and rear
Mark Poulton	Cheshire Models	Reedy 1700	Med	FWD	Mazda	S-grip	S-grip	18T	5	4	393	Red springs front and rear
Rob Chaldecott	Infinity, Demon, RRCi	Infinity 1700	Long	RWD	Porsche 911	M-grip	S-grip	16T	4	6	392	Red front spring blue rear springs
David Elliot	Cleveland Models	Orion V-max 2000	Med	FWD	Mazda	S-grip	S-grip	18T	7	3	392	Ball diff, blue front springs, red rear springs
Ian Andrew	SPEC, MRT, KO, GM PBI, Frewer	GM 1700	Med	RWD	Alpine	S-grip	S-grip	18T	3	9	390	Blue front springs, red rear springs
Paul Douglas	Demon, KO	Demon 2000	Med	FWD	Mazda	S-grip	S-grip	18T	8	5	389	Blue front springs, red rear springs
Graham Atkinson	Demon, KO, Racer Wife	Demon 2000	Short	FWD	Mini	Super Slicks	Super Slicks	20T	6	10	396	Ball diff, red fr. springs blue rear springs
Simon Knight	FX Airbrushing	Orion 1700	Med	FWD	Mazda	S-grip	S-grip	18T	9	8	385	Ball diff, blue front springs, red rear springs
Steve Bellwood	Model Images	1700	Long	FWD	Mercedes SLK	M-grip	S-grip	16T	10	7	385	