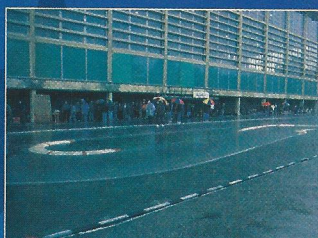


CHRIS FIFE - SCHAW

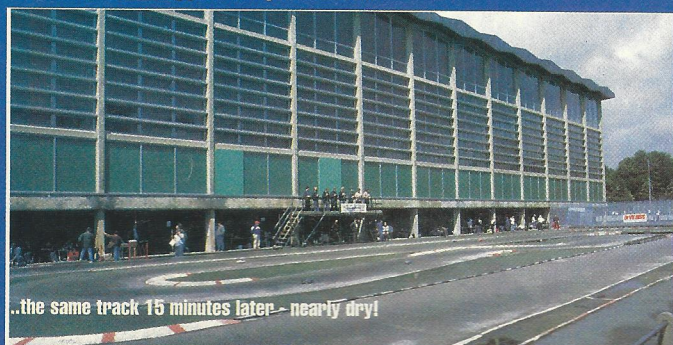
TAMIYA Euro-cup

ROUND 4 - CRYSTAL PALACE



The outdoor swimming pool at Crystal Palace...

formula 1 and m-chassis



...the same track 15 minutes later - nearly dry!

New for this year was our first visit to the Crystal Palace track which is in the grounds of the National sports stadium complex in south London. For those who had not been before this would turn out to be a meeting to remember for a long time to come.

In the dry the Palace track is not a difficult one to drive being very long and flowing. There is a tight hairpin and a chicane which needs some respect but otherwise, with RS540 motors, there is plenty of time to scratch your nose and fiddle with your tranny trims - in the dry that is!

Damn it's wet!!!!

However, this Sunday was wet, and I mean really wet.

There was some good news and some bad news. The good news was that the track dried up after a shower very quickly. With the sun shining it was virtually dry within half an hour. The bad news was that the weather gave us plenty of chance to see how good the track was at drying out! During the day we must have had 5 solid down pours interspersed with sunny periods which meant that the track was always either totally flooded or in that half-dry/half-wet state that makes tyre choice very difficult. The smooth surface and the oil left by IC cars did not help matters and the problem for F1 drivers was compounded by the fact that Tamiya

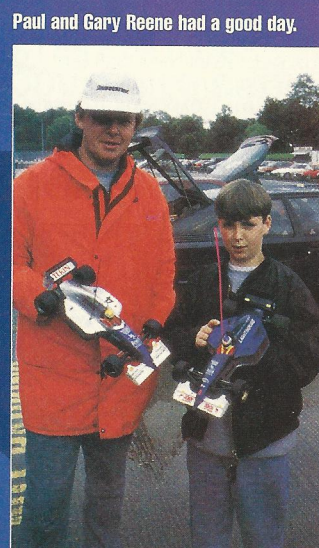
National (Stadium) Lottery?

has yet to make an intermediate 'damp' tyre. Come on Tamiya, why not make one, you'd sell thousands in the UK for sure.

Formula 1:

David Pitcher took TQ and the win in this class with a dominant performance that he has been threatening to produce for some time. David has always been a regular 'A' finalist and this year he has really got his act together with some very strong qualifying performances that haven't quite been turned in to 'A' final wins. Jon Winter took third

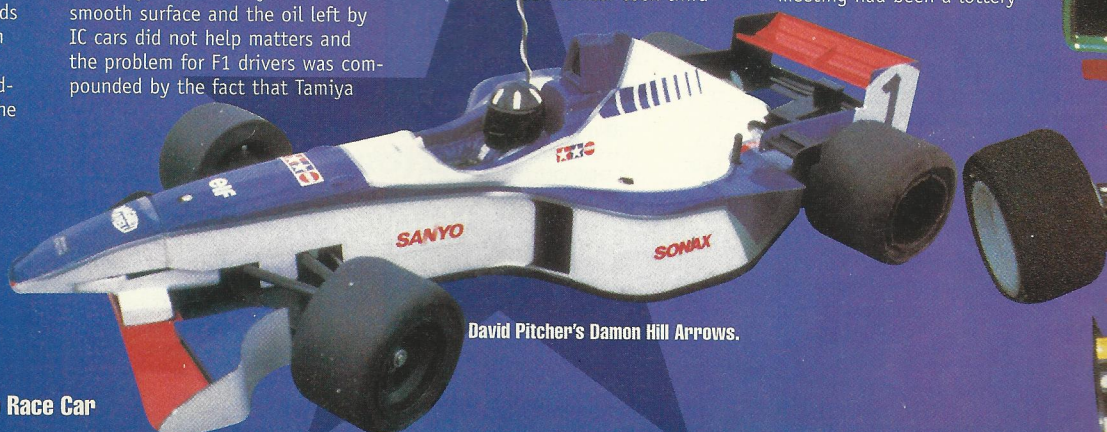
Tyre choice was a problem all day with people having to wait until just before select their heats to select the right tyres. Even then the surprise downpours messed things up for many people particularly in the second round when it rained between heats 4 and 5. There were lots of mutterings from the main championship contenders (who were all in heat 5) that the meeting had been a lottery



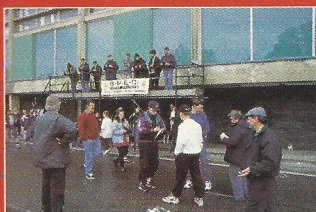
Paul and Gary Reene had a good day.

place in the 'A' keeping his championship challenge alive especially as his rivals, Pete Stevens and Mark Williams were languishing down in the 'C' final.

Jon really needed a win to capitalise on Pete's misfortunes but David and Les Channing were the class of the field today and he had to settle for third. Les Channing was having his best Eurocup meeting to date qualifying second and holding that position in the final.



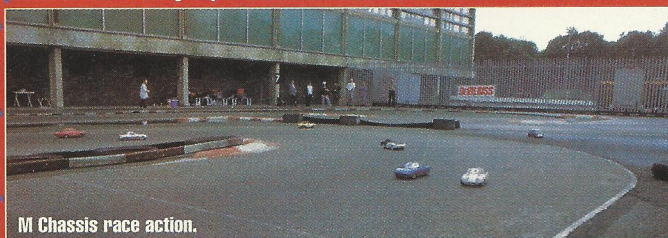
David Pitcher's Damon Hill Arrows.



Eddie Diboll sorts out grid problems.



Graham Atkinson - 'A' final M Chassis winner.



M Chassis race action.

and that those in the earlier heats had been lucky with the weather. In some respects this was a fair comment as half of the day's 'A' finalists were in their first Eurocup 'A' final. However, the fact of the matter was that David Pitcher took FTD from within heat 5 in the first round and many of the top stars had an equal chance to beat him but just didn't get their acts together when it mattered. Jon Winter and Rob Chaldecott were the only other championship contenders to make it into the 'A' final.

Keep them round boys

On the technical front many people had problems with their tyre caps ballooning because they had become unstuck from the foam tyres on which they were mounted. What felt OK in the pits and on the grid often turned into a nightmare at full speed as one tyre would get much bigger than its opposite number, causing the cars to lurch to one side

apparently at random. Untreated kit foam tyres worked well when the track was nearly dry but additives were out of the question all day even in the driest conditions we experienced.

M-chassis: FWD rules the waves?

Life for the M-chassis drivers was made considerably easier by the ability of the cars to be run in either FWD or RWD mode. Nearly everyone opted for the safe set up of running their cars in FWD format though this did bring out the barrack room lawyers who argued that running some of the RWD kits in FWD broke the rules. Yet again, in the absence of a Tamiya representative it was difficult to get a clear, disinterested ruling on the problem. The written rules are ambiguous about how RWD kits are to be converted to FWD and do need clarifying before the next round.

Graham Atkinson took TQ and the 'A' final win using his concours winning Honda in FWD mode. He was chased hard in the final by Matthew House whose Mini clearly had better grip and acceleration out of the corners but lacked top speed down the long Palace straight. Andrew Cooper drove well to get back up to second by the last lap but had a 'coming together' with Matthew on the last bend and had to settle for third.

Championship leader Ben Elliot had all sorts of problems in the final eventually dropping out with mechanical problems and finishing tenth. This will be a meeting he will want to forget. It also has to be said that while the crowd enjoyed this race immensely it was a pretty scrappy affair - more of a demolition derby than race.

The Crystal Palace organisers (L.R.C.C.) did a sterling job of running the meeting in difficult conditions whilst grappling with their new computer set up - the old one having been pinched only two weeks before. Well done lads.



The track from the rostrum.

tamiya eurocup round 5 racal decca/kingston

This track, known variously as Racal Decca, Kingston and Tolworth, was another new track for the Eurocup F1/M-Chassis series. In stark contrast to Tibshelf and Crystal Palace this is a small tight track that demands a good chassis set up rather than outright power or grip. There is no straight to talk of and the whole lap is a series of bends that flow together. The art is to get your car to turn in well without it being too unstable on the bumpier parts of the track. If you opt for too much grip from the front tyres you can find yourself having to deal with a very twitchy car over the bumps.

Formula 1:- Pete and Jon Renew Their Championship Battle

The tight track meant that it helped to be in a qualifying heat with fewer drivers in it. The track is quite narrow and ten cars in some heats meant that you had to be very careful to avoid contact with other cars if you wanted a quick time. At the end of qualifying Pete

Stevens had FTD on a 22 in 302.33 but a full 32 drivers had 20+ laps showing just how tight qualifying was. Many drivers were able to lap in the mid 13/low 14 second bracket but it was stringing together an uninterrupted series of such times that was the art.

Despite the tight track and the need for a clean run the 'A' final consisted mainly of those drivers you would normally expect to find there suggesting that it was proving a good test of driver ability.

"A" Final

The 'A' final itself was a bit of a scrappy affair, however, with a series of pile-ups on the first lap which saw Crystal Palace winner David Pitcher drop out after less than a lap. Pete and Jon Winter (second on the grid less than a second behind Pete) got clean starts and they pulled out a bit of a gap until a small wobble from Pete let Jon into the lead. It stayed this way until around the four minute mark when Pete tried for the inside line at one of the hairpins. The move didn't come off cleanly and Jon was pushed off line handing



Daniel Style's interesting variation on a Ferrari 310.

the lead back to Pete which he held until the end. Graham Hill climbed up to third with Rob Chaldecott fourth.

On the technical front Pete and Jon opted to go for very twitchy cars, choosing to drive them super-carefully with the minimum of thumb movement on the steering sticks. They ran softer silver springs and additives on their medium front tyres and tightened up the rear-end to give what the rest of us mere mortals would regard as

virtually undriveable cars. Graham Hill went a different route opting to run soft rear tyres and no additives at all which didn't seem to hurt as he ended up third in the 'A'. It was also nice to see young Chris Barrett make the 'A' using an old F102 Benetton again proving that you don't need the latest gear to do well.

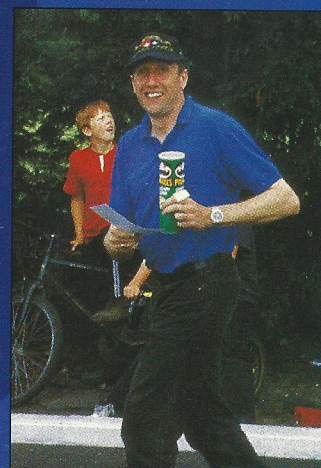
M-Chassis - The Championship Race Closes Up

Ben Elliot took FTD again with Andrew Cooper in second and James Whyley in third. The 'A' final was quite an exciting race with Ben pulling away in the early laps and Andrew struggling at the back having got

caught in the inevitable first corner pile. James Whyley moved into second and was closing on Ben until Ben had (yet another) mechanical breakdown when his suspension collapsed. James looked to have a good lead but both James Hebditch and Simon Knight were catching him with two minutes to go. James Hebditch's Alfa was clearly the quickest car on the track but trouble with back markers and a minor spin let Simon through to second place at the buzzer.

James Whyley's win and Andrew Cooper's charge back up the field mean that the championship in this class is really coming alive. One of the main contenders, Graham Atkinson had a miserable day by his standards only qualifying in the 'B'

Pete Stevens makes off with his Eurobonds.



Ian Watkins' concurs winning Prost Mugen.



David Cooper's Tamiya truck.

CRYSTAL PALACE EURO CUP FORMULA 1

Driver	Sponsor	Radio	Speedo	Servo	Cells	Body	Front Tyres	Rear Tyres	Gearing	Qualify	Final Pos.	Other Info.
David Pitcher	KO, Dad	KO Vantage	KO CX-7	KO 1012	Trinity GM	Williams	Caps	Soft Caps	27/93	1	1	
Les Channing		Sanwa Gemini	M.troniks 350	Fut 9303	Demon 1700	Sauber	HRC	Soft Caps	28/93	2	2	
Jon Winter	Tanaplan, KO, MRT, Mirage Kits N Bits Chicester	KO Vantage	MRT VFX	KO 1012	Orion V-Max	Sauber	Soft Caps	Soft Caps	29.93	7	3	
Lee Dolby	Port Prince Models	Futaba Gold	Tekin 610	KO 1001	Trinity GM	Benetton	Caps	Caps	28.93	8	4	
Paul Reene		Sanwa Gemini	MRT 9000	KO 1001	Demon 1700	Sauber	HRC	Soft Caps	28/93	4	5	
Rob Chaldecott	Infinity	FF3	MRT VFX	Fut 148	infinity 1700	Benetton	Soft Caps	Soft Caps	28/93	10	6	
Tan Cowe	Dad	KO EX1	MRT VFX	KO 1001	Orion 1700	Ferrari	HRC	Soft Caps	29.93	9	7	
Alan George	Sawyers Models	Futaba Attack R	Tekin 420F	Fut 148	Orion 1700	Sauber	Caps	Caps	21/63	3	8	
Chris Fife-Schaw	RRC	Acoms	Novak Tempest	KO 703	Demon 1700	Sauber	Kit Foam	Kit Foam	28/93	5	9	
Kane Wood	KO	KO EX1	KO CX7	KO 1002	KO 1700	Sauber	Kit Foam	Kit Foam	29/93	6	10	

CRYSTAL PALACE EURO CUP M-CHASSIS

Driver	Sponsor	Radio	Cells	Body	FWD/RWD	Front Tyres	Rear Tyres	Gearing	Qualify	Final Pos.	Other Info.
Graham Atkinson	Sawyers, KO, Demon	KO EX5	Petes	Honda	FWD	S Slicks	S Slicks	20T	1	1	
Matthew House	Kits and Bits Chicester	Futaba Attack R	1700	Mini	FWD	S Slicks	S Slicks	20T	7	2	
Andrew Cooper	Sawyers Models, KO	KO Esprit 2	Orion	MX5	FWD	S Grip	S Grip	20T	2	3	Red springs F Yellow R
James Whyley		Futaba Attack R	Infinity 1700	MX5	FWD	S Grip	S Grip	20T	4	4	Front roll bar
Ian Bone		Futaba Attack R	Demon 1700	Mini	FWD	S Slick	S Slick	20T	8	5	Front roll bar
Kevin Dent		Futaba Attack R	Sanyo 1300	Mini	FWD	S Slick	S Slick	20T	5	6	
Paul Douglas	Sawyers, KO, Demon	Futaba	Pete's 2000	MX5	FWD	M Grip	S Grip	20T	10	7	
James Hebditch	None	Attack R	1700	Alfa	RWD	S Grip	S Grip	20T	6	8	Front roll bar
Anthony Wise	Ace Racers	Acoms	Tamiya 1400	Mini	FWD	S Grip	S Grip	20T	9	9	Front roll bar
Ben Elliot	S. Beds Districk Council Midland Bank, Evans Forshaw Grundfos Pumps	KO EX1	Orion	MX5	FWD	M Grip	S Grip	20T	3	10	Blue F springs Red R

A very Italian Alfa.



which means there is everything to play for in the remaining rounds.

Get that box open

As this was a small track some of the M-Chassis regulars actually ventured to open up their gear boxes for the first time since building the cars to replace the ubiquitous 20 tooth pinion with something smaller. Those who went down to an 18 tooth pinion did seem quicker on the infield and since most of the track is 'in field' this helped them get passed slower drivers with noticeable bursts of acceleration. A look at the tech chart shows that there was little agreement on what

spring combination to run though most people did do away with their roll bars.

The MX5 looks to be the car of the moment with eight out of ten 'A' finalists using them but this may be more a reflection of this model being heavily discounted in the shops than any real driver preference. We will have to see what happens when the presumably more expensive Porsche Boxter hits these shores shortly.

Concours winners were David Cooper in the M-chassis and that man Ian Watkins again in F1. Ian had been very busy doing the previous weekend's Jarno Trulli Prost Mugen, which as you can see from the photo was very accurate indeed. David Cooper delivered his MX5 in the back of a Tamiya R/C truck painted in KO colours. Much fun was had watching assorted drivers negotiate the track with this beastie but luckily for David nobody managed to grip roll it despite James Whyley's and Jon Winter's best efforts.

All in all this was a good meeting at a friendly venue. Ian Patterson and his merry crew did a good job all day and it was nice be able to pop into the social club for a quick pint. Let's hope we return there next year. RRCi

M Chassis 'A' final drivers.



Colin Theobald's Espace - pity it isn't legal for the series.



Driver	Sponsor	Radio	Speedo	Servo	Cells	Body	Front Tyres	Rear Tyres	Gearing	Qualify	Final Pos.	Other Info.
Pete Stevens	PAP, Frewer, LRP, KO	KO Vantage	LRP IPS	KO 1004	GM 1700	Sauber	Med + add	Kit + add	23/93	1	1	New front end Silver spring
Jon Winter	Tanaplan, KO, MRT Kits n Bits Chicester Mirage	KO Vantage	MRT VFX	KO 1012	Orion V-max	Sauber	Med + add	Kit + add	24/93	2	2	New front end Silver spring
Graham Hill	MRT, KO, Infinity	FF3	MRT VFX	KO 1012	Infinity 1700	Sauber	Med	Soft	24/93	6	3	Silver springs No additive at all
Rob Chaldecott	Infinity	FF3	MRT VFX	KO 1012	Infinity 1400	Sauber	Med	Kit + add	23/93	4	4	New front end Black springs
Tim Webb	None	Robbe Compact 2	Tekin 411P	Fut 148	Grand Prix 1700	Sauber	Med	Kit + add	19/63	7	5	Gold springs New front end
Paul Woodhams	DeVilbiss	JR Apex	Tekin 411G	KO 1002	1700	Sauber	HRC	Kit + kit	23/93	5	6	Black springs
Andy Luffman	DeVilbiss Westbourne Models	Airtronics 3P	Tekin?	Fut 148	1700	Sauber	Kit + add	Kit + add	24/93	10	7	Black springs
Chris Barrett	MRT	Futaba Megatech	MRT VFX	Fut 148	1700	Benetton	Med	Kit + add	17/63	9	8	F102 chassis Black springs
Mark Williams	DeVilbiss Racing Westbourne Models	JR 756	M.troniks 750HF	Fut 148	Infinity	Sauber	Med	Kit + add	24/93	8	9	Black springs
David Pitcher	KO, Dad	KO Vantage	KO CX-7	KO Fet	Trinity GM	Williams	Med	Kit + add	26/93	3	10	Black springs

Driver	Sponsor	Radio	Cells	Body	Front Tyres	Rear Tyres	Gearing	FWD/RWD	Springs F/R	Qualify	Final Pos.	Other Info.
James Whyley	Jonny Boy Racing	KO Vantage	Infinity 1700	MX5	M Grip	S Grip	18T	RWD	R/Y	3	1	
Simon Knight	Sawyers Models	Sanwa Exzes	Orion 1700	MX5	M Grip	S Grip	20T	RWD	R/R	6	2	
James Hebditch	None	Attack R	1700	Alfa	S Grip	S Grip	20T	RWD	Y/Y	4	3	Front roll bar
Andrew Cooper	Sawyers Models, KO	KO Esprit 2	Orion	MX5	M Grip	S Grip	20T	RWD	Y/R	2	4	
Steve Bennett	Sawyers Models	Attack R	Orion 1700	MX5	M Grip	S Grip	20T	RWD	R/R	8	5	
Graham Luther	DeVilbiss Racing	Futaba FF3	Trinity 1700	MX5	M Grip	S Grip	20T	RWD	R/Y	5	6	F&R roll bars
Graham Warder	DMS Racing	Acoms	Parma 1400	Alpine	M Grip	S Grip	18T	RWD	Kit	10	7	
Oliver Owen	KO, AK Models	KO Esprit	Trinity Team	MX5	M Grip	S Grip	18T	RWD	Kit	9	8	Front roll bar
Paul Douglas	Sawyers, KO, Demon	Futaba	Pete's 2000	MX5	M Grip	S Grip	20T	FWD	BL/BL	7	9	
Ben Elliot	S. Beds District Council Midland Bank, Evans Forshaw Grundfos Pumps	KO EX1	Orion	MX5	M Grip	S Grip	18	RWD	Y/BL	1	10	

RACAL DECCA/KINGSTON EUROcup FORMULA 1

RACAL DECCA/KINGSTON EUROcup M-CHASSIS