

CHRIS FIFE-SCHAW

TAMIYA Euro-cup

ROUNDS 6 AND 7
ASHBY AND
BEDWORTH

Fun in the Sun!

The series arrived at Ashby on the Saturday to be met by brilliant sunshine, which would last the whole weekend. The now ritual Saturday evening DeVilbiss football match/tripping up competition was held (there's so many of them they have enough players for both sides) and ended up with Daniel Styles being left crippled on the field. Such was the concern and sympathy of his team mates including his dad Bob, that he was left groaning on the field for half an hour before being rescued. Ah, team spirit, such a wonderful thing.....

As usual Pete Golder and his team ran an excellent and friendly meeting. With only nine heats to run and efficient organisation we were able to finish the meeting by 4.30pm allowing everyone to get home nice and early. I am not sure why there were so few people racing at this round as Ashby is one of the most popular venues and a great track to drive on.

Hopefully this isn't the beginning of a trend and that the series is collapsing slowly. Maybe more discussions with drivers and Tamiya

representatives are needed, especially on scrutineering and organisational matters. Lets hope things can be sorted out in the very near future.

Formula One Pete Stevens keeps his cool

Pete didn't have an easy run to the 'A' final win either in qualifying or in the race itself. In qualifying Ian Andrew gave Pete cause for thought taking TQ in the third round which Pete was only able to better in the final round by a mere 0.6 of a second - close stuff. In the 'A' final it was Graham Hill who gave chase, briefly taking the lead until he made a small error which allowed Pete back into a lead he was never to give up. Graham came in second



Tim's non-standard Ferrari 412T.



Martin Thorpe's Fiat Abarth.

three seconds behind followed by David Pitcher, Rob Chaldecott and Jon Winter who was having an off day with speedo problems (I will gladly swap my off days with Jon if it means I end up 5th in the 'A').

Pete Stevens' win now puts him effectively at the top of the championship and stretches his lead over

his nearest rivals as none of them seem to be maintaining a consistent challenge. Jon Winter will probably be able to drop this score but he is being challenged himself for second place overall by David Pitcher and Rob Chaldecott, both of whom are creeping up on him as they maintain their improved performances.

Several people including yours truly lost motors through the day to the heat, meaning that unless you had a good spare you would have to run in a new one during



Mark Burgess' delightful Honda S800.

qualifying. Most people seemed to agree that you needed to gear up in order to gain speed down the relatively long straight but this meant torturing your motor and a couple went up in smoke (inc. mine) which was quite spectacular if a tad expensive.

Some, like Graham Hill, opted to drop out of the final round of qualifying in order to save their motors from the heat. The only other technical point of note was that the new front wishbones and castor blocks were considerably more popular at this track, with most of the 'A' finalists using them despite many people still claiming it isn't any good!

M-Chassis- Andrew Cooper's Day

Andrew took TQ and the 'A' final win but both had to be fought over with Ben Elliott.

In qualifying Andrew took TQ with a 14 in 306.790 ahead of Ben on 14 in 306.92 and it doesn't get much closer than that. The 'A' final race was a corker with Ben and Andrew dicing for the lead throughout with Andrew winning by less than two seconds at the buzzer. Simon Knight crept up to third after James Whyley had what was for him a fairly wayward race to fifth.

The championship now looks quite tight with Andrew, Ben and James Whyley all in close contention. Graham Atkinson got himself back into the hunt with a fourth place being one of only two drivers in the 'A' running their cars in FWD mode.

On the technical front there was again little agreement about what springs

and roll bars should be used which leads me to suspect that it doesn't really matter what set up you use and getting into the 'A' depends more on driver skill than equipment. MX5's continue to dominate but this surely reflects the heavy discounting going on in the shops at the moment. Quite why this model and the Fiat Abarth are being discounted while the Honda, Alfa, VW and Mini aren't is a mystery to me.

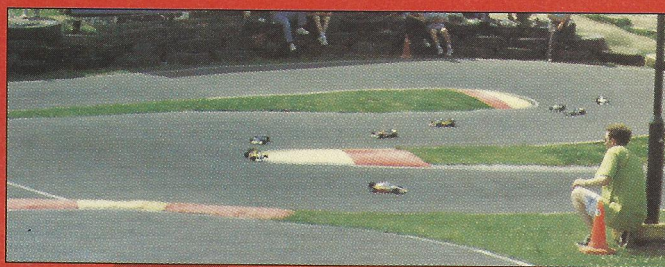
Concours winners were Ian Watkins (again!) with a Ferrari and Brian Murphy (again!) with his green mini.

So, a good meeting efficiently run with close racing on a fine day, what more could you ask for?

Round 7 Bedworth

TO Bedworth for a broiling in the sun. The humidity over the weekend was such that even the DeVilbiss folk couldn't motivate themselves to get out of the bar for the Saturday night football match. As at Ashby the high ambient temperature meant that motors were getting a hard time especially as you needed to gear up to keep up speed on the relatively long straights. The Bedworth track has only one fast corner the rest being 180 degree jobs joined by longish straights, so top speed was what it was all about.

The Bedworth organisers did a good job to run the meeting very quickly though they were mucked about somewhat by some ten or so M-chassis drivers who had booked in but failed to show up. This meant a reorganisation of the heats was necessary and caused a late



First lap of the F1 'A'.



The F1 part of the DeVilbiss team.



F1 'A' Final grid.



M-chassis cars line up for a heat.

start. Please folks on behalf of race organisers everywhere, please let the organising club know when you aren't going to show up at least then you stand some chance of getting a refund.

Formula 1- Jonny Boy Dominates

This was the meeting where Jon Winter needed to reassert himself if he was

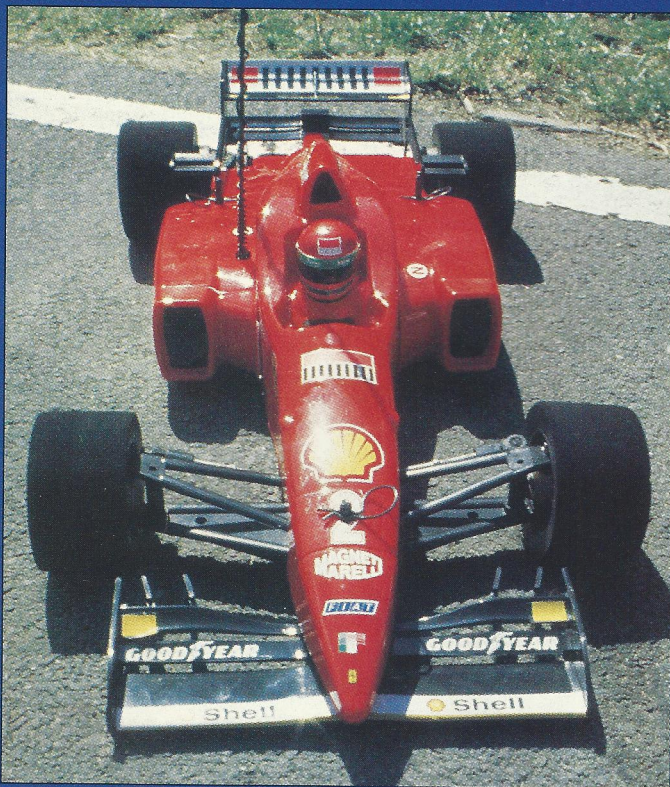
serious about winning the championship outright. Pete Stevens was in the championship lead (after accounting for dropped scores) but Graham Hill, David Pitcher and Rob Chaldecott had all closed up on Jon and another bad meeting just would not do. Jon arrived in none too good a shape and was feeling ill throughout the weekend but this didn't stop him taking FTD and the win.



Yet another Ian Watkins concours winner.

Jon's car was simply the class of the field all weekend. He was, on average, nearly half a second a lap quicker than his nearest rival, Pete Stevens which is unusual. Apart

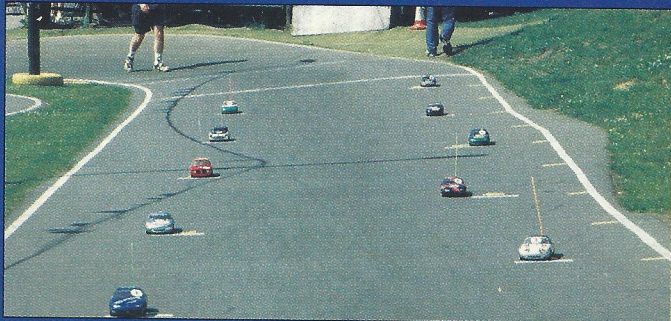
from a clash with a back marker that spoiled his first qualifying run (when he was a good five seconds ahead) he dominated the whole meeting. Pete's second place, how-



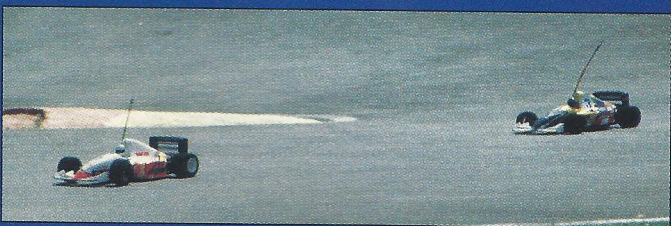
Ferrari's 310.



Sean and Paul Reed produced these Lotus Elan/Elites for the concours - nice try.



Andrew Cooper on pole for the 'A' Final.



Pete Stevens with Graham Hill in close attendance.

ever, virtually guarantees a trip to the European finals unless he has an absolutely disastrous day at the double points scoring Broxtowe event.

Of the other challengers Rob Chaldecott had a good steady run to third and Mark Williams to fourth, but Graham Hill and David Pitcher had seriously bad days. Graham qualified well in third but suffered a bout of interference which wiped him out of the 'A' landing him a 10th place. David Pitcher's day was even worse. His first qualifying run was spoiled by a relatively minor collision with another car even before the heat started. A tap up the backside broke his wing which duly fell off in the race. The newer Tamiya rear wings are very fragile being made out of a very brittle plastic. I do not know why they changed from the more flexible material that is still used for front wings but it certainly means they will be selling more wings (ooh what a wicked cynic I am!). David's plight was not helped any further by a serious lack of straight-line speed. He drove extremely smoothly to make the best of what speed he did have but it wasn't enough and he ended up in the 'B'.

The main talking points were still about tyres. First was the minor problem that there weren't any. Apparently RIKO, the importers were out of stock of the two most popular compounds (medium fronts and kit rears) and unless you had access to outlets who got their stock from other sources (e.g. Demon Products) you had to put up with the tyres you had. A good new (i.e. big) set of kit rears was the thing to have if you could get hold of them as they offered a bit more grip than anything else.

The other tyre topic was the emergence of soft fronts as a viable alternative to mediums. Though on paper these ought to have more vicious grip than mediums they

seem to have a different characteristic 'bite' making them a tyre worth considering if you couldn't get mediums. It turns out that certain nameless drivers had known this for some time and had chosen not to tell me when I asked them for tech chart information at previous meetings. I know who you are and I will be watching you closely Rob and Peter!

M-Chassis- Quality not Quantity

The low turn out of only three heats didn't mean the quality of the racing was diminished in anyway. Ben Elliott was away on holiday which meant that it was time for his challengers to capitalise on his absence. This class is wide open at the moment with Ben Elliott, Andrew Cooper, Simon Knight, Graham Atkinson and James Whyley all in with a mathematical chance of taking the championship.

Andrew Cooper took FTD by two seconds from Simon Knight with James Whyley a further 7 seconds back. Looking at the lap times James was clearly quickest of the drivers over a single lap but was having trouble stringing together sets of consistently quick laps. Meanwhile Andrew and Simon, while lapping nearly half a second off James' best times, were more consistent and ultimately benefited from being smoother over the five minutes.

There were wins for Brian Murphy in the 'C' final and Mark Poulton in 'B'. The 'A' final was a very close affair with Andrew and SimoA first and James Whyley dicing with Graham Atkinson over third. These battles lasted the full five minutes with Simon eventually winning by two seconds and Graham beating James for third. This means we have yet another winner in this class and the championship is no nearer being decided.

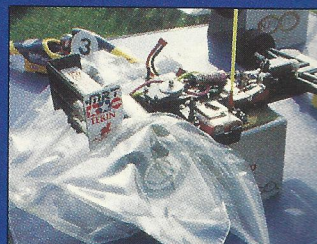
For those who attended this was a good friendly meeting enhanced somewhat by the cheap beer and Damon Hill's excellent Hungarian performance which could be watched on TV in the club house. The next meeting is at Broxtowe and you have to attend if you are serious about the championship as double points are on offer. **RRCi**



Simon Knight collects his Euro Bonds for the M-chassis 'A' Final win.



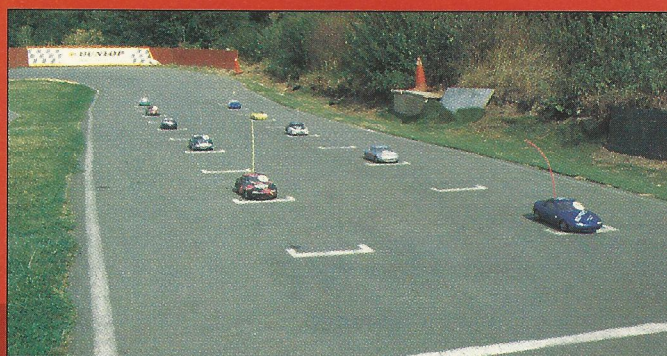
The Bedworth Crew - who did all the hard work - thanks folks.



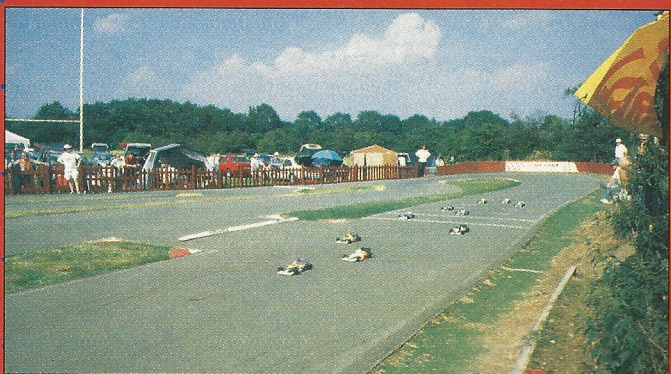
Rob and Pete Chaldecott are keen to keep all the additive on their tyres.



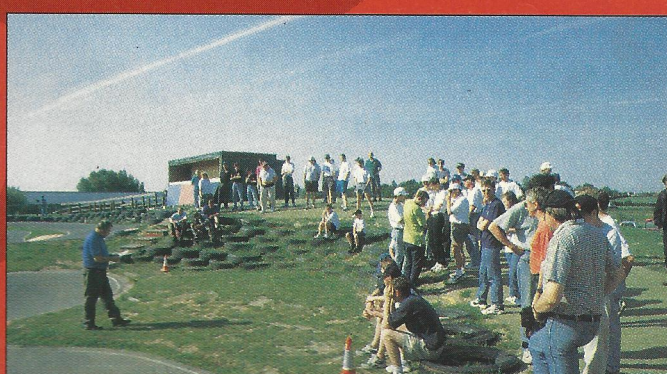
F1 'A' finalists - thanks to Bob Styles for the photo since thankfully I'm in this one!



M-chassis finalists.



One second after the 'off'.



Pete Golder lays down the law!

Driver	Sponsor	Radio	Speedo	Servo	Cells	Body	Front Tyres	Rear Tyres	Gearing	Qualify	Final Pos.	Other Info.
Pete Stevens	PAP, Frewer, LRP, KO GM	KO Vantage	LRP IPS	KO 1004	GM 1700	Sauber	Med +add	Kit +add	29/933	1	1	New front end
Graham Hill	MRT, KO, Infinity	FF3	MRT VFX	KO 1012	Infinity 1400	Sauber	Med +add	Kit +add	29/93	3	2	New front end
David Pitcher	KO, Dad	KO Vantage	KO CX-7	KO Fet	Trinity GM	Williams	Med +add	Kit +add	?	6	3	
Rob Chaldecott	Infinity	FF3	MRT VFX	KO 1012	Infinity 1700	Sauber	Med +add	Kit +add	27/93	5	4	New front end
Jon Winter	Tanaplan, KO, MRT, Mirage Kits n Bits Chichester	KO Vantage	MRT VFX	KO 1012	Orion V-max	Sauber	Med +add	Kit +add	29/93	4	5	New front end

Name	Sponsor	Radio	Cells	Body	Front Tyres	Rear Tyres	Gearing	FWD/RWD	Springs F/R	Qualify	Final	Other
Andrew Cooper	Sawyers Models, KO Infinity	KO Esprit 2	Orion	MX5	M Grip	S Grip	20T	RWD	R/R	1	1	
Ben Elliot	S. Beds District Council Midland Bank, Evans Forshaw, Grundfos Pumps	KO EX1	Orion	MX5	M Grip	S Grip	20T	RWD	Y/B	2	2	
Simon Knight	Sawyers Models	Sanwa Exces	Orion	MX5	S Grip	S Grip	20T	RWD	R/R	4	3	Front roll bar
Graham Atkinson	Sawyer Modelss, KO Demon	KO EX1	PAP	Honda	M Grip	S Grip	20T	FWD	B/B	7	4	
James Whyley	Jonny Boy Racing	Attack	Infinity 1700	MX5	M Grip	S Grip	20T	RWD	Y/B	3	5	

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Simon Knight	Sawyers Models	Sanwa Exces	Orion 1700	MX5	S Grip	S Grip	20T	RWD	R/R	2	1	Front roll bar
Andrew Cooper	Sawyers Models, KO Infinity	KO Esprit 2	Orion	MX5	M Grip	S Grip	20T	RWD	R/Y	1	2	
Graham Atkinson	Sawyer Modelss, KO Demon	KO EX1	PAP	Honda	M Grip	S Grip	20T	FWD	B/B	5	3	
James Whyley	Jonny Boy Racing	Attack	Infinity 1700	MX5	S Grip	S Grip	20T	RWD	B/R	3	4	
Steve Bellwood	Model Images	Attack R	Parma 1700	Fiat	M Grip	S Grip	20T	RWD	B/Kit	8	5	

Driver	Sponsor	Radio	Speedo	Servo	Cells	Body	Front Tyres	Rear Tyres	Gearing	Qualify	Final Pos.	Other Info.
Jon Winter	Tanaplan, KO, Mirage Kits n Bits Chichester M.troniks	KO Vantage	M.troniks ProDigi	KO 1012	Orion V-max	Sauber	Med +add	Kit +add	27/93	1	1	Black Springs
Pete Stevens	PAP, Frewer, LRP, KO GM	KO Vantage	LRP IPS	KO 1004	GM 1700	Sauber	Med +add	Kit +add	28/93	2	2	Old front end Black Springs
Rob Chaldecott	Infinity	FF3	MRT VFX	KO 1012	Infinity 1700	Sauber	HRC +add	Kit +add	24/93	7	3	New front end Black Springs
Mark Williams	DeVilbis Racing Westbourne Models	JR756	M.troniks 750HF	Fut 148	infinity	Sauber	Med +add	Kit +add	27/93	6	4	Old front end Good springs
Chris Fife-Schaw	RRC	Acoms	Novak Tempest	KO703	Demon 1700	Sauber	Med +add	Kit +add	24/93	9	5	New front end Black springs

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formula 1

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