

The Tamiya Eurocup series is the fastest growing in the UK, Colin Theobald reports on the closest racing seen for some time at Halifax, Castle Coombe and Tibshelf

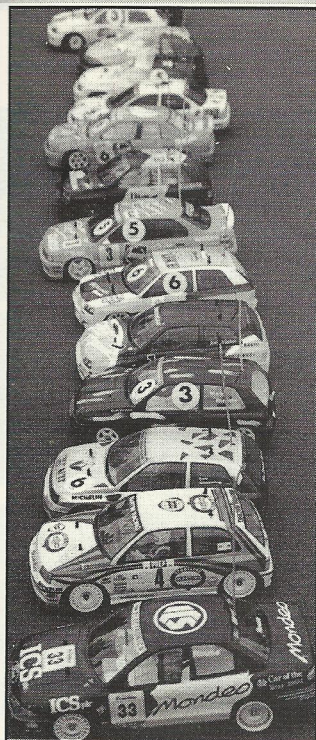
Tamiya Eurocup - Round 4 Halifax

Isn't life typical. When everything was looking rosy for Mr Foxwell, along comes young James Whyley, and wins the meeting that I was not present at. So here we are at

Foxwell First

TAMIYA EURO CUP

Report by Colin Thoe bald



Racing line up - on the staggered start grid for a saloon race at this year's Eurocup.



wrong way round! Please Graham - do it again - it was great fun.

Onto the race report then and starting off with the saloon class. It was no surprise to see Mark Bennett heading the time sheets in the first round with a strong 12 lapper, closely followed by his team mate Barry Whibley and hot on his heels was young Brian Sharpe and fourth place was Jon Winter. Home track advantage did not seem to be going Rob Marshall's way as he was in a lowly fifth position (but miles ahead of your reporter) with Paul Bennett only a fraction of a second behind in sixth place. The future star of the series, Chris Tester was in 7th, Graham Hill his team mate 8th with Nigel Moss and Steve Goodison rounding up the top 10. In round two Barry improved by a few seconds to close within a quarter of a second of Mark's time with Brian Sharpe also improving along with John and Chris. Rob Marshall still languishing in 6th place and with no new introductions into the provisional A final we go onto round 3 and notably at this stage no sign of Mr Isherwood.

Onto Round 3 and Mark Bennett improved his FTD to score a 12317.37 which left him 3 seconds clear of Barry who was still in second place. Richard Isherwood moved up to third place, but was disqualified for

running a modified motor and I do not know how he tried to get away with it, but his car certainly looked impressive and may be food for thought for the future as to whether we run these tuned up motors in next year's series. Into the final round then, and could anyone take away the fastest time from Mark Bennett, the short answer was no as nobody improved in the final round, apart from Graham Hill who managed to move up one place to 8th position.

Saloon A Final

1. Mark Bennett	12/317.37
2. Barry Whibley	12/320.61
3. Brian Sharpe	12/323.69
4. Jon Winter	11/301.12
5. Chris Tester	11/301.35
6. Rob Marshall	11/302.82
7. Paul Bennett	11/306.77
8. Graham Hill	11/307.89
9. Steve Goodison	11/308.63
10. Gary Fearn	11/310.38

Onto Touring Cars now and surprise surprise, Ian Foxwell headed the time sheets with a very strong 13 lapper in round 1. Richard Isherwood in second place, but 5 seconds adrift, with Rob Marshall in third place. Young James Whyley was in fourth and the last of the 13 lap

scorers in round 1. Nigel Moss headed the 12 lap scorers ahead of Mark Burgess, Paul Bennett, Mark Paulton, Andrew Cooper and rounding off the top 10 was Jon Winter. All change at the front in round 2 as Richard Isherwood took the top spot by less than 1/10th of a second from Ian Foxwell with Rob Marshall now just in third position and James Whyley still in fourth. All four drivers improving on their times. No major changes in round 2 and 3 with Ischy still heading the pile, but in round 4 Ian Foxwell took FTD back with an identical time to Richard Isherwood and this did cause a problem for the finals so they elected to start side by side on the main straight.

Rob Marshall stayed in third place, James Whyley stayed in fourth. Gavin Stephenson and Andrew Cooper were the final inductees to the 13 lap club in the final round to go fifth and sixth respectively. No other major changes in the final round so the top 'O for the A final was as follows:-

1. Ian Foxwell	13/307.54
2. Richard Isherwood	13/307.54
3. Rob Marshall	13/308.32
4. James Whyley	13/320.14
5. Gavin Stephenson	13/326.57
6. Andrew Cooper	13/328.22
7. Paul Bennett	12/302.01
8. Jon Winter	12/304.56
9. Nigel Moss	12/304.58
10. Mark Burgess	12/306.19

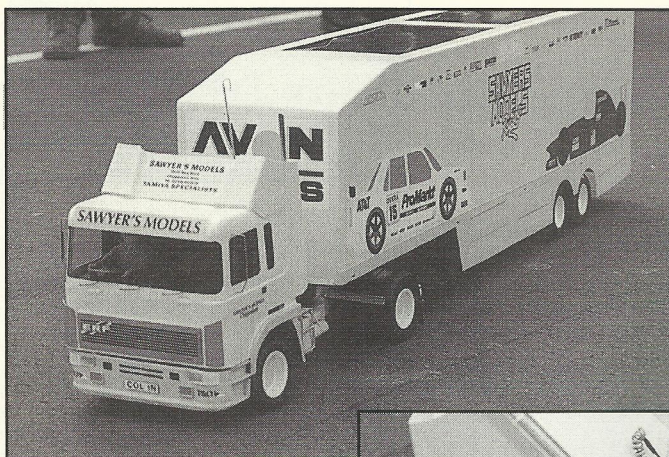
Finals

Starting off with the C Final for the saloons, this was duly taken by Les Channing with Gary Wigley coming home second, just ahead

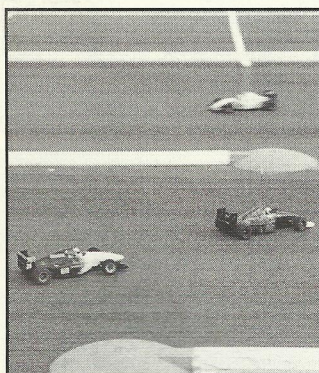
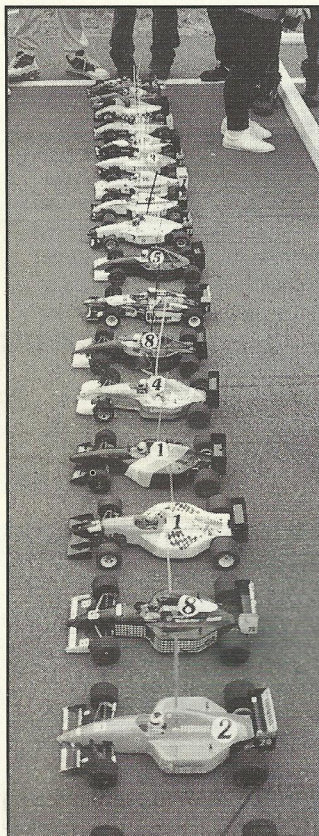
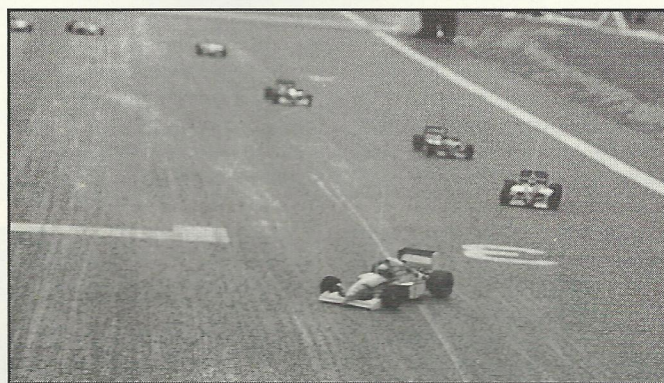
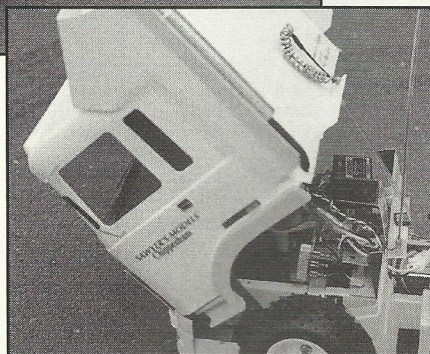
Again

OCTOBER 1995





At the Eurocup anything can happen - here is a trailer and truck fully working and the other end of the scale - the Mini...



of a charging Wayne Humphrey. The B Final was a bit of a ding dong between all of the drivers and the eventual winner was Alan Harland from second on the grid who emerged the clear victor from Richard Isherwood in second, closely followed by Michael West.

The A final for saloons then and Mark Bennett lead from start to finish to score yet another

saloon Eurocup win for the 1995 season. The battle then was for second place, Rob Marshall looked to have second in the bag but lost the position to a hard charging Brian Sharpe in the last two laps of the race. Gary Fearn came home in a very impressive fourth place just a fraction of a second ahead of Chris Tester in fifth. Steve Goodison finished sixth just ahead of Graham Hill with Barry Whibley surviving a race long dual with Jon Winter to claim eighth place with Paul Bennett finishing last and all drivers in the A Final remained unlappped. What a superb race.

Onto the touring car finals now and it was Dave Appleman that took the C final by the scruff of the neck and proceeded to reel off the laps consistently to take the win ahead of Richard Tansey with Les Channing not too far behind in third. The B final was also won from pole position this time Mark Paulton was the victor well clear of fast Phil Wallis in second place and Sam Parkinson came home third.

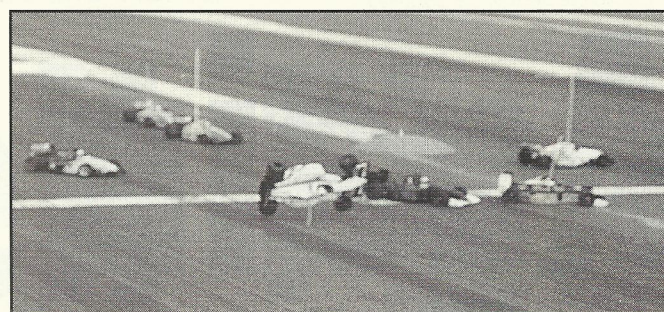
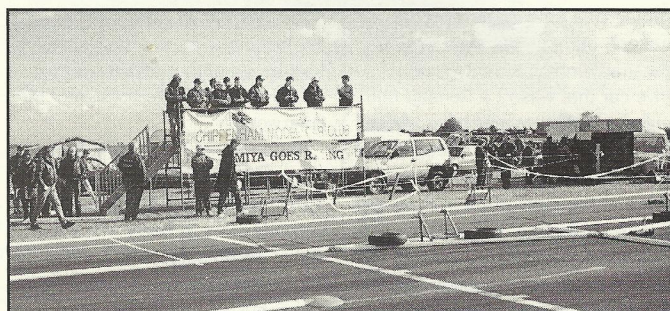
Onto the final race of the day and what a cracker it was. Ian Foxwell basically fluffed his start, to end up in third place after lap 1, the leader being James Whyley who survived a first lap

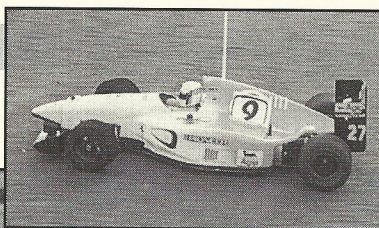
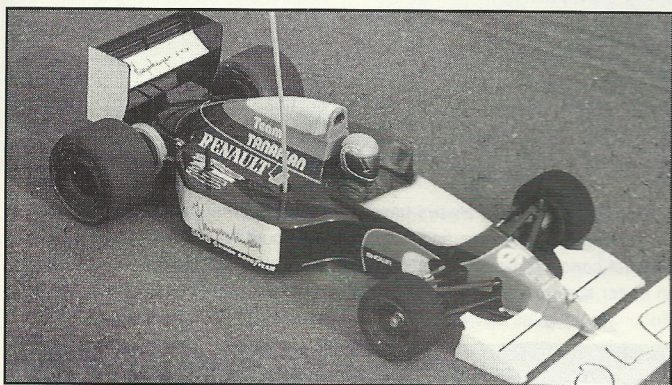
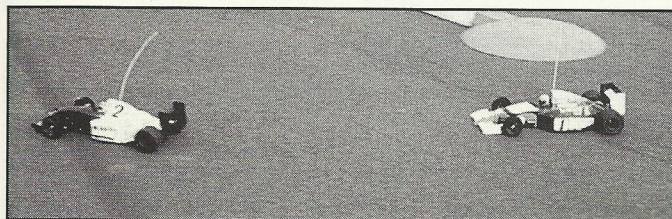
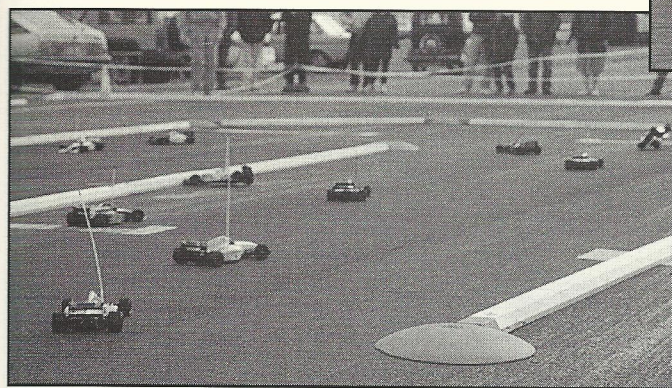
unscathed. Ian soon found his way into second place and then spent half of the race catching James, eventually passing him and extending his lead to finish 5 seconds clear. James came home second, just ahead of a challenging Richard Isherwood with Gavin Stephenson, his best result this year coming home in fourth place with Rob Marshall fifth. Jolly Jon Winter and Mark Burgess had a race long duel, this went eventually to Jon as they virtually crossed the line side by side. Nigel Moss came home in eighth place, 3 seconds ahead of Andrew Cooper and Paul Bennett doing a double, finishing 10th in both A finals.

So congratulations to the Halifax Club for yet another superb meeting and once again I missed out on the Saturday night entertainment, by all accounts was a bit of a laugh especially when Jon Winter is involved (say no more). Brands Hatch next and that promises to be a superb meeting and watch out for the report on that one.

Primera Update

Surprise, Surprise no mention of the RCMC Nissan Primera yet again. Well nothing much to report this time I'm afraid folks, the car seems to be stuck in the B Final everywhere it goes. One thing is





Sawyer and the rest of the Chippenham Model Car Club for a superbly organised meeting.

So then what's news in the world of FI Eurocup. First up today no Pete Stevens, so that means there will be a new FI winner in this year's FI series, perhaps Pete has taken note of my headlines and given somebody else a chance to win a meeting. Next up well, this just beats all the news completely. Our resident winger Graham Atkinson has now got hold of a Mini Cooper and is now going to be racing the rest of the Mini Cup this year. So two doses of Graham in one day is more than I can handle, especially when he makes the A Final.

Qualifying

For the first time this year the weather became a factor. Most of the meeting remained dry although in one or two heats of qualifying they had to seriously think about tyre choices as there was a very fine drive in the air and surprise surprise it was always the heat

and third was Mark Burgess the last of the IS lap scorers in the first round. Heading the 14s was Mark Nash, closely followed by Mark Evans with local driver Raymond Clarke lying in 6th position. Dave Pitcher continued his good form lying in 7th place, then the second Team Benwell member Barry Whibley in 8th place with Richard George and Rob Chaldecott rounding off the top 10. In the second round Mark Nash moved up to the top of the pile just beating Chris Tester's improved time with Graham now down to 3rd and Mark down to 4th. Ian Bradbeer moved up to 14th place to take the number 5 slot, just ahead of Mark Evans, Paul Woodhams now moving into the A final in 7th position. Raymond Clarke, Dave Pitcher and Barry Whibley rounding off the top 10.

Into the final round then and Luke Burley finally got his act together to take FTD for the meeting with a very impressive 15 lap score just 4 seconds ahead of Chris Tester in second place. Graham Hill stayed third and Mark Nash moved down to fourth place. Dave Pitcher stayed in the A final in the number 5 spot, just ahead

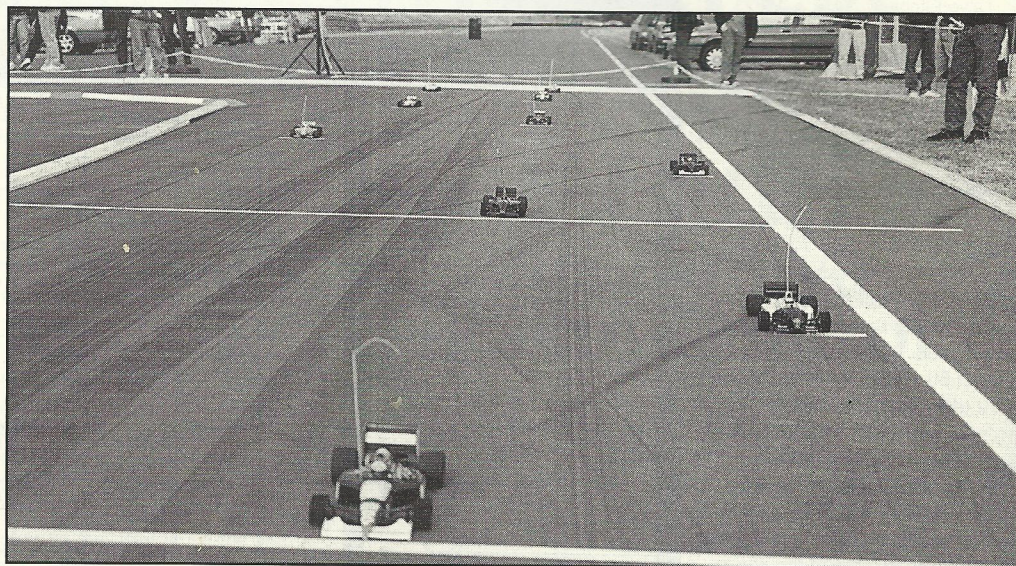
Just like the real thing - as the FI cars line up on the grid for the start of the final.

for sure though, the car will be needing a new body shell very shortly as some of the earlier photographs have shown the car to be a virtual replica of the real thing! Still - nothing broken yet, the car has performed absolutely superbly so it is basically down to the driver. May be one day the car will make an A Final at a Eurocup event, may be next time out at Brands Hatch, but thinking about it it will probably yet another B Final. So a new body shell required and anybody who wants the old body is more than welcome to it as it is now retired.....Mr Editor - can I have a new body shell please!

Eurocup - Rounds 3 And 4 Castle Coombe & Tibshelf

Two FI'derful Days Out

Two reports for you this time, starting off with an excellent day

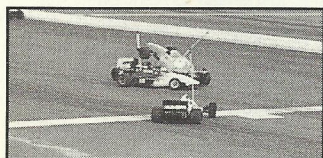
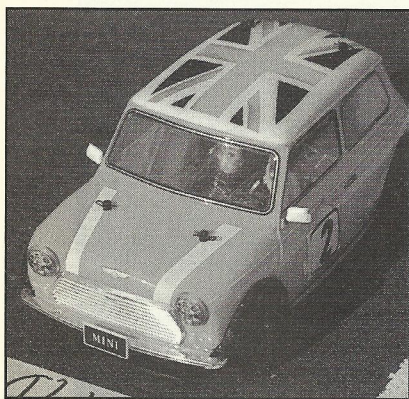


out at the Castle Coombe Vintage Car and Steam Fair Rally with the model car racing taking place on the start finish straight of the motor racing circuit - and before we go into the report special thanks must go to Steve Fabray, Colin

that I was in. Well that's my excuse for not doing very well at this meeting, so, how did everyone else do?

In round 1 it was Graham Hill that took the fastest time scoring 15 laps, second was Chris Tester

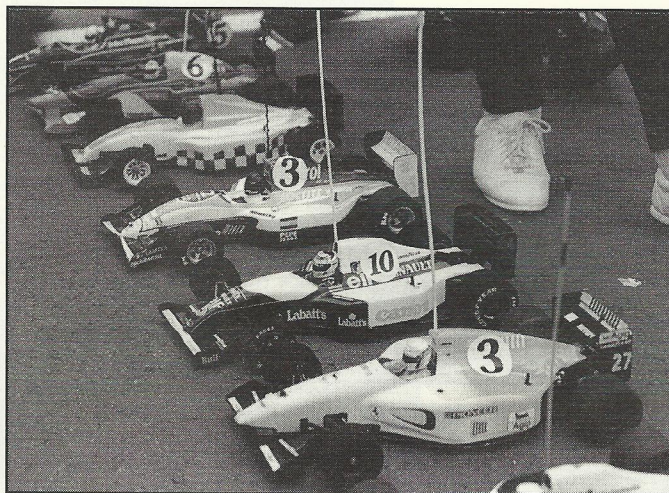
of Mark Burgess. Paul Woodham stayed in 7th place but John Fenton moved into the A final with a 15 lapper, Ian Bradbeer staying in the A but this time in 9th place, the last of the 15 lap scorers and the No. 10 slot was Mark Evans,



the quickest of the 14's. In the 11th spot, pole B yet again for Richard George who seems to be making a habit of that. So will he win the B final, we'll have to wait and see.

1. Luke Burley	15	3.74
2. Chris Tester	15	7.48
3. Graham Hill	15	13.35
4. Mark Nash	15	13.57
5. Dave Pitcher	15	16.21
6. Mark Burgess	15	18.63
7. Paul Woodhams	15	18.96
8. John Fenton	15	19.51
9. Ian Bradbeer	15	N/F
10. Mark Evans	14	2.92

Onto the Mini Cup now and round 1 was headed by Mark Burgess on a very good 12 lap score just ahead of Raymond Clarke in second place and the resident winger Graham Atkinson in third. Mark Williams 4th, Ben Elliott in 5th, Adam Smith in 6th all on 12 laps covered by 10 seconds. Alec Quarman was in 7th place, Graham Dearing 8th with Steve Chapman and Clive Coomes rounding up the top 10. Virtually everybody improved in round 2, Mark Burgess still top of the pile with his score of 12 laps with a 7.26 split extended his previous best by 5 seconds. Clive Coomes moved up to 2nd place only half a second behind, with Raymond Clarke now in third place. Graham Atkinson slipped back to 4th even



though he improved by a few seconds and Alec Quarman moved up to the number 5 spot. Mark Williams, Steve Chapman, Graham Dearing, Ben Elliott and Adam Smith now rounding up the top 10.

Final round then and oh dear a slightly wet track so no major improvements and Mark Burgess held on to FTD from Clive Coomes and Raymond Clarke in actual fact no changes until we get down to the final place in the A final where Martin Woodcock found enough to take the position away from Adam Smith, Adam now pole in the B final.

Mini Top 10

1. Mark Burgess	12	7.26
2. Clive Coomes	12	7.86
3. Raymond Clarke	12	10.11
4. Graham Atkinson	12	10.33
5. Alec Quarman	12	12.59
6. Mark Williams	12	13.63
7. Steve Chapman	12	16.60
8. Graham Dearing	12	17.15
9. Ben Elliott	12	19.29
10. Martin Woodcock	12	21.59

Before the finals we always have our concours competition and to say that concours was interesting is an under statement. The Sawyer's Models team came out with an

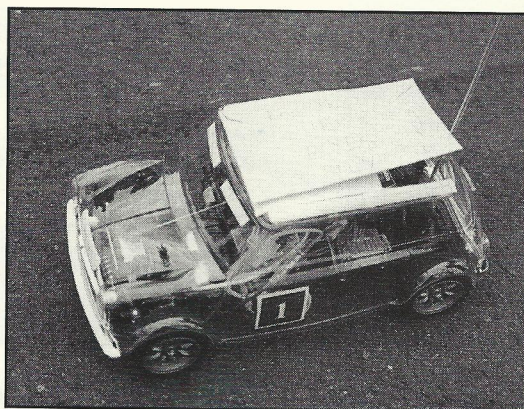
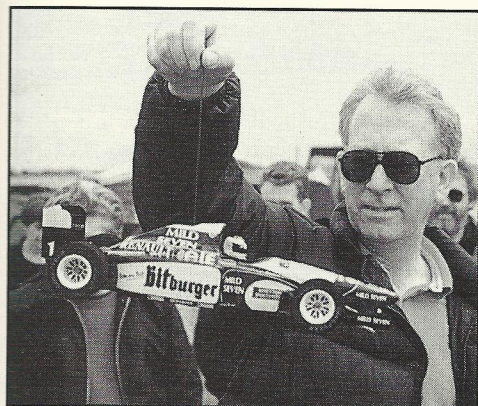
absolutely superb race car transporter, radio controlled, the whole lot and it looked absolutely brilliant. Just check out the photographs. In fact I was so impressed with the transporter I forgot completely who won concours at this event so watch out to a future report for the winners at Castle Coombe. Still one driver tried everything to win the concours, even putting an envelope on the roof of his mini with money enclosed! Unfortunately it was only 2p so he did not get the win.

Finals

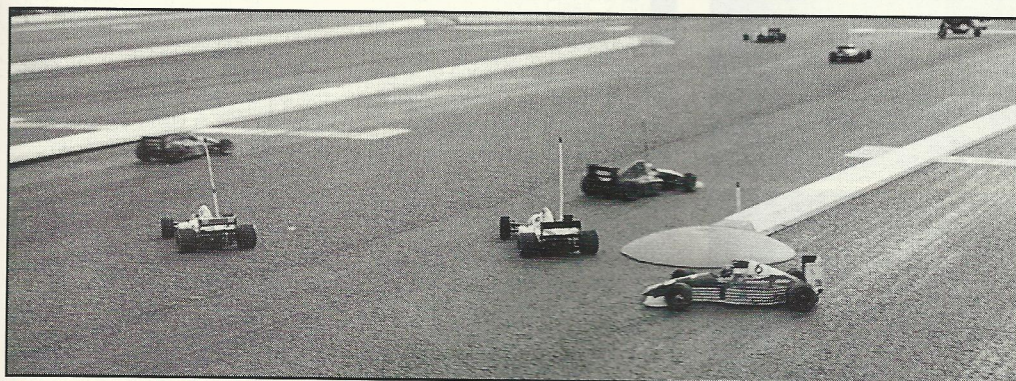
Starting off with the B final and this was duly won by Adam Smith with Andy Luffman coming home second and Daniel Harding third. But how the race was won and how the results were achieved I don't know but because of a slight malfunction in the lap counting. The A final then and OH NO Graham Atkinson was the winner! We will never ever ever live it down. Steve Chapman tried hard to catch him but could not manage it, so second place was Mark Williams and basically was Graham happy at the end of the race - yes well we don't

tech chart

FORMULA 1	SPONSOR	CAR	SPEEDO	CELLS	RADIO	SERVO	MOTOR	TYRES	RATTO	QUAL	FINAL
LUKE BURLEY	TANAPLAN U.H. PRODUCTS	SAUBER	TEKIN 411G	MTRONICS 1700 SCRC	FUTABA 3EGX	KO 1002	KIT	F MED R CAPS	27/93	1	2
CHRIS TESTER	TEAM BENWELL ELTHAM MODELS TEDS STUFF	WILLIAMS	KO CX7	1700 SCRC	FUTABA ATTACK R	FUTABA 9301	KIT	F MED R CAPS	20/63	2	1
GRAHAM HILL	TEAM BENWELL CHRIS GRAINGER BASTRON	WILLIAMS	BASTRON MICROFET	TRINITY 1400 SCR	FF3	FUTABA 9301	KIT	F MED R CAPS	19/63	3	4=
MARK NASH	SAWYERS MODELS	SAUBER	TEKIN 410K	PARMA SCRC SP	FUTABA MEGATECH	FUTABA 148		F INTER GRATED R INTER GRATED	21/63	4	4=
DAVID PITCHER	NONE	FERRARI	NOVAK 410 MPC	1400 SCR	FUTABA ATTACK SR	FUTABA 148	KIT	F CAPS R CAPS	27/93	5	7
MARK BURGESS	KELLERS OF NORWICH TEAM TOASTER	SAUBER	CS ROCKET	ORION 1700	SANWA GEMINI	FUTABA 9401	KIT	F CAPS R CAPS	21/63	6	8
PAUL WOODMANS	NONE	FERRARI	TEKIN 411G	TRINITY 1700	JR APEX	FUTABA 9401	KIT	F MED R CAPS	27/93	7	3
JOHN FENTON	BEATTIES	LOTUS	TEKIN 411G	GREENO SCE	FUTABA 3 EGX	FUTABA 132	KIT	F MED R CAPS	26/93	8	6
IAN BRADBEER	SAVAGE T.C. MODELSPORT	FERRARI	TEKIN 411P	SAVAGE 1700	FUTABA ATTACK SR	FUTABA 148	KIT	F MED R CAPS	18/63	9	10
MARK EVANS	SAVAGE	FERRARI	MRT 9060	SAVAGE 1400 SCR	FUTABA PCM	KO 702	KIT	F CAPS R CAPS	20/63	10	9



Colin Spinner inspects a Benetton F1 concours entrant at the latest meeting.



need to find out we could hear him all the way around the Castle Coombe circuit. Anyway congratulations Graham, good drive just don't gloat on it too much.

Onto the Formula One finals now and starting off with the I final which was a three car race and the heavens opened halfway through this one causing the second place driver David Adderslade a few problems so the win eventually going then to Paul O'Neill his first ever model car race meeting, in fact the first time he had ever driven a model car in his life as he is more used to flying model aeroplanes. Talking to Paul after the race he felt ever so frustrated especially as the heavens opened and he had to be shielded by myself to prevent the transmitter from getting absolutely soaked. Still he enjoyed his day out and hopefully will be back for another round.

James Cowe stormed the H final from pole position to win comfortably from Nathan Parker and in the G it was Richard George who drove a very steady race to win the final from Steve Rouse and Pete Savage. Onto the F then and this was basically a demonstration run for Mark Hudson who took the lead on the third lap and proceeded to reel off the laps consistently to win by over 11

seconds from David Elliott. Adam Smith took the E final victory but the race was for second place with David Preece and Ian Brown, less than half a second separating those two at the finishing line in the favour of David.

Daniel Styles stormed the D final from pole position to win by a lap from Michael Bass and Chris Fife-Schaw. Onto the C final now and it was Tony Chapman the victor here winning the race by 8 seconds from Mark Astin who just managed to beat David Walstall to the line. Mark Freeston came home 4th just ahead of yours truly.

The penultimate final then, the B final and Ian Diboll came home to win this one from Simon Knight and a good drive from Paul Bennett secured him third position just ahead of a hard charging Barry Whibley. Onto the final race of the day then and what a cracker this turned out to be. Luke and Chris had an absolute peach of a start as they lead round the first lap, closely followed by Graham Hill but a few minor errors from Graham relegated down the order.

So the race then was between Luke and Chris, Chris eventually moving past Luke about one third distance and the race then was onto the finish, these cars separated by

less than an inch at stages and driving absolutely on the limit and despite all of Luke's efforts he could not regain the lead so Chris Tester came home a very worthy winner less than a second ahead of Luke with a superb drive coming from Paul Woodhams to take third place just ahead of Mark Nash and Graham Hill, in fact Mark and Graham crossing the line side by side so the position was declared equal fourth place. Even the computer could not separate them. John Fenton came home in sixth place just ahead of Dave Pitcher with Mark Burgess coming home eighth from Mark Evans and taking the final spot, Ian Bradbeer.

So a great day's racing at Castle Coombe and lets hope we can go back there again next year and once again many many thanks to the Chippenham Model Car Club for a brilliant day out.



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