

Lee Warren's TL-01 - he's sponsored by a Toyota dealership

# TAMIYA Eurocup '98

CHRIS FIFE-SHAW

## STOCK TOURING/4WD GT ROUND 3

### Castle Combe - 17/5/98

At last a dry meeting where we could see how the TL-01s matched up to the FWDs on a dry circuit. Regular followers of this series will know that the TL-01 4WD chassis has proven to be a real handful to drive in damp conditions and the FWDs have romped away with the first two rounds. Only Lee Warren had put in anything like a convincing performance with a TL-01 thus far.

At Castle Combe we had a dry track and a tight one too, and it has to be said that the Stock Touring Finals were very scrappy affairs indeed. Through the day the TL-01 folk had learned that the quickest way to

drive the cars was to throw them around a bit and make the tyres and the 4WD drive work hard. Through the tight infield the TL-01s were quicker than the FWDs if driven hard but they tended to lose out on the straight where the FWDs could make the most of their slightly preferential gearing and thus top speed. The quickest way around the infield for the FWDs was a smooth and steady, slow in/fast out style. The net effect of this was chaos in the finals. From a standing start, the TL-01s usually got away quicker than the FWDs which nonetheless caught back up by the first bend. With the drivers now evenly matched, the differing lines and driving styles of the two chassis lead to all sorts of smashes and quite a lot of frustrated drivers.

There were very few subtle overtaking manoeuvres, even in the 'A' final.

Marc Puddle had TQ'd again with his smoothly driven FWD Clio, clocking a 13 in 313.19. He was 5 seconds ahead Neil Connolly (FWD) but the rest of the 'A' finalists were covered by less than 6 seconds. Indeed, everyone right down to the middle of the 'D' final had clocked 12 laps or more suggesting a lot of people were able to drive these cars to within a few percent of the very quickest. The 'A' had four TL-01s and 6 FWDs so a fairly even match on the chassis front.

In the 'A' final Marc was running near the

front until about half way when he was unceremoniously dumped down the order by some fairly unsubtle driving from those racing him. The beneficiaries were the three TL-01 drivers, Shaun Taylor, Darren McHarg (concoors winner too!) and Lee Warren who were able to make the most of the need for a quick get away and to pull out distance in the infield early on in the race. Marc still leads the series but is clearly going to find things more difficult if the remaining rounds at the tight tracks are dry.

### 4WD GT

Jonny Boy Winter TQ'd here and won the 'A' final pretty much as he pleased. Andrew Cooper and Ben Elliott offered early challenges but Jon crossed the line 5 seconds ahead of Andrew. Luke Burley had the kind of day he would probably like to forget qualifying a 'mere' 10th and ending up 7th in the final. Andy Childs similarly had a torrid time with serious interference in the 'A'. I was marshalling at one corner and each lap his car



Porsche GT1 at speed

## revenge of the TL-01

4WD GT touring

| Driver            | Sponsor                             | Chassis | Body       | F Tyre | R Tyre | ESC     | Cells       | Springs F/R | Rollbars F/R | Pinion  | Motor      | Qual | Final |
|-------------------|-------------------------------------|---------|------------|--------|--------|---------|-------------|-------------|--------------|---------|------------|------|-------|
| Jon Winter        | M.troniks, PAP, Mirage Frewer       | TA03R   | Nissan 390 | B      | B      | Prodigi | Orion V-Max | R/B         | R/B          | 24 fine | Dyna Run   | 1    | 1     |
| Ben Elliott       | Cleveland Motors                    | TA03RS  | Porsche    | B      | B      | MRT VFX | Orion V-Max | R/B         | R/Y          | 27 fine | Acto Black | 2    | 3     |
| Andrew Cooper     | KO, Infinity                        | TA03R   | Nissan 390 | B      | B      | Prodigi | Infinity    | R/B         | R/Y          | 24 fine | Dyna Run   | 3    | 2     |
| Richard Isherwood | M.troniks, Riko, Carson Orion       | TL-01   | Nismo      | A      | A      | Prodigi | Orion V-Max | R/B         | Y/Y          | 19T     | Dyna Run   | 4    | 4     |
| Andy Childs       | MRT, Demon, SPEC HPIGM, Team Dyeard | TA03RS  | Porsche    | A      | A      | MRT VFX | Demon 2000  | Y/Y         | R/Y          | 23 fine | Dyna Run   | 5    | 10    |

| Driver        | Sponsor                | Chassis | Body    | Cells         | Radio         | Qual | Final |
|---------------|------------------------|---------|---------|---------------|---------------|------|-------|
| Mark Puddle   | Cheshire Models        | FWD     | Clio    | Reedy Zappers | Futaba 3VC    | 1    | 9     |
| Neil Connolly | FTD Models, Team Toxic | FWD     | VW      | GM2000        | Sanwa Exzes   | 2    | 6     |
| Darren McHarg |                        | TL01    | Lancer  | Sanyo 2000    | Hitech Ranger | 3    | 2     |
| Jason Petch   |                        | FWD     | Toyota  | GM2000        | Aooms         | 4    | 8     |
| Shaun Reed    | Dad                    | TL01    | Skyline | Sanyo 1700    | KO Esprit     | 5    | 5     |

luddered to a halt in front of me - it wasn't my magnetic personality Andy, honest!! This makes it pretty tight at the top of the championship with two wins to Jon and one to Luke with Richard Isherwood, Andrew Cooper, Andy Childs and Ben Elliott all very definitely in contention by virtue of steady high placings and scope for dropped scores.

Richard Isherwood took up the challenge of running a TL-01 in the modified class just to see if it could be made competitive against the more technically sophisticated TA03 class cars. Richard's car was modified by using a DynaRun motor on a 19T pinion, hop-up shocks, an ESC and Type 'A' tyres. As you can see from the tech chart, he managed 4th in qualifying and 4th in the final which just goes to show that the chassis can be made to work really well if you know what you are doing.

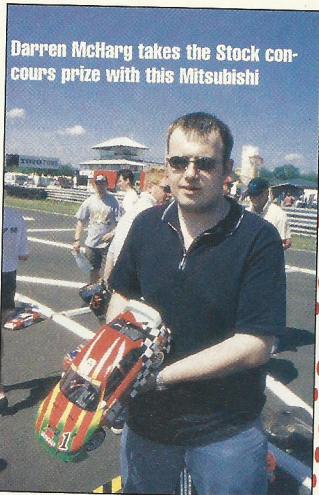
The other noteworthy technical bits were the emergence of Type 'B' tyres which are only really suitable for very hot days like this, and the widespread use of the hop-up one-way drive units. The latter allow the front wheels to free-wheel and only become driven when the rear wheels spin or slide. This has the combined effect of increasing straight-line speed and sharpening up turn in - exactly what you want when there's lots of grip and tight turns but not much fun in the wet!

There were also some scrutineering problems with people being caught out having cut off the steering stops to get more steering lock. Fortunately these were sorted out without any dramatics but folk should be aware that this rule applies to the FWD cars as well as the 4WD GTs (some people had thought this only applied to the 4WD GTs) so there should not be any problems with this from now on.

So a good meeting, smoothly run by the Chippenham folk on a lovely hot and breezy day - roll on



Luke Burley's Winter painted concours winning Porsche



Darren McHarg takes the Stock concours prize with this Mitsubishi



JonnyBoy collects the dosh.

The Police arrive and this year do not blow the track away



A dazzling NISMO



# rain rain go away....

## STOCK TOURING / 4WD GT ROUND 4

### Bedworth 7th June 1998

Half way through the series and we were off to Bedworth for the first of two rounds to be held at the Midlands venue. It would have been too much to ask for two dry meetings in a row and this was yet another meeting marred by wet weather. We had one of those days where brief showers are followed by sun and wind so the track was rarely the same for more than a couple of heats. The main consolations were the usual good Bedworth breakfast and a smoothly run meeting without any unnecessary aggro.



Ishy's super lightweight TA-03R special

I thought that this would be easy! After all I reasoned, the previous years top ten Eurocup finishers were excluded and as yours truly had finished 11th in F1 last year with several 'A' finals to my credit, I big-headedly assumed 'A' finals in this class would be a walkover. Pre-season running with the RRC review Toyota Celica TL-01 had gone well but I ended up back in the 'D' final yet again racing against my lad Tim who is only 10 with 16 years less racing experience than me! I just hope they run an over 40s class next year then I might win something before I loose it altogether. (Or even better a novice 40+ class for me! Ed)

### Stock Touring

Damp and drying tracks don't suit the TL-01s so we didn't expect nor get too many people going too well with these cars. Four TLs made the 'A' but the first six places went to FWD cars with local driver Mark Jackson taking TQ on a 15 in 319.66. He had a lot of vocal support from the spectators and eventually took TQ from Championship leader Marc Puddle by a mere 0.08 of a second. Darren McHarg qualified seventh and top TL-01 driver.

The Mark Jackson supporters club kept up the chanting to help him take the 'A' final win after being pressed hard in the early laps by Marc Puddle. Marc P fell away towards the end allowing John Davie to take over second with Peter Sargeant collecting fourth. Unlike Castle Combe, this rounds 'A' final was far less scrappy and there was genuine applause for the winner of a good close race.

On a personal note this was yet another awful meeting for me in the stock class. I had

#### Top Ten Stock Saloon

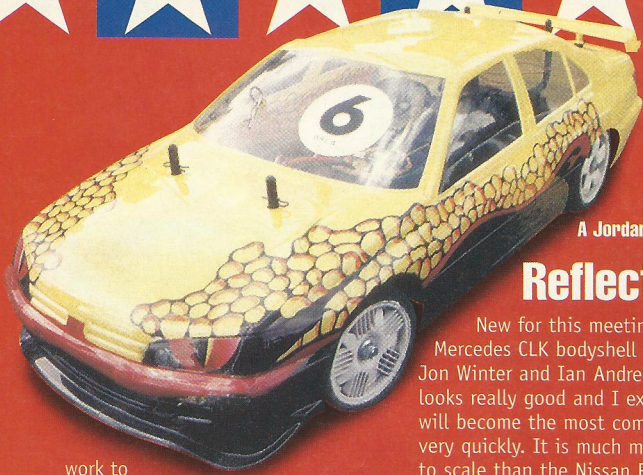
|                | Qual | Final |
|----------------|------|-------|
| Mark Jackson   | 1    | 1     |
| Marc Puddle    | 2    | 3     |
| Peter Sargeant | 3    | 4     |
| John Davie     | 4    | 2     |
| Chris Grundy   | 5    | 10    |
| Nathan Parker  | 6    | 5     |
| Darren McHarg  | 7    | 7     |
| Shaun Taylor   | 8    | 6     |
| Shaun Reed     | 9    | 8     |
| Lee Warren     | 10   | 9     |

### 4WD GT

Qualifying for this class was quite interesting. In the first round the track was dry up to and including the 'B' group heat but it poured in the top heat meaning that many regular 'A' finalists clocked fairly mediocre times. Jon Winter still had TQ from Andrew Cooper but some of the others like Ben Elliott had



Jon Winter's excellent CLK



A Jordan Peugeot???

## Reflections

New for this meeting was the Mercedes CLK bodyshell used by Jon Winter and Ian Andrew. This looks really good and I expect it will become the most common shell very quickly. It is much more true to scale than the Nissan R390 which was something of an aberration for Tamiya in that it didn't really look like the real thing. Tamiya are normally noted for producing excellent scale replica shells but the R390 never looked quite right - there seemed to be a problem getting it low enough over the TA-03R chassis which is quite high at the front. With the CLK they are back on track and Jon Winter's shell in particular looked very nice.

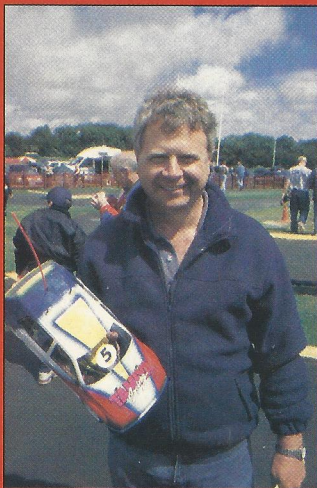
Other technical bits included the gradual dominance of the DynaRun motor which was used by eight of the ten 'A' finalists. This season I have been running the Acto Black touring motor and, until this meeting, had not felt lacking in speed. I have managed a steady, if unspectacular series of 'B' final placings and had felt competitive on speed until Ian Andrew flew past me on the uphill Bedworth straight which did cause me to wonder. I have a feeling that the DynaRun is going to be the motor to have for the remainder of the series and it looks as if I will have to fork out for one if I want to appear in any 'A' finals this year. Richard Isherwood again qualified for the 'A' final with his modified TL-01. This seemed quick on the straights and didn't seem to handle too badly either. Richard also had some other Tamiya goodies on display including a fully kitted out TA-03R chassis with a carbon fibre chassis and every lightweight goodie you could imagine.

This is not legal for this year's Eurocup (mercifully!) but Richard is intending to run the car at some BRCA rounds

work to do. Round 2 was run on a damp track but round 3 saw some very impressive driving from Ben in particular who took TQ while the track was still greasy. Having been out in the heat before and put in what I considered was a satisfying 16 lapper given the conditions, Ben's 18 laps in 314.67 was simply stunning. The GT finals were largely run in the dry and Ben Elliott stormed away in the 'A' to win by a big ten second margin from Jon Winter and Andrew Cooper. Ben's time of 18 in 304.00 was achieved with average laps a full half a second quicker than his pursuers. Admittedly, Jon, Andrew, Luke Burley and Richard Isherwood were holding each other up a bit but this was clear domination. As we are returning to Bedworth for the next round (to replace the Crystal Palace round) the others had better get their act together if Ben isn't to repeat this feat in round 5.

### Top Ten 4WD GT

|                   | Qual | Final |
|-------------------|------|-------|
| Ben Elliott       | 1    | 1     |
| Jon Winter        | 2    | 2     |
| Alan Harland      | 3    | 10    |
| Andy Childs       | 4    | 9     |
| Andrew Cooper     | 5    | 3     |
| Luke Burley       | 6    | 4     |
| Graham Atkinson   | 7    | 6     |
| Richard Isherwood | 8    | 5     |
| Dave Morris       | 9    | 7     |
| Dave Elliott      | 10   | 8     |



Mike Grundy took Stock concours



Isly's nice Calibra shell



The Ian Andrew bronze CLK

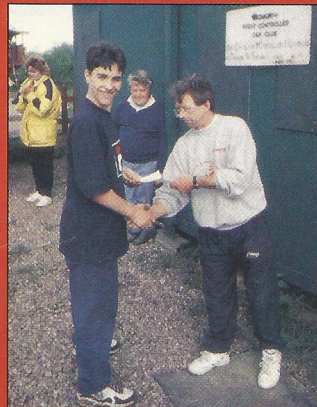


A dry Bedworth track, pity it wasn't like this for long

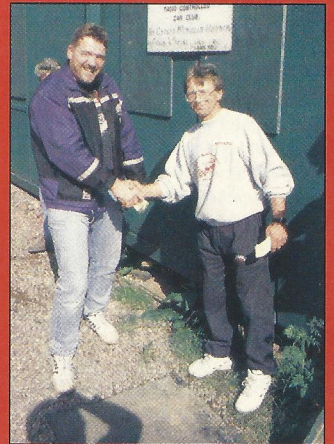
### Happy Stock 'A' finalists



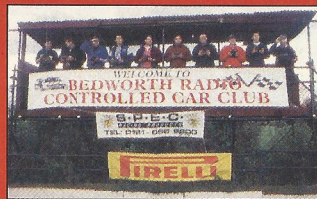
just to show how competitive Tamiya can be if they want to be. As noted, the next round is back a Bedworth so let's hope it is dry this next time. **RRCI**



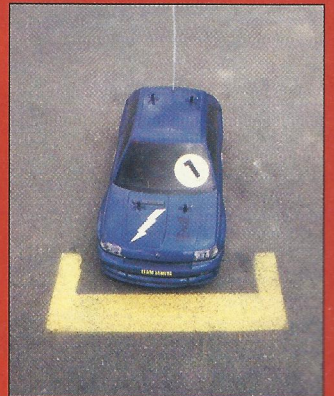
Ben Elliott gets his Eurobonds



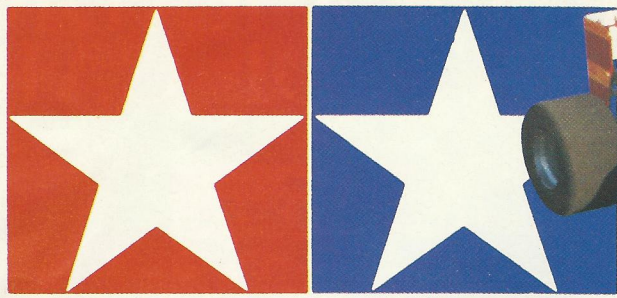
Mark Jackson poses for his fans



Happy 'A' final GT folk

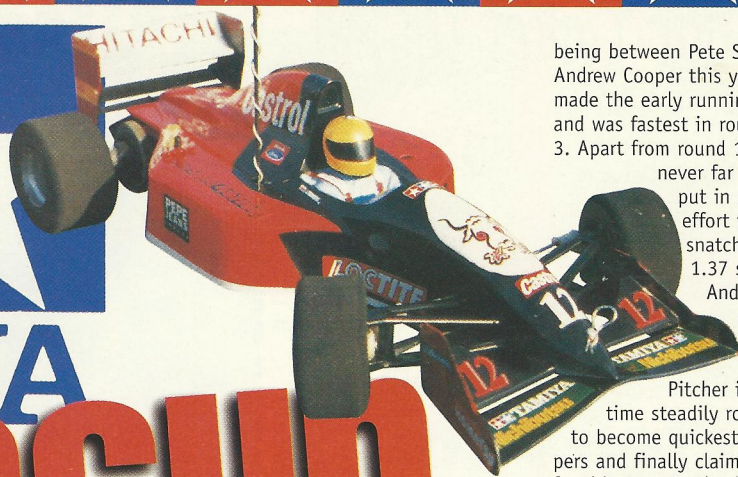


Mark Jackson's TQ and 'A' final winning Clio



# TAMIYA Eurocup '98

PETER CHALDECOTT



being between Pete Stevens and Andrew Cooper this year. Andrew made the early running this time and was fastest in rounds 1, 2 and 3. Apart from round 1, Pete was never far behind and put in a superhuman effort in round 4 to snatch TQ by a mere 1.37 secs. Pete and Andrew were the only drivers to make 18 laps. Dave Pitcher improved his time steadily round by round to become quickest of the 17 lappers and finally claimed third. So far this year, Ian Andrew has never been out of the top four in qualifying and continued this consistent form to take fourth once again, just 5.88 secs slower than Dave. Last year Jon Winter dominated Castle Combe, but this year things have not been going so well and the best he could manage was a disappointing fifth. Les Channing has really raised his game of late and for the second time this year made the A-final. Well done, Les.

## F1 AND M-CHASSIS CARS ROUND FOUR AT CASTLE COMBE

**W**ith this meeting once more being a supporting event at the annual Castle Combe Steam Rally, I just couldn't resist a headline like that!

Perhaps because race day was on a Saturday, only 57 drivers turned up to a sun-drenched Combe for this round of the championship. In contrast to previous rounds, the weather was absolutely gorgeous, clear blue skies and scorching hot. Definitely time for shorts, floppy

hats and sun cream. Wish I had a pair of shades like Ben Elliot and Andrew Cooper though. Are these guys cool, or what!!!

As in previous years, the track was laid out on the full-size race circuit close to the start/finish area. Constructed from straight track markers, the layout resembled a large version of a typical indoor carpet track and generally comprised 90 and 180-degree bends connected by short straights. I have to say, such tracks are not to my liking - they do not flow well and overtaking can be fraught if the driver in front decides to be

uncooperative. This can lead to an atmosphere on the rostrum which is, how shall I put it, somewhat more 'tense' than usual!

Until last year, additive was not allowed and grip for the F1's used to be a nightmare. Thankfully, additive was again allowed this year so that tyre choice and grip was not a problem - well, not until the additive began to wear off, that is!

Although I don't particularly relish this round, it does provide an excellent opportunity to bring r/c model car racing to the general public. Given the beautiful weather, there were huge crowds whenever the cars were on the track and, as a promotional event, it was highly successful.

## Formula 1 Qualifying

On present form, F1 looks like

### Formula 1 Top Ten

|    |                   |           |
|----|-------------------|-----------|
| 1  | Pete Stevens      | 18/315.83 |
| 2  | Andrew Cooper     | 18/317.20 |
| 3  | Dave Pitcher      | 17/303.52 |
| 4  | Ian Andrew        | 17/309.40 |
| 5  | Jon Winter        | 17/310.67 |
| 6  | Rob Chaldecott    | 17/314.40 |
| 7  | Graham Hill       | 17/324.07 |
| 8  | Richard Isherwood | 17/325.00 |
| 9  | Paul Woodhams     | 16/300.78 |
| 10 | Les Channing      | 16/302.26 |

Further down the field it was good to see the return of young Daniel Thurston. Daniel turned up with a very smart looking Lotus as well as an M-chassis car. Despite not having raced for almost two years, Daniel drove really well and should have been well pleased with his performance. Look forward to seeing you at the remaining rounds.

See, there is only one 'o' in Castle Combe!



A rare sight these days, the Tamiya van made a welcome appearance. Please note RIKO, we need to see it and your solves more often!



# Peter Stevens 'steams' to win

Mr Cool - M-chassis maestro Ben Elliot in control of the situation.



## M-Chassis Qualifying

It was business as usual for Ben Elliot and it was no surprise that he easily took TQ for the fourth meeting in a row. This is getting boring Ben, can't you crash or something! Steve Bennett, second at Stafford, continued his good form and once more was the best of the rest. The tight, twisty circuits certainly seem to suit Steve's Mini - bet he's looking forward to the next round at Tolworth! So far this year, Mark Poulton hasn't qualified worse than fifth. This time he pushed really hard and only failed to join Ben on the front row by 1.26 secs. Dave Elliot produced his best qualifying performance of the year to finish a strong fourth, whilst Oliver Owen completed the top five. Kevin Dent and Martin Thorpe both drove extremely well and earned well deserved top ten places for the first time this year.

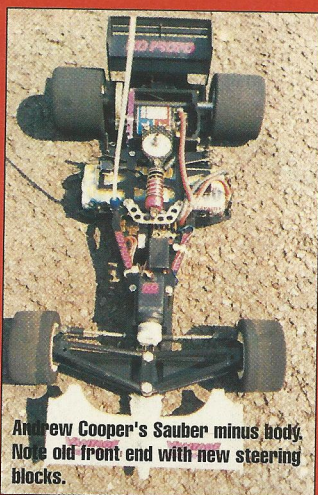
### M-chassis Top Ten

|    |                |           |
|----|----------------|-----------|
| 1  | Ben Elliot     | 14/308.47 |
| 2  | Steve Bennett  | 14/314.62 |
| 3  | Mark Poulton   | 14/315.88 |
| 4  | Dave Elliot    | 14/320.22 |
| 5  | Oliver Owen    | 13/302.92 |
| 6  | Simon Knight   | 13/302.97 |
| 7  | Ashley Whenman | 13/305.17 |
| 8  | Kevin Dent     | 13/307.64 |
| 9  | Matt Bunker    | 13/309.24 |
| 10 | Martin Thorpe  | 13/311.27 |

## Formula 1 Finals

The F1 finals results were as follows:

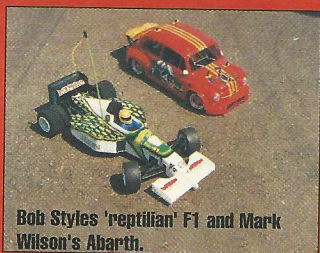
C-Final Russ Witherington



Andrew Cooper's Sauber minus body. Note old front end with new steering blocks.

B-Final Lee Dolby

When the A-final lights went green, Pete Stevens took off like a scalded cat! By the end of lap one he had a comfortable lead over Andrew Cooper and by half distance was well clear. Pete's car was flying and by the finish he was almost half a lap ahead. His fastest lap was 16.29 secs whilst his race average was 16.64 secs - how about that for consistency! Paul Woodhams had a cracking final and stormed through the traffic from ninth on the grid to finish a well-deserved third. Paul has a wealth of experience on tracks of this nature and clearly put it to good use. Ian Andrew, Dave Pitcher and Rob Chaldecott all got tangled up on lap 1 and again on lap 2 losing some 12 to 15 secs in the process. Dave recovered well to reel off some impressively quick laps to limit the damage, eventually coming home



Bob Styles 'reptilian' F1 and Mark Wilson's Abarth.

fourth, albeit a lap down. Ian and Rob never really recovered though, and could only finish sixth and seventh. Afterwards Rob admitted that the earlier incidents had totally demotivated him and it was this that explained his lack of pace. A very slow speed through the speed trap is a warning to me though that we may have motor trouble! Jon Winter's run of bad luck continued. After a super start he was running strongly at the front, even setting fastest lap on lap 5, when an incident with the barrier on lap 15 forced him into retirement ..... shades of Stafford all over again! Things were even worse for poor Graham Hill. His race lasted less than four laps before he was out! Les Channing managed to capitalise on the misfortune of others and put in a solid drive to a superb fifth. Gets better all the time doesn't it, Les!

## M-Chassis Finals

The M-chassis results were as follows:

C-Final Derek Chapman

B-Final Steve Bellwood

There was amusement at the start of the B-final when at the crucial moment someone's mobile rang and most of the grid took off! After several laps, Stephen Fabray managed to bring them to a halt and the race was re-run at the end of the proceedings ..... without any false starts!

The A-final followed qualifying form, with first to fourth on the grid finishing first to fourth in the race. Just one more round to go now before Ben Elliot ties this one up! A-final 'newcomers' Kevin Dent and Martin Thorpe covered themselves in glory by coming home an excellent fifth and sixth. For Ashley Whenman and Matt Bunker the final was a disaster. Ashley went out on lap 10 whilst poor Matt only made it to lap 3. Ben Elliot set fastest lap on lap 13 out of 14. Clearly Ben doesn't ease up even when he's nearly a lap clear!

Andrew Cooper's very quick DeVilbiss Racing Sauber.



## Concours

Concours winners were Bob Styles with a rather 'reptilian' F1 and Mark Wilson with an Abarth featuring some superb airbrushed graphics.

## Reflections

With four rounds now behind us, there is no doubt that this series is much improved over recent years. The handout motor rule seems to be working well (although it would be helpful if the motors were handed out a little earlier) and the motors themselves are very good and evenly matched. I am pleased to report that steering gyros, whilst interesting, have not proved essential for success. Several drivers have done very well without them, and I believe that the A-finals would look pretty much the same with or without them! So far there have been no technical disputes of any note and the 'rule bending' that used to be rife in previous years seems to have been eradicated. Some people have complained of administration problems, but given that the organisers have to cope with the needs of more than 150 competitors, it is perhaps inevitable that sometimes things do not always go to plan. As the saying goes .... 'you can please some of the people all of the time, all of the people some of the time, but you can't please all of the people all of the time'. Oh, how true!!

Thanks to Stephen Fabray and Chippenham Model Car Club for a great day, see you all at Rascal Decca, Tolworth, Kingston, or whatever it's called, in two weeks time. **RRCI**

FORMULA 1 M-CHASSIS

| 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  | Orion V-max 1700 | Sauber             | M           | Kit        | 24/93   | 1            | 1          | 401 | Old front, adj rear ride height, no gyro?     |
| Andrew Cooper | KO, Infinity, DeVilbiss       | M.troniks Prodig | KO 1012 | Infinity 2000    | Sauber             | M           | Kit        | 24/93   | 2            | 2          | 398 | Old front, ball joint rear, steering gyro     |
| Dave Pitcher  | KO, Dad                       | Novak 410 HPC    | KO 1012 | GM VIS 1700      | Standard high nose | M           | Kit        | 24/93   | 3            | 4          | 395 | Old front, no gyro                            |
| Ian Andrew    | SPEC, MRT, KO, GM PBI, Frewer | MRT              | KO 1002 | GM 1700          | Tyrrell            | M           | Kit        | 24/93   | 4            | 6          | 392 | Old front adj rear ride height, steering gyro |
| Paul Woodhams | DeVilbiss, CARS               | Tekin 412G       | KO 1002 | ESP 2000         | Sauber             | HRC         | Kit        | 23/93   | 9            | 3          | 390 | 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, ARB front only red spring fr and rr                  |
| Steve Bennett | FX Airbrushing      | Orion 2000       | Short      | FWD     | Mini  | Super Slicks | Super Slicks | 20T    | 2            | 2          | 398 | Ball diff, kit springs  |
| Mark Poulton  | Cheshire Models CML | Reedy 1700       | Med        | FWD     | Mazda | M-grip       | S-grip       | 18T    | 3            | 3          | 396 | ARB front only, kit springs                                     |
| David Elliot  | Cleveland Models    | Orion V-max 2000 | Med        | FWD     | Mazda | S-grip       | S-grip       | 18T    | 4            | 4          | 394 | Ball diff, blue front springs, red rear springs                 |
| Simon Knight  | FX Airbrushing      | Orion 1700       | Med        | FWD     | Mazda | S-grip       | S-grip       | 18T    | 6            | 7          | 389 | Ball diff, ARB front only red front spring, yellow rear springs |