

TAMIYA Eurocup '99



Nice looking Mini.

Mazdas, but in the end most elected to use their M-03 Minis. Richard Isherwood's M-03 Mini was fastest in round 1, just ahead of Paul Bennett who had stayed with his Mazda. Ishy and Paul kept in front until round 3 when Steve Bellwood really put the pedal to the metal. At this stage, several of the expected front runners were in real trouble - Daniel Styles (second fastest at Macclesfield) was ninth, Mark Poulton (fourth overall in 1998) was tenth, Simon Knight (A-final winner at Macclesfield) was eleventh, and Rob Chaldecott (TQ at West London and third fastest at Macclesfield) was only thirteenth! Just goes to show how close and competitive M-chassis is this year. In round 4, Mark Poulton grabbed second fastest just 3 secs adrift of Steve, whilst Peter Ellis improved to slot in third ahead of Ishy. Simon Knight hauled himself into the A-final with seventh fastest, but Rob Chaldecott and Daniel Styles both found themselves in the B. A weekend they'd prefer to forget!

BROXTOWE AND CASTLE COMBE



The Broxtowe circuit

TQ and the A-final win, a feat that surprisingly no one else has managed in M-chassis so far this year! In F1 the secret seems to be in the tyre additive and how delicate a touch you have with your left thumb! Of the usual front runners there was little to choose between Pete Stevens, Rob Chaldecott and Mark Williams, but in early morning practise I thought Mark had a slight edge. It would be an interesting fight.

M-Chassis Qualifying

With all of the main contenders present, M-chassis was going to be tough. Several drivers tried their

F1 Qualifying

For this one, Pete Stevens was without his henchmen, who were apparently otherwise engaged! There

F1 and M-Chassis - Round 3 - Broxtowe

The last time I was at Broxtowe, I was soaked to the skin and standing in water up to my knees! Well, that's what it felt like. That was two years ago at the ill-conceived double-points final qualifying round of the '97 Eurocup. Mercifully, nowadays there is none of that double-points nonsense, and thankfully this time the weather was somewhat more co-operative! Although damp on the ground to start with, by round 1 the track was dry, and as the day wore on it became quite warm and pleasant. I even caught the sun!

Broxtowe is a difficult place. It is small, narrow and very bumpy. So bumpy in fact that some (myself included!) unkindly refer to it as 'on road, off road'! It is very tricky



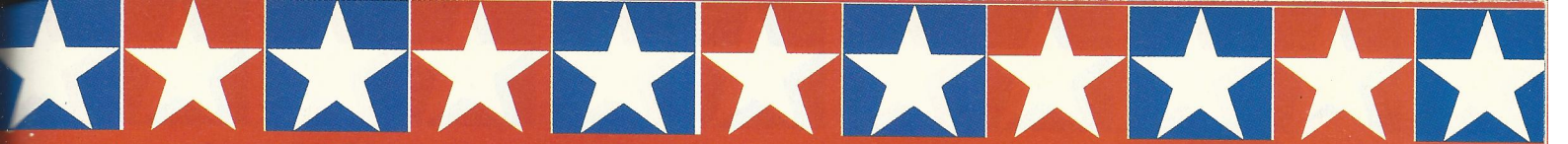
Pete Stevens Sauber on pole for the F1 A-final. Note the tyre warmers.

to drive and just as tricky to find a good car set-up. It was particularly baffling in M-chassis, where some M-03s could apparently run S-grips all round, whilst others with seemingly identical set-ups were virtually undriveable! I don't know for sure, but I suspect that it has something to do with the type of tyre inserts used. Would anyone care to enlighten me? Whatever the secret, Steve Bellwood must have had it! His M-03 looked superb and was absolutely flying. Steve took



Minis, Minis everywhere!

Bellwood Blitz



were, however, two new faces in F1 - 1998 champion Andrew Cooper and Allen Wong. Rob Chaldecott made the early running with a round 1 time that was 12 secs clear of Mark Williams. These two were a lap clear of third, which just goes to show how difficult it is to master the new rubber tyres! Pete Stevens and Andrew Cooper were in all sorts of trouble and were 3 and 4 laps off Rob!

Pete is always dangerous, though, and responded in round 2 with a 16 lapper to Rob's 15. Andrew recorded his best time of the day, which was eventually good enough for fourth fastest.



Concours winners Bob Styles and Paul Bennett.

In round 3, Pete improved his pole time by some 4 secs and Mark closed to within 7 secs of Rob who had to stop when the motor end-bell came adrift following a brush with a kerb.

Mark improved again in round 4, joining Pete on 16 laps and demoting Rob to third. Allen Wong had an excellent debut and rounded out the top five.

M-Chassis Finals

Congratulations to B-Final winner Wayne Spicer

The M-chassis A-final was a great race. Richard Isherwood took the lead in the early laps and opened out a gap of a few seconds on

pole-man Steve Bellwood. Steve tried all he could to close on Ishy, but there was nothing he could do. Just when it looked as though Ishy had it in the bag, he made a rare mistake and put it off on the very last lap! So, Steve was handed the win, whilst Ishy recovered to just hold on to second from Simon Knight. Steve Bennett was fourth and brother Paul brought his Mazda home in fifth. Peter Ellis, from third on the grid, was going really well in the early laps, until I commented on this to his dad. Yes, you've guessed it - the Murray Walker effect kicked in and it all went pear-shaped! Sorry, Peter, I'll

keep quiet next time! M-chassis is very tight this year and there have now been three different winners out of three rounds.

F1 Finals

Congratulations to B-Final winner Russ Witherington

Everyone made it off the grid okay at the start of the F1 A-final, but there was trouble at the first corner when Rob Chaldecott ran into the back of Mark Williams. Mark kept going in second, but for the umpteenth time this year Rob was again dumped to last! In future, irrespective of where we qualify, I think we'll just start from the back of the grid and save everyone a lot of trouble! At the front it was a close run thing

between Pete Stevens, Mark Williams and Andrew Cooper and these three left the others for dead! Rob had the bit between his teeth now, though, and began to rapidly close the gap to the leaders. By half distance he caught Andrew who had by now dropped back a little from Pete and Mark, but it's very hard to overtake at Broxtowe if the guy in front decides to make it difficult. This being the final, quite legitimately there was no way that Andrew was going to make it easy! Rob had two attempts, but both ended in failure and further delays, which allowed Pete and Mark to get

I hope that this is a reasonable account of the race, but with four DeVilbiss cars and Allen Wong's car, there were five cars in there all painted silver, Ian, can't you arrange for your DeVilbiss guys to have some individual identifying colour on their cars so that we know who's who?

Concours

For goodness sake, guys, can't someone produce a super looking F1 to stop that dratted reptile winning again! Well, would you sell such a money earner?



M-chassis winner Steve Bellwood collects his Eurobonds.



Pete Stevens made it two wins in a row in F1 at this meeting.

away. At the end, Pete held on to win by 3.58 secs from Mark, with Andrew third a further 13.27 secs back following his altercations with Rob.

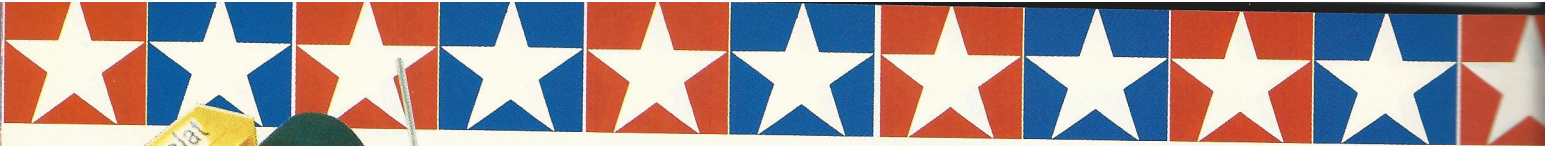
I've long admired Paul Bennett's distinctive paint jobs, but for some reason they seem to get overlooked at concours time. It was particularly pleasing, then, that his handiwork should be recognised at last. Well done, Paul.

And Finally

Sadly, at this meeting, one or two drivers saw fit to indulge in some rather dubious tactics which included cutting out parts of the track after they had tangled with others. I know it's tempting, but this really isn't playing the game. To these drivers I would say - watch out, just because it went unnoticed by the race directors on this occasion doesn't mean that you should expect to get away with it in the future! Come on guys - we don't need this sort of thing.



es Broxtowe



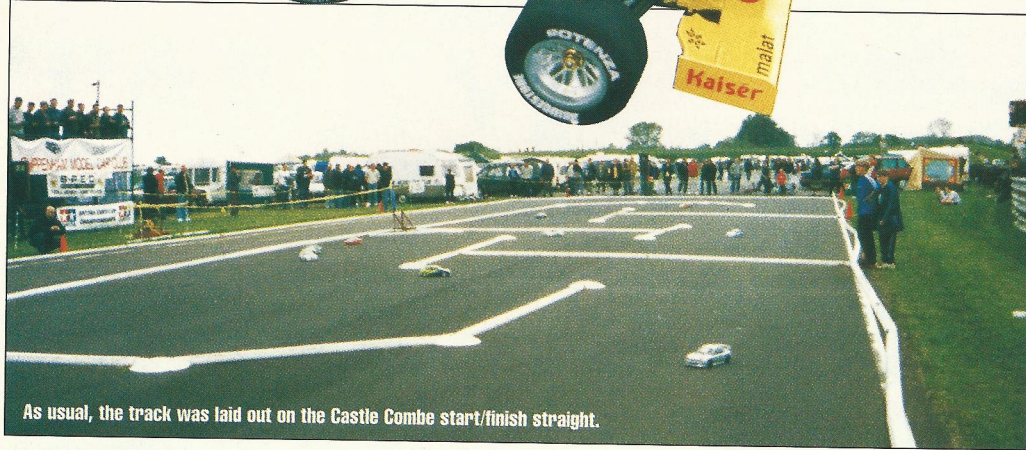
Paul Mallaghan's Forti took the F1 concours and stopped the reign of the dratted reptile!

M-Chassis Qualifying

M-chassis continues to mystify. Just one week before at Broxtowe, Daniel Styles failed to make the A-final, yet here he hammered the rest to become the fourth driver out of four meetings to take TQ! In contrast, Steve Bellwood, who dominated Broxtowe, only just scraped into the A by the skin of his teeth in round 4! I just do not understand it.

In round 1, Mark Poulton set the pace, 9 secs quicker than the rest. Daniel Styles was next up, giving notice of the potential to come.

After round 2, there was no change between Mark and Daniel, but Paul Bennett and Richard Isherwood moved up to fourth and fifth. Richard made a dramatic improvement in round 3 to top the leaderboard, but this was short-lived when Daniel and Mark re-asserted themselves in round 4 to grab back first and second. Simon Knight continued his consistent form to take fourth fastest and Paul Bennett completed the top five. Graham Luther once again qualified his M-01 Mini in the top ten, breaking the stranglehold of the new M-03.



As usual, the track was laid out on the Castle Combe start/finish straight.

Castle Combe

Why is it that in early morning birds and animals seem to take their brains out of gear? On Saturday, Rob and I had close encounters with numerous birds and with a rabbit that didn't flinch from its position on the white line in middle of the road as we sped past, and on Sunday, Richard Isherwood had a stand-off with a rather arrogant pheasant which steadfastly refused to budge as a Honda Accord bore down on it! It seemed to be a weekend for accidents - Pete Stevens had a freak one when he accidentally shorted out a NiCad pack on his metal watch strap. The

F1 and M-chassis ran on Saturday and GT and Stock Touring on Sunday. Amazingly, this was already the halfway point in the championship for F1/M-chassis. There were 17 entries in F1, with Jess Saunders being the only notable absentee. 1998 F1 champion Andrew Cooper made his second appearance in F1, but was mysteriously absent from GT on Sunday, having sold his car!

Not quite sure what's going on there.

In round 2, Rob improved by nearly 4 secs to topple Ashley from top spot. Pete Stevens also improved so that he was now only one lap down, but Mark was still four laps adrift. Andrew Cooper was a steady third at this stage, albeit one lap down.

Round 3 saw dramatic improvements for Pete and Mark. Pete's car was now sorted and he closed to within 1 sec of Ashley to claim third fastest, whilst Mark pulled up to fifth only 0.33 secs slower than Andrew.

Pete continued to improve and in round 4 it looked as though he might just wrest TQ from Rob. Less than 2 secs covered these three! It was a close run thing, great to watch, but definitely not good for my nerves!

F1 Finals

Congratulations to B-final winner Russ Witherington

Rob Chaldecott lit it up at the start of the A-final and had a huge lead going into turn one, which he then threw away when he clipped a track marker at turn three - aarrgh! This handed the race to Pete Stevens who cleared off at a tremendous pace once he was in front. Rob soon recovered to second, but was being hunted down by Ashley Whenman. With Andrew Cooper only a few seconds behind, Rob's strategy was not to mix it with Ashley, but instead go for a safe third, which would be good enough for an equal points win overall. Rob let Ashley go and then trailed him to the finish. In the end, Pete won by some 13 secs from Ashley, who was 1.5 secs clear of Rob, who in turn was 2 secs clear of Andrew.



Superb Honda of Rick Pryke won M-chassis concours.

Saturday - F1 Qualifying

In round 1, Ashley Whenman took provisional pole from Rob Chaldecott by just 2 secs. These two were a whole lap clear of the rest! Pete Stevens was in handling difficulties and was two laps down, whilst regular front runner Mark Williams was four laps off the pace!



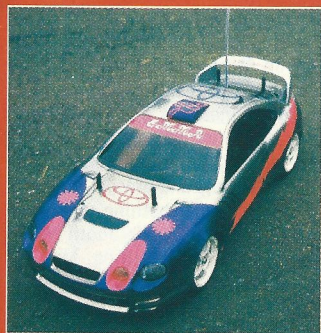
Paul Green produced this nice looking Arrows look-alike.

resulting burn looked very nasty and was very painful. A fully charged NiCad packs a powerful punch, something we tend to forget!

This round of the Eurocup saw all classes descend on Castle Combe race circuit for the now traditional visit to the annual Steam Fair. As usual, the track was laid out on the start/finish straight and Stephen Fabray and the Chippenham Model Car Club ran the event with customary excellence. The Steam Fair always attracts a large crowd and this year was no exception.



Mark Wendon's Wallace and Grommit Mini complete with Tamiya van.



Emma Goldsmith's Stock Touring Toyota looked lovely, just like its owner!



Mark Marshall made fifth in the A-final and won the GT concours with this Merc CLK.

M-Chassis Finals

Congratulations to B-Final winner Rich Gorringe

In the A-final, Simon Knight made a superb start to pull up from fourth on the grid to second behind pole-sitter Daniel Styles at turn one. Mark Poulton, second on the grid, got very sideways at turn one, which allowed Richard Isherwood, Paul Bennett, Peter Ellis and Steve Bennett to slip through. Once the race had settled, Daniel was clear out in front, whilst Paul Bennett was on a charge and he closed in on Daniel and at around three-quarter distance was challenging for the lead. There was no way that Daniel was going to be able to hold him back and inevitably he found a way past. In the excitement of the battle for the lead, it almost went unnoticed that Paul's brother Steve had come from eighth on the grid to third in the race. It was an enthralling race, which resulted in a great victory for Paul Bennett.

Sunday

We arrived on Sunday morning to find that Stephen Fabray and his crew had opened out the twisty infield section so that the track was much faster than it had been on Saturday. It certainly flowed better and I believe was the layout generally preferred by most drivers.

Stock Touring Qualifying

Richard Isherwood has dominated Stock Touring this year and going

into this round had been unbeaten in qualifying. That came to an end here when Rick Draper just managed to keep his Subaru Impreza ahead all day. Less than 3 secs covered the top five! The top nine drivers all used TL-01 based cars, whilst Allen Wong made the top ten once more with his Peugeot 306 Maxi.

Further down the order, junior championship contender Garry Reene drove well to take pole in the C-final ahead of many more experienced drivers, whilst current class leader Samuel Newcomb could only manage fifth in the D-final. Providing Garry does sufficient rounds, I think he should overhaul Samuel for the title this year.

GT Qualifying

In GT the trick is to make the car fast and last the distance. I know how to make the car fast and I know how to make it last the distance, but I do not yet know how to do these two things together! Ian Andrew has the same problem and this is hurting him badly in qualifying and in the finals. Once again it was Andy Childs who set the pace and he never looked threatened all day. In the end he was a lap up on the rest. The best of the rest was Adrian Thorpe who snatched second spot from Jon Winter with a storming run in round 4, which saw him improve by a lap. Peter Craig followed his good showing

at Macclesfield with a fine fourth fastest here, while there was a close tussle between Mark Marshall and Stuart Collard for fifth, which was resolved in favour of Mark by just 0.38 secs!

Stock Touring Finals

Congratulations to the winners of these finals:

G-Final	Mathew James
F-Final	Kevin Swaisland
E-Final	Christopher Capp
D-Final	Jason Petch
C-Final	Kevin Dent
B-Final	Dave Wastall

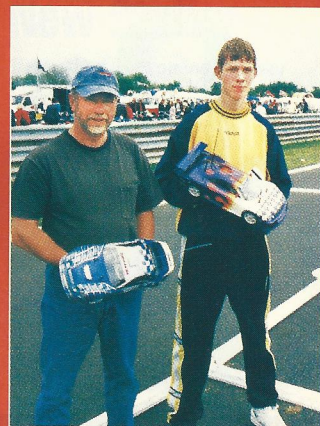
In the A-final, pole-sitter Rick Draper hit a track marker at turn one and handed the race to turn Richard Isherwood. Although delayed and well down in the pack, Rick set about making amends and eventually pulled back to second some 4 secs behind Richard and just 1 sec ahead of Jon Winter. Nathan Parker and Mark Poulton completed the top five.

GT Finals

Congratulations to the winners of these finals:

C-Final	Colin Parsfield
B-Final	Stephen Benz

From pole, Andy Childs was unstoppable in the A-final and won easily by a whole lap from



John Puddle and Mark Marshall, concours winners in Stock Touring and GT.



Paul Mallaghan and Rick Pryke with their concours winning F1 and M-chassis cars.



Smart Honda NSX. Just look at those wheels.



M-chassis A-final at turn one. Daniel Styles leads from Simon Knight, Richard Isherwood and Paul Bennett whose car is hidden behind the flying Mini of Peter Ellis.

Jon Winter. With this sort of domination, it is hard to see how anyone can possibly beat him for the title this year! Dave Morris and Rob Chaldecott emerged out of the carnage behind quite well (makes a change for Rob!) and held third and fourth for some time. From tenth on the grid Ian Andrew was flying and soon overhauled Rob for fourth. On the penultimate lap, though, both Rob and Ian dumped. Rob, however, had a little more juice left than Ian and snailed past him on the line to gain a place. Dave Morris kept going at full speed to the end and was rewarded with a fine third place only 5 secs off Jon Winter. Adrian Thorpe and Mark Marshall completed the top five.

Next

The Ed' tells me that space was a major problem with three reports to fit in this month so apologies for the lack of tech charts. Next on the menu is round 5 for F1/M-chassis at Racal Decca on 6 June and round 4 for Stock Touring/GT at Broxtowe. **RRCI**