

TAMIYA Eurocup '98

Off to WLRC for the annual Eurocup Finals, which was again a two day affair with qualifying on both Saturday and Sunday. Unlike the KO Grand Prix at WLRC the previous weekend this event was spoiled by bad weather on the first day making the Saturday essentially a waste of time. A rain storm of near Biblical proportions fell during

the phant

THE UK FINAL FROM WLRC



the second heat of the first qualifying round and the sensible decision was taken to run only one of the scheduled two qualifying rounds as many folk simply wanted to stay under cover or better still, go home. It is a pity we don't run BRCA off-road-style round-by-round qualifying on such occasions which would at least mean there would be some point in attending (especially, as yours truly ended up second overall after round 1). Still Sunday was dry though many people suffered with water in the works left over from the previous day.

As with previous Eurocup Finals there were some serious prizes on offer with kits and models for the winners (inc. B final and 1,2,3 in the A) and a raffle with more kits and race bits on offer. This all added to an end-of-term atmosphere which ended custard pies being flung about in all direc-

tions. I am not quite sure who started it but the names Shaun Taylor and Jon Winter seem to be among the likely suspects.

M-Chassis

This meeting saw the first real test of the new M-03 Mini chassis which Richard Isherwood ran for testing purposes. He agreed not to run in the final but as you can see from the table he effectively came 6th in qualifying showing just how well it can go. Peter Chaldecott has reviewed the car (December RRCI) so I won't say too much about it other than to say that it went particularly well in the wet. As you can see from the qualifying times Rob Chaldecott and Paul Bennett were very closely matched but in the final

Rob had more hassles with backmarkers and Paul ran out the winner by around 8 seconds.

Top Ten

	Qual	Time	Final
Rob Chaldecott	1	14/322.27	2
Paul Bennett	2	14/322.87	1
Matt Bunker	3	13/306.71	3
Steve Bennett	4	13/307.39	4
Brian Murphy	5	13/307.79	8
(Richard Isherwood)	6	13/309.18	
Peter Drury	6	13/315.38	7
Paul Douglas	7	13/316.36	10
Peter Ellis	8	13/317.71	5
Graham Atkinson	9	13/318.15	6
Steve Bellwood	10	13/320.04	9

Top Ten

	Qual	Time	Final
Andrew Cooper	1	17/310.29	1
Ian Andrew	2	17/311.22	2
Rob Chaldecott	3	16/303.12	3
John Pape	4	16/308.01	6
Mark Williams	5	16/310.91	10
Les Channing	6	16/311.79	7
Lee Dolby	7	16/313.10	4
Paul Reene	8	16/315.38	9
Daniel Thurston	9	16/317.82	8
Paul Woodhams	10	15/305.65	10

F1

Ian Andrew, always quick at WLRC, looked very good in the first wet round on Saturday taking the early TQ by over a lap. Thereafter he remained on the pace only to be beaten by Andrew Cooper by less than a second. In the final Andrew got hustled down the order and Rob Chaldecott and

Shaun Taylor clearly does not take life seriously

tom flan flinger strikes



Paul Malaghan's Arrows

Ian Andrew pulled out a good lead.

Most impressive was Paul Woodhams who had jumped up from 10th on the grid to third at one point. His car was the fastest on the track but a few mistakes saw him drop back to 5th at the buzzer. Meanwhile Andrew Cooper had worked his way back into contention and after a couple of problems for Ian and Rob he retook the lead eventually crossing the line 7 sec ahead of Ian.

Having not seen the F1s running with the Orion motors recently I was surprised to see the top guys dumping - this has not been a problem in the other classes using this motor. Both Ian and Rob suffered towards the end of the final and throughout qualifying many good times were lost in the last 30 seconds of a heat.

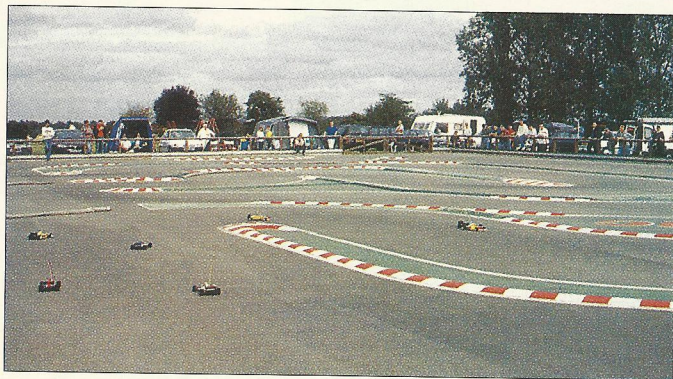
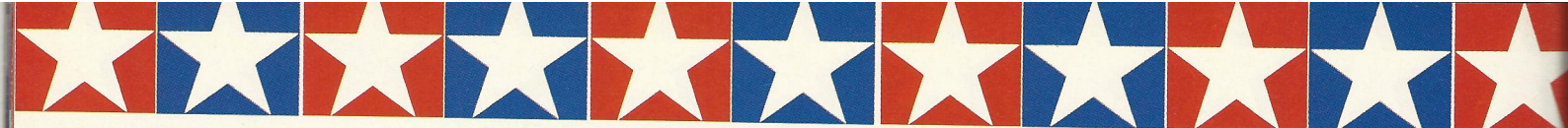
Some people got their gear-



Concours winners with airbrush prizes - coals to Newcastle??



F1 'A' finalists



F1 'A' final first corner action



Shaun Reed's TL-01 gets round the hairpin first in the Stock 'A'



Dave Elliott is not taking being in the GT 'A' seriously

ing and battery duration sorted but some were clearly pushing the limits.

Stock Touring

Class champion Marc Puddle again stamped his authority on qualifying in the Stock class. He was chased this time by Jon Winter who was making a guest appearance with an old Clio. Shaun Reed put in a very respectable performance coming in third with his TL-01 with Nathan Parker and Junior Champ Peter Sargeant close behind.

The final saw Shaun use the TL-01's traction to get to the first bend first and he held the lead for a while before being caught by Marc and then Nathan and Jon.

Jon and Nathan were having an interesting battle for second which eventually resolved in Nathan's favour. This particular battle had the crowd well and truly entertained even if it was not pretty to watch!

Top Ten

	Qual	Time	Final
Marc Puddle	1	13/302.11	1
Jon Winter	2	13/307.73	3
Shaun Reed	3	13/308.51	6
Nathan Parker	4	13/308.87	2
Peter Sargeant	5	13/309.60	4
Jason Petch	6	13/312.10	8
Shaun Taylor	7	13/313.02	7
Chris Grundy	8	13/313.79	5
Tom Poulton	9	13/315.67	10
Simon Philips	10	13/317.23	9

4WD GT

Andy Childs knew that he was off to Austria to represent the UK after Andrew Cooper and Luke Burley turned down the chance to go and this seemed to spur him on to greater things. All day on Sunday he looked fast and tidy and with some of the top runners dumping badly he was always in contention for FTD. Ultimately Jon Winter crept ahead but I believe this was Andy's strongest qualifying showing of the year which he topped off with a win in the 'A' final. Unluckiest in the final was Luke Burley who managed a single lap before a motor wire came adrift thus depriving us of what looked to be a close final. Ben Elliott took second in the final having held FTD in the first wet qualifying round though he rolled in 7 seconds behind Andy at the buzzer. A new face for the 'A' final was Stephen Benz who was appearing in this class for the first time with a new silver Merc CLK with orange(!) wheels. He finished 8th and is someone to look out for next year.

Top Ten

	Qual	Time	Final
Jon Winter	1	17/315.52	3
Andy Childs	2	17/319.40	1
Luke Burley	3	17/322.17	10
Ben Elliott	4	16/300.97	2
Dave Morris	5	16/318.61	4
Mark Freeston	6	16/327.36	5
Graham Atkinson	7	15/304.18	9
David Elliott	8	15/304.51	7
Nigel Perry	9	15/305.03	6
Stephen Benz	10	15/308.28	8

Rumors and Gossip

Much trackside talk was about next year's season and what cars would be running in what format.

Many felt that the series could not run with all four classes and the two parallel series as was the case this year. The question was what should be dropped if the aim was a one series format. F1 seemed to the most people's candidate for the chop as the numbers this year really have dropped off which is a shame. All types of foam tyre racing including F1 are struggling at the moment, perhaps because driving these cars is not as easy as driving rubber-tyred saloons and, ironically, the use of gyros makes people perceive the class as costly. Naturally, those who had stuck with F1 did not fancy the idea of chopping the class much.

The basic details about next year's format won't be known until after the Eurocup finals in Austria and even then RIKO will have to decide how it wants to organise the domestic series. Stephen Fabray circulated a questionnaire to test the racers' opinions so we will have to wait and see. The event saw, to my knowledge, the first motor protest of the year and the wisdom of using handout motors was underlined

yet again. After the eighth round of the series competitors were allowed to keep their Orion stock motors and some drivers at this meeting thought that surprising speed differentials had emerged that had not previously been seen during the main part of the season. A protest was lodged with the requisite £15 fee, a replacement motor was given to the driver thought to be going too quickly and the matter was settled quickly and amicably. This illustrated two

things; first, just how good Richard Isherwood has been at keeping control of the competitors and second, that taking motors away from competitors between races helps cut down on disputes. More of the same next year, please. **RRCI**



Andy Childs collects the spoils