



It had everything, great weather, massive entry, a concours competition that would grace any gallery for sheer artwork, the biggest raffle I have ever seen, amazing racing, in fact I could go on for ages but...and a big but...I was robbed. Yes, before you get the race report, I must tell you about the Saturday night's entertainment.

As the Tamiya Eurocup Finals is a two day event, this means that the majority of the drivers stayed either at the track or at a nearby hotel. This means you have a bunch of model car racers hanging around deciding where to get fed and watered. Thanks to Kane Wood though, he had organised a karting evening and you guessed it, being the heaviest there, I didn't win, well, I didn't even qualify for the final, still I beat Ian Watkins and he's a lightweight. How was I robbed then! Simply by having the slowest kart there, I was full throttle most of the time and was even lapped in one race. Great fun though, and well done to RRC's Steve Rouse for his fine victory, well, he has to win something in his life. Highlight of the evening was definitely Mark Evans getting the push start that Damon Hill would dream about, and not forgetting Jon Winter's antics on the track, what a nutter.

Tamiya time at last and I would just like to say a massive thank you to Colin Spinner of Richard Kohnstam, the official Tamiya distributors for yet another superb series and for all of your help throughout the year. We racers are not worthy of you. The event, four classes, F1, Saloon, Super Touring and M-Chassis. Four rounds of qualifying and finals, then the

# Final Count



totally mad twenty car Grand Prix to end the meeting meant that a very hectic schedule had to be adhered to. Once again the West London Racing Centre ran a near faultless meeting, in fact the only problems they ever encounter is drivers with incorrect crystals, the thorn in the backside of very model car club.

### Qualifying

M-Chassis first up and surprise of surprises, Paul Douglas was the pace setter in round one just half a second ahead of Eurocup stalwart Mr. Cheese, Mart Burgess, with Adam Smith third, these three the only 13 lap scores in the round. Ian Diboll stormed around the track in round two, taking FTD by six seconds. Paul down to second with his team leader Graham Atkinson up to third. Round three saw Ian improve yet again, but by just half a second. Second now was Daniel Styles, pushing the rest down a place. The last round and despite a superb drive from Graham, Ian Diboll just extended his advantage to take pole for the final.

1 Ian Diboll	13	2.75
2 Graham Atkinson	13	8.89
3 Ross Restall	13	10.36
4 Paul Douglas	13	12.53
5 Daniel Styles	13	14.04
6 Mark Burgess	13	15.77
7 Jon Winter	13	16.56
8 Adam Smith	13	21.67
9 Steve Bennett	13	22.11
10 Iain Bone	13	0.32



Onto Saloon now, with Graham Atkinson leading the way from a very impressive David Morris. Neil Williams third and Graham Hill 2 (yes, we still have two Graham Hill's in Eurocup) in fourth, all on 13 laps. No major changes for round two, Neil up one place, David down one. Paul Douglas moved up to fourth, but all still behind Graham, who looked extremely happy. Round three saw a lot of improvements in

times but not in the placings. Graham remained on top but with the welcome return of team Ambrosia (they could only come on Sunday) made things interesting as the whole bunch run in this class, all twelve of them...

Round four is where the Ambrosia mix came good as their leader Jake Ansell made his way into the A final, Graham remained on top though, with Neil second and David still third.



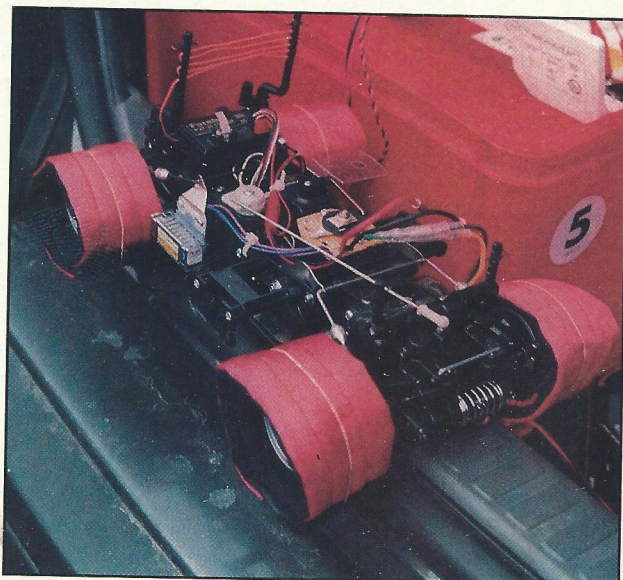
1 Graham Atkinson	13	9.25
2 Neil Williams	13	13.02
3 David Morris	13	14.39
4 Graham Hill 2	13	15.36
5 Paul Douglas	13	16.76
6 Mark Poulton	13	19.62
7 Jake Ansell	13	20.12
8 Oliver Owen	13	23.21
9 Graham Warder	13	24.35
10 Brian Murphy Jr.	12	1.60

F1 next, the biggest class of the weekend, headed as usual by Luke Burley. His 17 6.59 was by far the fastest he had ever been around the circuit, followed by Jon Winter,

# down

Sometimes you get a model car race meeting that just blows everything else away, and 'boy-o-boy' this was certainly one of them





but by a huge gap of 11 seconds. Heading the 16 lap scores was Ian Diboll, with Colin Theobald in fourth, just ahead of Mark Evans and David Pitcher. Round two and no change for the top two, but third was extremely close with less than a second covering David, Mark and Colin, who all improved, but just missing the 17 laps. Round three, no change for Luke or Jon, but 17's at last for the chasing pack. Andrew Boldison now third, Colin back up to fourth and Paul Woodhams up to fifth. Into the last round and Luke was just too quick to be caught. His round two time remained unbeaten. Andrew Boldison gave it everything and ended up second relegating Jon down to third, with Colin fourth and Paul fifth, only five drivers scoring 17 laps this weekend.

1 Luke Burley	17	5.86
2 Andrew Boldison	17	11.89
3 Jon Winter	17	13.30
4 Colin Theobald	17	17.85
5 Paul Woodhams	17	18.66
6 David Pitcher	16	1.08
7 Mark Evans	16	1.32
8 Ian Diboll	16	3.34
9 Chris Fyle-Schaw	16	4.11
10 Graham Hill	16	6.22

The last class then, the Super Tourers. As per usual we had Richard Isherwood and Ian Foxwell at the top but not quite this time. Andrew Cooper from the multi-talented Sawyers Models team stole the show with his very rapid Toyota Supra to set the early pace on a very quick fifteen lap score, six seconds clear of Foxy. He extended the gap in Round two, scoring 16 laps in the process. Foxy still second with James 'Tin Tin' Whyley up to third and Richard fourth. No changes in round three, in fact the top four remained unchanged after



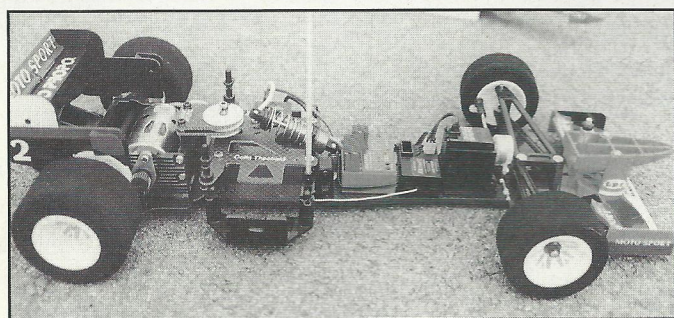
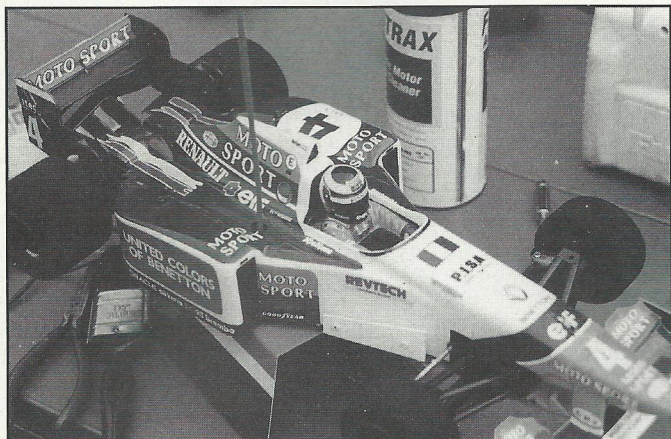
the final round, so a great performance from Andrew under pressure of the event to take pole.

1 Andrew Cooper	16	19.37
2 James Whyley	15	4.04
3 Ian Foxwell	15	8.42
4 Richard Isherwood	15	11.17
5 Rob Marshall	15	12.71
6 Simon Knight	14	1.43
7 Andy Childs	14	2.23
8 Ray Clark	14	5.50
9 Paul Bennett	14	7.62
10 Les Channing	14	12.04

Before the finals we had concours, and the cars for this were just simply stunning. Ian Watkins produced an absolutely amazing Michael Schumacher Ferrari, but he was not the winner. We had a winner in each category to make things fair. My personal favourite of the day was the Jason Watt ITC Alfa Romeo, just brilliant. Check out the photos for yourselves. Another highlight of the weekend was the raffle, with loads and loads of prizes. WLRC are notorious for their raffles, this one had the lot. Top prize was an F1 kit with an Ian Watkins bodysell, a McLaren, autographed by Mika Hakkinen. Les Channing well pleased with that one. The downside to the raffle was the spot prize idea. With so many prizes, and so many tickets sold, in the rush, numbers were called out, but for any colour ticket. First one to claim wins the prize. Not a good idea when two ticket holders sprint over together, colliding, resulting in a broken arm for one of them. So a trip to hospital for Adrian Lucas and no more racing. Still, at the end of the day he was smiling, he won a kit in the main draw. He also missed the concours event but his Porsche was superb and deserves a mention.

RADIO CONTROL MODEL CARS





## Finals

Starting the M Chassis racers, the D went to Chris Price by a whisker over Paul Mallaghan. Paul Dyer drove a very steady race from pole to win the C comfortably from Kevin Dent. The B was a good race, no one lapped, the win going to Oliver Owen from Alec Quarman and Andy Luffman. The first A of the day and Ian Diboll led the early part of the race with Graham Atkinson not far behind. Graham closed in and eventually passed Ian, but more due to Ian's errors. So a great victory for Graham, with Ian second, surviving a late charge from Paul Douglas.

Saloons next, and an all ambrosia affair, well, two cars as Andy Edwards and James Bell had a good laugh racing each other, cheating, slowing etc. Andy the winner. Glen Bowden held off a late charge from Chris Shires to win the C by under a second, with Andy Watson third. Dean O (shout it loudly) from Devon won the B with the Ambrosia clan going nuts just ahead of Jonathan Dyer and Kevin Dent. The second A of the day and the second victory to Graham Atkinson, say no more. Well done, well deserved, that smile just gets bigger and bigger. Graham Hill 2 was second, just

ahead of young David Morris.

Formula 1 next, with Jonathan Vickery emerging as the winner of a close final ahead of Les Channing and Peter Chaldecott. WLRC computer man Graham Douglas stormed the C final that would have placed him seventh in the A, lapping everyone up to fourth place. Gary Fearn secured second place with three laps to go from David Wastall third. Mark Burgess was never headed as he controlled the B final from pole, finishing well clear of Daniel Styles and Matthew Huxtable.

The A final for F1's was almost a forgone conclusion. Luke blasted off the line, setting a very early advantage then cruising to victory at will. Jon Winter, although only three seconds behind, never looked like he would catch him. The battle of the race was for third, David Pitcher just holding on ahead of Colin Theobald, Ian Diboll and Paul Woodhams, these four racers covered by less than two seconds. Finally the super tourers, the D went to Andy Perrott, well clear of Matthew Benz and Brian Murphy. The C was close. Andrew Whittaker just holding onto the win from a very rapidly closing Kevin Holton, who was recovering from an earlier off. Nigel Clinch third. Brian Sharpe stormed the B,



setting some very consistent lap times in the process, with Colin Sawyer and Martin Poulton having a great battle for second, with Colin just having the edge.

The last A final then, and Andrew Cooper rounded off his superb showing to take a commanding victory from a slightly lucky Rob Marshall, who picked up the position on the last lap as James Wyle started to slow with fading power. Ishy fourth and Foxy fifth, these two well beaten for once.

That's it then. Eurocup over for another year, yet another superb season. Congratulations to everyone who took part, especially Graham Atkinson for his superb victories in both M Chassis and Saloon. Well done also to Richard Isherwood and Rob Chaldecott, the winners of the 10 minute 20 car Grand Prix in Super Touring and F1 respectively. The final thank you's, to WLRC for a brilliant event and lastly for whoever covered me with shaving foam at the presentations...

