

# TAMIYA Eurocup '98

PETER CHALDECOTT



## F1 AND M-CHASSIS ROUND 7 AT ASHBY

## Bennett and Coope

**T**his round of the championship saw us at Ashby. This is a super circuit, which has a nice combination of fast and slow corners. To set a quick time here it is essential to get the line right through the very tricky chicane that leads onto the main straight. It is also important not to over-attack the infield - something we learned a year or so back when for a while we found that Rob was no quicker with a 14 double in his F1 than he had been with a 540! That really taught us something.

### Rob Chaldecott Takes TQ in Both Classes

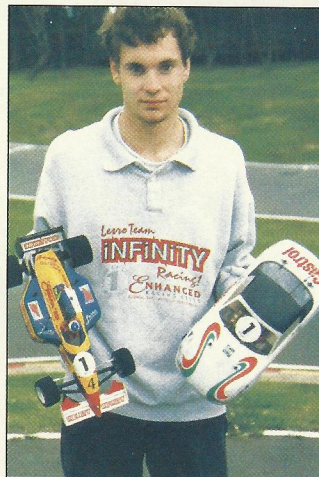
With a little help from the weather and a lot of local knowledge, Rob Chaldecott drove impeccably to head the leaderboard in both classes at



Concours winners Terry Atkinson and Mark Wendon.

the end of qualifying. It was a close run thing, though, with Pete Stevens only 0.5 secs behind in F1 and Paul Bennett just 2.19 secs back in M-chassis.

This meeting took place on the same day as the British Grand Prix and whilst Michael Schumacher fans were praying for rain at Silverstone, we were hoping that it might at least be dry at Ashby. The forecast was pretty awful, and although the track was dry for everyone in round one, thereafter it rained on and off for the remainder of qualifying. Fortunately, we didn't have the deluge that Silverstone had or that our Touring Car/GT cousins had experienced at Ashby earlier this year, so there was no need for the famous Ashby pumps to be called into use. It did rather mess-up qualifying,



Rob Chaldecott, TQ in both F1 and M-chassis.

though, particularly for those who had bombed-out in round one.

### F1 Qualifying

Round one in F1 was between Pete Stevens, Andrew Cooper and Rob Chaldecott. At first Pete and Andrew looked like they had the legs of Rob, but then Andrew made a mistake which ultimately was to prove very costly. Coming onto the infield Andrew got on the power a bit early and went off onto the grass. With the remaining rounds either damp or wet, this small mistake dropped Andrew from a potential first or second to fifth. With Andrew out of the way, Rob closed the gap to Pete and

### F1 Top Ten

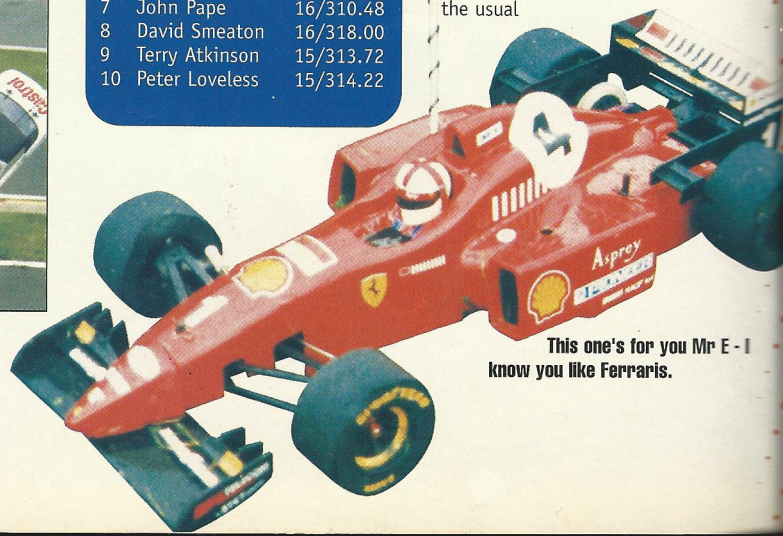
1	Rob Chaldecott	17/309.21
2	Pete Stevens	17/309.71
3	Mark Williams	17/316.72
4	Lee Dolby	17/317.24
5	Andrew Cooper	17/317.36
6	Jason Butterfield	16/302.34
7	John Pape	16/310.48
8	David Smeaton	16/318.00
9	Terry Atkinson	15/313.72
10	Peter Loveless	15/314.22

there began a ding-dong battle, which lasted to the end of the run. Pete finished ahead on the road, but Rob was right on his tail to snatch TQ on the stagger by just 0.5 sec. Mark Williams drove extremely well to take third fastest some 7 secs back from Rob and Pete, fending off a very on-form Lee Dolby by less than a second. The top five all completed 17 laps, which is going some round Ashby.

With the intervention of the weather, nine out of the eventual top ten recorded their fastest times in round one. The odd one out was Terry Atkinson who drove a stormer in round four to pull himself up to ninth. Of the 21 starters, only three improved after round one. Contrary to popular belief, I was not in the community centre doing a rain dance after the opening round!

### M-chassis Qualifying

With the gloomy forecast, most of the usual



This one's for you Mr E - I know you like Ferraris.



Terry Atkinson's Sauber together with a rather nice Ferrari.



## Edge the showers

M-chassis front runners decided to abandon their Mazdas for Minis, which are very competitive in the wet. It looked like this was a good move, since after rounds one and two Paul Bennett's Mini led Rob Chaldecott's borrowed Mazda by 0.97 secs. In round three Rob got a bit lucky, though. Not having competed seriously in all M-chassis rounds he was not in the top heat for this one, which also meant that he was not in the same heat as Paul. Rob was on first and was fortunate to get a second dry run, which saw him improve by 3.16 secs, enough to move ahead of Paul by 2.19 secs. Paul's round three run started well enough, but halfway through the rain started again and ruined any chance that he may have had of regaining TQ. Matt Bunker, who was in the same heat as Rob, also profited and shot from sixth fastest to third with a very creditable time which was within 10 secs of TQ. The Minis of Steve Bennett and Graham Luther rounded

### M-chassis Top Ten

1	Rob Chaldecott	14/309.52
2	Paul Bennett	14/311.71
3	Matt Bunker	14/319.22
4	Steve Bennett	14/319.77
5	Graham Luther	14/319.93
6	Edward Collett	14/322.29
7	Mark Poulton	13/301.57
8	Paul Douglas	13/308.30
9	Kevin Dent	13/309.54
10	Mark Wendon	13/311.29

out the top five. It was all very tight, though, with less than a second covering Matt to Graham. The top ten comprised two Mazdas, seven Minis and a lone Abarth - all ran in FWD form.

### Finals

After the end of qualifying, the race directors seemed to be in a race of their own to get the proceedings over and done with as soon as possible. Was it the threat of more rain or the lure of the Grand Prix on the box? Whatever the reason, for anyone competing in both classes there was little time between the end of qualifying and the start of the finals to prepare cars and, with only four finals in total, two M-chassis and two F1, drivers in this situation either raced or marshalled in every final! With the constantly changing track conditions it was a nightmare. For Rob and I, also trying to collect data and photos for this report, it

was quite impossible, and led to us changing tyres on the M-chassis grid and having totally the wrong set-up on the F1. To say that I was not totally pleased is an understatement! Okay, moan over; let's see what happened.

The M-chassis B-final was on first and was a close run thing between Graham Atkinson's Mini and Steve Bellwood's SLK. At the end it was Graham from Steve by less than 2 secs.

At the start of the M-chassis A-final, the track was still quite damp in places and I knew that Rob would be in trouble against the Minis! From pole Rob got away first, but was soon overhauled by Paul Bennett who then proceeded to pull out a gap. The track was drying rapidly, though, and by half distance the Mazda was no longer at a disadvantage. The gap came down, but Paul held on to take the win by just 1.67 secs. Steve Bennett's Mini finished third less than 3 secs behind Rob. The number of competitors may have dropped off this year, but the quality of the racing is as good as ever!

Jason Petch won the F1 B-final from Robert Jaques and Wayne Redford.

The track was now drying very rapidly and as the F1 A-finalists formed up on the grid it was clear that additive would definitely work. This was bad news for me as in all the rush and the distractions of the M-chassis I had put Rob on untreated foams! Big mistake! From the start it was clear that Rob was struggling and the gyro was working overtime. An inevitable off when the car kicked sideways on the banking put an end to any hope there might have



The owner of this one clearly likes Jagermeister!

been. Pete Stevens, who had started from the front row alongside Rob, was also in trouble early on when someone's mobile 'phone went off on the rostrum. Distracted, Pete also had a grassy moment from which he did well to recover to an eventual third. DeVilbiss drivers Andy Cooper and Mark Williams had no such troubles and cruised home first and second. Indeed, it was a fairly easy win for Andrew who was a lap up on everyone else. Jason Butterfield and David Smeaton completed the top five.



Race director Alai Fernihough and helper deliberate over the concours.

### Concours

Mark Wendon brought his tally of concours wins this year to three, whilst Terry Atkinson increased his score to two.

Mark won the M-chassis section this time with an Alfa, which first caught my eye at Tibshelf. This car features some superb airbrushed graphics. I have lost count of how many cars there now are in the 'Wendon collection' - I must try and get a shot of them at Bedworth.

Terry Atkinson won with a very pretty Jordan inspired Sauber. Sadly, Terry's previous Jordan, which was magnificent and won the concours at round two, is no more, having had its nose bashed in - shame.

### Standings

After seven rounds, counting the five best scores so far, the overall championship positions are as follows:



Was it yours or mine that rang? Jason Butterfield and Pete Stevens get to grips with modern technology!

#### M-chassis

1	Ben Elliott	2003 points (1998 champion)
2	Paul Bennett	1982 points
3	Steve Bennett	1977 points

#### F1

1	Andrew Cooper	1992 points
2	Pete Stevens	1992 points
3	Rob Chaldecott	1976 points

In F1 Pete Stevens has finally scored in five rounds, which has shot him up the leaderboard to join Andrew Cooper at the top. Andrew and Pete are now on equal points, which means that the F1 championship goes right down to the wire at Bedworth. Should be exciting.

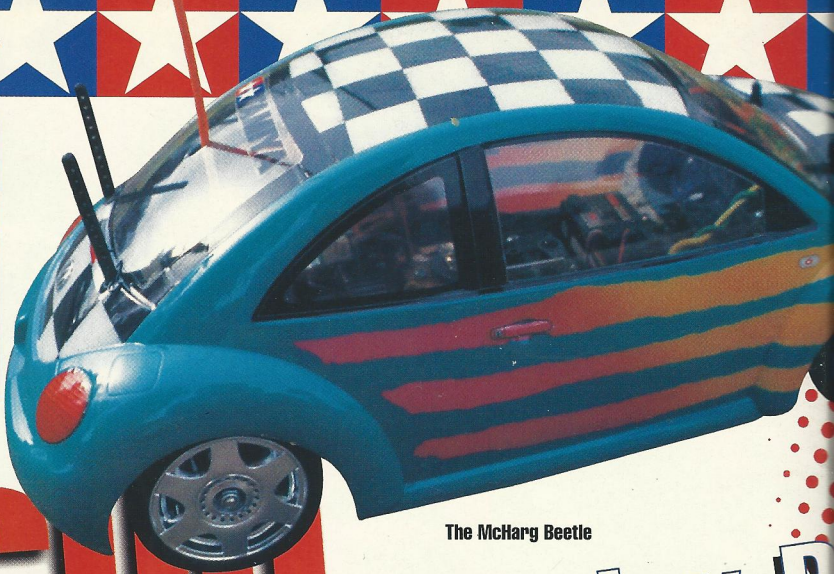
Thanks to Alan Fernihough and his crew for all their hard work on the day, - we all missed you Pete. **RRCI**



# TAMIYA EuroCup '98

CHRIS FIFE-SHAW

STOCK TOURING/4WD  
GT - ROUND 7



The McHarg Beetle

## Hurley B

Jonny Boy does it again



**O**ff to Tibby for the wide open spaces of the fastest track on the calendar. As is usual with Tibshelf, we got a warm greeting from Stuart and his helpers, and this was a nice relaxed day that saw a good turn out given the late stage of the season and the start of the summer holiday period.

### Stock Touring - The TL strikes back!

Even with this year's hotter Orion motors, Tibshelf was always going to make the Stock Tourers look a bit slow. Plenty of time to scratch your nose while waiting for your car

to get round to the next bend. Despite the space available there were a surprising number of comings together with cars seemingly magnetically attracted to each other. Fortunately the well kept grass areas were short enough to allow you to get back on track if you did have an off - you had to go quite a long way off course to get really stuck.

Qualifying saw Nathan Parker con-

tinue his good form, taking TQ from Darren McHarg (running the relatively rare Toyota EXIV FWD) by a mere 0.55 seconds. Young Peter Sargeant continued to dominate the Juniors, ending up third overall and Tony Chapman held up the TL-01 honours again being the only such driver in the top ten.

The Stock 'A' final was a bit of a treat with Tony's TL-01 doing its now customary blast from mid-grid to the front. Tony lined up 5th but was first to the banked sweeper, missing out on the carnage behind. A smooth drive from him kept him clear of any trouble while Nathan Parker had to fight his way through the pack for the whole 5 minutes. Looking at the lap times Nathan's Clio was quickest but he kept falling over other drivers and lost too much time. He started to close on Tony in the 4th minute but it wasn't enough and Tony took a well deserved win.

Tony Chapman has looked good ever since he entered the series late in the season and though this was a good result for him, the fifth place in qualifying meant that Nathan scored more points on the day. Marc Puddle continues to lead overall but is coming under some pressure late in the season. Technically there was little of note



A proper Merc



Ye Olde Porsche



# Burley at Tibby!

Tony Chapman's lonely TL-01

here, though Darren McHarg did display his version of the new VW bodyshell. It looks fun but Darren stuck to his Toyota EXIV for most of the day, including the final. The 'Bug' should be reviewed in next months RRCi all being well.

## Top Ten

	Qual Time	Final
Nathan Parker	1 14/311.35	2
Darren McHarg	2 14/311.90	9
Peter Sargeant	3 14/315.66	4
Marc Puddle	4 14/318.31	7
Tony Chapman	5 13/301.12	1
Jason Petch	6 13/301.42	3
Neil Connolly	7 13/303.42	5
Shaun Taylor	8 13/304.79	10
Stuart Collard	9 13/304.84	8
John Davie	10 13/306.26	6

## 4WD GT

Even for these much faster cars Tibshelf is so big that the main problem for drivers is gaining enough speed while keeping an eye on duration. With the exceptions of Mark Freeston and Dave Elliott the 'A' finalists were all running Dyna Run motors and trying not to drive too hard so as to preserve battery power. Those like Mark, Dave and yours truly, who were using Acto Power Black motors, were gearing up a lot higher than the Dyna Run users but still not going quite so fast. We all found that there was a point beyond which a larger pinion failed to produce noticeable speed gains but did effect battery duration. So despite Mark and Dave's performances, Tibshelf is a Dyna Run track.

All the usual suspects appeared in the 'A' final as expected, though today it was Luke Burley's turn to dominate taking both TQ and the 'A' final win. Andrew Cooper took second in both qualifying and the final with Jon Winter having a relatively bad day - qualifying only third and finishing 5th in the 'A'. Ben Elliott lost out most as, having missed an earlier round, he needed to produce

top three finishes in these later rounds if he is to qualify for the European Finals. Ben's 4th in qualifying and lowly (for him) 8th in the final probably put paid to his challenge this year.

There was a reasonable amount of technical interest this time with Dave Elliott running the new Toyota Corolla TA-03FR in the 'A' final (picked the wrong tyres but otherwise it went well). Adrian Thorpe had also got his TA-03F into the 'A' showing that this chassis isn't dead yet. Those drivers using the Porsche GT1 body found out how important the rear wing was as, when it broke off, the rear end was all over the place - you wouldn't think these would have an impact on such a relatively heavy chassis, but they do.

On the Saturday some of the top boys toyed with the idea of running two one-way rollers to see if that would give more top speed. This seemed like a good idea (if you had two one-ways that is!) as it should limit the effect of any minor differences in tyre rolling radii causing transmission losses. Using it would mean that you had no brakes at all and to my knowledge nobody ran their cars that way in the serious stuff on Sunday. I tried the RRCi review TL-01 in lightly (i.e. cheaply) modified form with oil-filled and shortened travel shocks, ESC, Type 'A' tyres and a modified motor on Saturday. I found the car handled itself quite predictably and it was naturally quite a bit faster than the Stock TL-01's though not quite as quick as my Nissan R390. With more time spent on gear ratios and the new lightweight drive shaft to get the weight down I think it will be a sensible and realistic alternative to the TA-03 for the financially challenged among us. RRCi

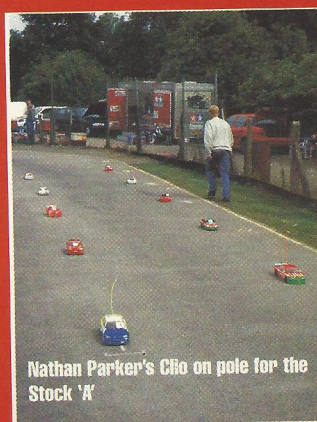
## Top Ten

	Qual Time	Final
Luke Burley	1 18/316.58	1
Andrew Cooper	2 17/300.67	2
Jon Winter	3 17/302.77	5
Ben Elliott	4 17/305.38	8
Andy Childs	5 17/306.26	4
Adrian Thorpe	6 17/312.07	6
Richard Isherwood	7 17/314.63	9
Mark Freeston	8 17/315.68	3
Dave Elliott	9 17/318.70	10
Alan Harland	10 16/302.21	7

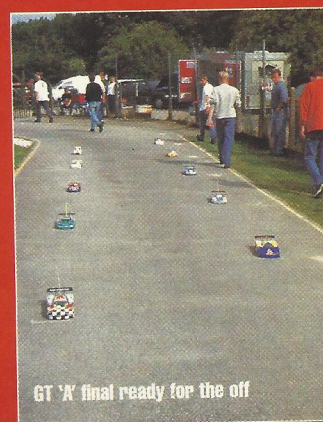
Right: Mark Freeston had a good day coming 3rd in the GT 'A'

Dave Morris collect a concours win

Above: Young Paul Reed collects his bonds for winning the Stock 'C' final



Nathan Parker's Clio on pole for the Stock 'A'



GT 'A' final ready for the off



Dave Elliott's new Corolla



Lee Warren - out for a gentle Sunday run??