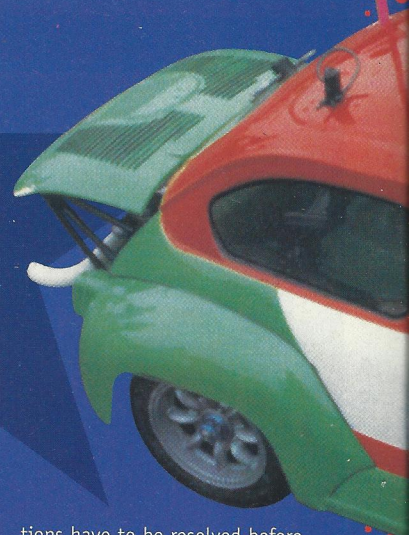


CHRIS FIFE-SCHAW

TAMIYA Euro-Cup



Bonjourno Italia!



The Broxtowe watersplash!



Concours winning Benetton and Honda.

Round 8 - Broxtowe

This was the final round of the series from the point of view of deciding who would go to the European finals in Italy and for reasons best known to others this meeting was to count for double points. This meant that if you were in anyway serious about the series you just had to do well in the finals at this round. Neither class had been decided and this meant a tense time for all involved.

I have to say I felt sorry for the organising team who had to deal with a series of niggles throughout the day. First off, it rained all day and this meant that cars and drivers were dropping out all the time and keeping the track clear was a major chore. Indeed rain induced problems started first thing when nearly 36 drivers failed to show up meaning that the planned ten heats had to be reorganised into seven.

Regrettably, and not for the first time this year, there were arguments over the legality of tyres, this time in both classes. In the F1 class the problem was grooved tyre caps and in the M-chassis class it was the use of the 60D S-grip tyre on cars that need the body shell cut back on in order to get them to fit. These problems were ultimately resolved amicably, but these situa-

tions have to be resolved before they crop up, because in the end it effects the events and enjoyment for all the racers.

Formula 1- The Big Upset

Pete Stevens went into this round leading the series with effectively three wins and one second place. Jon Winter had two wins and two second places with Rob Chaldecott and David Pitcher on one win a piece with some good placings to support them. Along with Graham Hill five drivers were in with a chance of qualifying for the two Euro finals places. As this was a double points scoring meeting, it meant that Rob, David or Graham would only go to Europe if they won the 'A' final and Jon or Pete had a poor meeting.

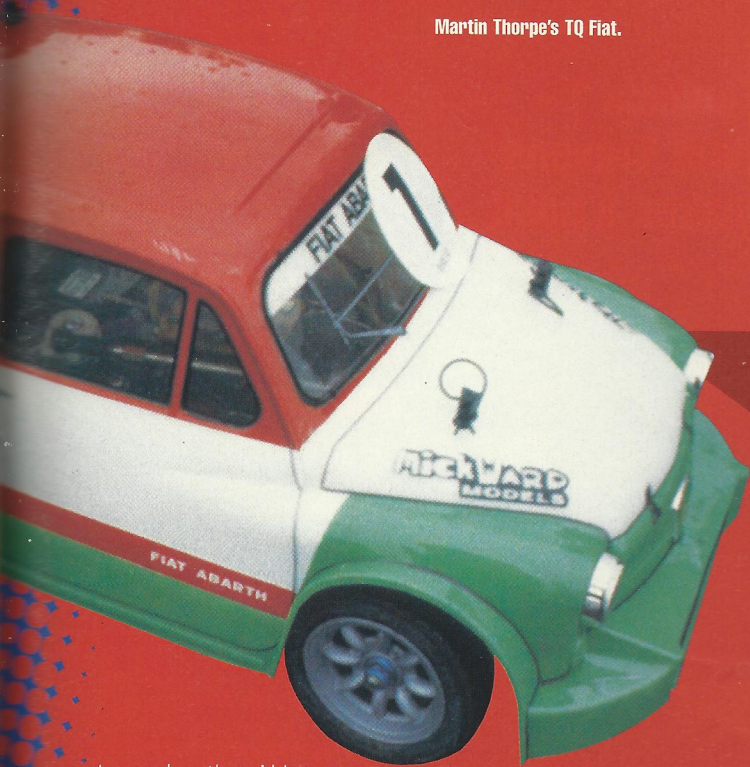
As it was raining heavily all day everyone was running either the soft or hard tyre caps which worked well in the conditions so the 'A' final ended up being populated by the usual names. The only lottery element seemed to be whether you could waterproof your gear well enough to run the full five minutes semi-submerged! As at the rain soaked Crystal Palace meeting David Pitcher yet again showed that when you needed steady car control rather than outright top speed he was top dog. He TQ'd and won the 'A' final with ease. Pete Stevens gave good chase in qualifying to

Happy concours
winning folk.



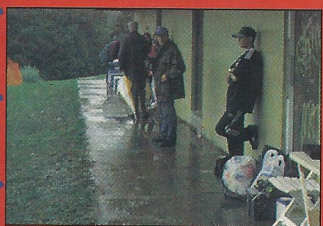


Martin Thorpe's TQ Fiat.



get second on the grid but was nonetheless 9 seconds behind David's TQ time. Rob took third with an ageing F102 chassis with Jonny Boy in fourth. Graham Hill's challenge ended with water in the works and he left early thus ruling himself out of the championship race.

The 'A' final was a demonstration run for David but the real story was Pete Stevens' relatively slow run to seventh place. His lap times were erratic (I don't know why as I was fighting with a waterlogged receiver in the same race) and his seventh place was just not enough to secure the European finals place which went to David Pitcher by one point. This came as something of a surprise to David and Roy Pitcher who had not expected to need to find the money to get to Italy!



Trying to avoid a good soaking.



The F1 'A' grid

Final points (provisional) were:

Jon Winter	1194
David Pitcher	1188
Pete Stevens	1187
Rob Chaldecott	1184
Paul Woodhams	1176
Mark Williams	1173
Ian Andrew	1165
Andy Luffman	1162
Tim Webb	1151
Jason Butterfield	1143

**M-Chassis
Andrew Cooper's
Championship just!**

Things were very tight in this class as no single driver had been dominant enough to ensure a Euro finals place. Five drivers, Andrew Cooper, Ben Elliott, Graham Atkinson, Simon Knight and James Whyley were all in with a roughly equal chance of a top two place which meant it was crucial to place well in the 'A' final.

Qualifying saw many more drivers running their cars in FWD than is normal, as this is becoming the

recognised way of getting the cars to work well in the wet, though Andrew, Ben and Simon persisted with RWD.

Race organiser Martin Thorpe took TQ, running his unfashionable Fiat Abarth in FWD mode with some smooth driving. Andrew Cooper was next up one second behind with Graham Atkinson in third. All five championship front runners made the 'A'.

The 'A' final started with Martin Thorpe leading away until a 'moment' saw him tumble down the order and start his fight back to an eventual seventh. Graham Atkinson had also been knocked to the back and put on a good charge back to fourth. At the front Steve Bennett and Andrew Cooper fought over the lead with Ben, James and Simon fairly close behind squabbling over third. At the buzzer Steve had done just enough to be two seconds ahead of Andrew with Ben up to third. Simon and James both had enough minor off's to see them out of contention in 5th and 6th

After Stephen Fabray had totted up the points Ben and Andrew were tied on 1194 points meaning that both would go to Italy. Andrew took first place on the countback of dropped scores.

**Top Ten (provisional) placings
overall were:**

Andrew Cooper	1194
Ben Elliott	1194
Graham Atkinson	1187
Simon Knight	1184
James Whyley	1183
Steve Bennett	1168
Mark Poulton	1152
Paul Douglas	1139
Martin Thorpe	1137
Matt Bunker	1124

It has to be said that very few people were happy with having a single event count for double points at the end of the series, since in both classes the Euro finalists were effectively decided in a single 5 minute 'A' final. Four meetings (excluding this double points event) is not enough to establish a clear lead as Pete Stevens' case clearly shows. He had won three events outright and always placed well yet one relatively poor race saw him knocked down to third. In a similar vein, many drivers would like a scoring system that rewards qualifying position as well as finals as is the case in BRCA sanctioned events. It is all too easy to qualify on pole position for your final yet the (almost inevitable) first corner pile up may lose you ten points if you are unlucky.

This may have seemed like a rather whiny report for what is after all the end of a national championship, I just hope all the problems we have encountered this season can be ironed out. With help from the organisers I'm sure the Tamiya Eurocup series will continue to be a success.



F1 'A' first corner action.



'A' final grid

TAMIYA EUROCUP FINALS

They say the camera never lies, well in this case I can't give a definite yes or no! You see after taking shots all season with my trusty camera, it decides to pack up on Finals day! Thus the report follows without any photos, sorry about this, but remember the saying "a thousand words can tell more than one picture", hang on, I'm sure that's not right!

Despite the championships having been decided earlier so that flights etc. could be booked for the European finals in Italy this meeting was the 'Big One' for the rest of us mere mortals.

M-Chassis - Knight Dominant

Pre-meeting rumours had suggested that this class would be made a joke by the arrival of the new Porsche Boxster, which with its larger wheels, was expected to be much quicker in a straight line. A few of the top drivers had splashed out including James Whyley and champion Andrew Cooper, but most of the rest chose to wait and see before they spent their money. Those with the new cars were asked to stick to using the kit supplied tyres rather than raid their pit boxes for the more esoteric compounds that Tamiya produce and this certainly stopped a walk over. While the Porsche was quick it was a bit too understeery on the kit tyres to be dominant with only James Whyley doing particularly well with it. Andrew swapped back to his MX5 after a couple of qualifying rounds.

Meanwhile Simon Knight was hav-

ing a top day making up for the disappointment of not going to Italy. He held TQ all day and took a comfortable 'A' final win by five seconds over James Whyley, whose Porsche exhibited amazing body roll. Steve Bennett made it a one-three for Sawyers Models sealing what has been a pretty good season for the team.

FWD

Apart from the first round when David Morris held TQ, championship winner Mark Freeston dominated this class taking TQ and the 'A' final win. I haven't been reporting on the touring car side of the Eurocup



Steve Bennett — 'A' final winner 400 points better off!

series this year so this was my first glimpse of FWD activity this season. The Renault Clio and Golf VR6 seemed to be the dominant cars with the shorter wheelbase being better suited to tight infield hairpins than the LWB cars.

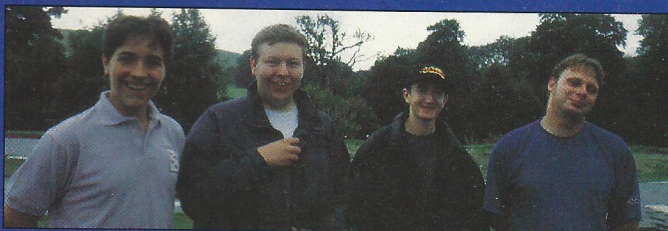
Interest here centred on Jon Winter who was running the new TL-01 Alfa 155 which is rumoured to be running with the FWD cars next year (by the time you read this we should know for sure). The car is 4WD shaft drive but is run with a 540 motor and mechanical speedo and, amazingly, it is cheaper than the FWD cars (a review should appear in RRC soon). Jon qualified 3rd overall but obviously his time was disallowed at this meeting. It was difficult to tell how the two types of car (FWD and 4WD) would fare in terms of speed. Jon is an exceptional driver who would probably flatter any chassis but, having said this, this was a straight out of the box kit which

suggests it will give the FWD's a run for their money next year.

Formula 1 - Pete Stevens makes a point

Like Simon Knight, Pete Stevens just missed out on going to Italy as a result of his drive at Broxtowe but he made up for it today. Apart from the first round TQ which fell to Jon Winter, Pete dominated qualifying being one of only four drivers in any class to make 17 laps. His TQ time of 17 in 368.14 was a full lap quicker than some of those who still made it into the 'A'. Pete won the 'A' by 5 seconds from Jon Winter and Paul Woodhams in what was probably the cleanest 'A' final of the day.

It is interesting to note how these relatively simple and under-



The UK's team for Italy — Ben Elliot, Andrew Cooper, David Pitcher and Jonny Boy Winter.

powered F1 cars are actually the fastest of the cars competing in the Eurocup despite not using modified motors or having complex suspension and 4WD systems. The expectation for next year is that modified motors will be allowed which should promise some really quick racing and, hopefully, fewer gripes over differences between motors.

Super Touring- New Porsche dominates

As with the M-Chassis class we had a new Porsche kit permitted to run in the finals, the new TA-03R5 Porsche 911 GTI. Unlike the M-chassis class this mid-engined belt-driven car did seem to be the business with TQ man Luke Burley, second placed Ben Elliot and fifth placed James Whyley all using the new chassis. Championship winner Richard Isherwood driving a TA-03F took third on the grid, though his qualifying time was some 12 seconds slower than Luke's TQ time.

Luke duly ran away with the 'A' final with Ishy taking second and Andy Childs getting 3rd. Ben Elliot's Porsche stopped with electrical gremlins after running a close second to Luke and James Whyley brought his Porsche in 4th.

BROXTOWE EUROCUF 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 Fet	Trinity GM	Williams	Soft Caps	Soft Caps	27/93	1	1	
Paul Woodhams	DeVilbis	JR Apex	Tekin 411G	KO 1002	1700	Sauber	Soft Caps	Soft Caps	26/93	5	2	
Jon Winter	Tanaplan, KO, Chichester Kits n Bits, Mirage, M.troniks	KO Vantage	M.troniks Prodigy	KO 1012	Orion V-Max	Sauber	Caps	Caps	?	4	3	
Jason Butterfield	None	Sanwa Gemini	Tekin 410S	Fut 9101	1700	Tyrrell	Caps	Caps	20/63	8	4	
Rob Chaldecott	Infinity	FF3	MRT VFX	KO 1012	Infinity 1700	Benetton	Caps	Caps	26/93	3	5	F102 Chassis
Andy Luffman	DeVilbiss Westbourne Models	Airtronics 3P	610RV	Fut 148	1700	Ferrari	Caps	Caps	28/93	7	6	F102 Chassis
Pete Stevens	PAP, Frewer, LRP, KO, GM	KO Vantage	LRP IPS	KO 1004	GM 1700	Sauber	Caps	Caps	25/93	2	7	
Mark Williams	DeVilbis Racing Westbourne Models	JR 756	M.troniks 750HF	Fut 148	Infinity	Sauber	Caps	Caps	?	10	8	
Chris Fife-Schaw	RRC	Acoms	Novak Tempest + water	KO 703	Demon 1700	Sauber	Caps	Caps	24/93	6	9	
Tim Webb	Wanted	Robbe Compact 2	Tekin 411P	Fut 148	Grand Prix 1700	Sauber	Caps	Caps	20/63	9	10	

BROXTOWE EUROCUF 24/8/97 M-CHASSIS

Driver	Sponsor	Radio	Cells	Body	Front Tyres	Rear Tyres	Gearing	FWD/RWD	Springs F/R	Qualify	Final Pos.	Other Info.
Steve Bennett	Sawyers Models	Attack R	Orion 1700	MX5	S Slicks	S Slicks	20T	RWD	R/R	9	1	
Andrew Cooper	Sawyers Models, KO Infinity	KO Esprit 2	Orion	MX5	S Grip	S Grip	20T	RWD	Y/Y	2	2	
Ben Elliot	S. Beds District Council Midland Bank, Evans Forshaw Grundfos Pumps	KO EX1	Orion	MX5	S Grip	S Grip	20T	RWD	Y/Y	6	3	
Graham Atkinson	KO, Demon Sawyers Models	KO EX1	PAP	Honda	S Slicks	S Slicks	20T	FWD	B/B	3	4	
James Whyley	Jonny Boy Racing	Attack	Infinity 1700	MX5	S Grip	S Grip	20T	FWD	B/R	8	5	
Simon Knight	Sawyers Models	Sanwa Exzes	Orion 1700	MX5	S Grip	S Grip	20T	RWD	R/R	7	6	Front roll bar
Martin Thorpe	None	JR Apex	Infinity 1700	Fiat	S Grip	S Grip	20T	FWD	Y/Y	1	7	
Matt Bunker	DeVilbis Racing	Attack R	1700	MX5	S Slicks	S Slicks	20T	FWD	B/R	4	8	
Mark Poulton	Cheshire Models	Fut PPJ	Trinity 2000	MX5	S Slicks	S Slicks	20T	RWD	Kit	5	9	
Kevin Dent	Swindon Model Centre	Attack R	1400	Mini	S Slicks	S Slicks	20T	FWD	Kit	10	10	

It was difficult to tell what was responsible for this dominance. The car has a new chassis but it also has a much lower drag GT body than the usual Super Touring saloons (NISMO etc). Also, there were new compound 'Type A' and 'Type B' tyres available which even those with older cars seemed to think were good so it is difficult to tell what will happen next year. Tamiya will release a Nissan R390 GT car with this new chassis (probably available as you read this) suggesting that they want a GT class to happen but it is not clear

whether this will be a new class or still part of the Super Touring class — we will have to wait and see.

Summing Up

It was nice to see Colin Spinner of RIKO back with us for the finals and he took the time to explain what had been happening this year and how input from the importers for the series next year would definitely be more visible. Lots of suggestions were made which he will take with him to Italy where next year's rules will be sorted out.

Other interest surrounded Frazer Smith who collects old Tamiya kits and displayed his collection for anyone who was interested (once again sorry there are no photos. He

is interested in contacting folk with old Tamiya goodies and is keen to buy/sell or swap bits and pieces. If you are interested give him a ring on 01202 693244. RRCI



The F1 'A' finalists thankfully including yours truly this time!



M-chassis 'A' finalists

Driver	Sponsor	Radio	Cells	Body	Front Tyres	Rear Tyres	Gearing	FWD/RWD	Springs F/R	Qualify	Final Pos.	Other Info.
Simon Knight	Saywers Models	Sanwa Exzes	Orion 1700	MX5	S Grip	S Grip	20T	RWD	R/R	1	1	Front roll bar
James Whyley	Jonny Boy Racing	Attack	Infinity 1700	Boxster	Kit	Kit	20T	RWD	T/B	3	2	
Steve Bennett	Sawyers Models	Attack R	Orion 1700	MX5	S Slicks	S Slicks	20T	RWD	R/R	2	3	Front roll bar
Andrew Cooper	Sawyers Models, KO Infinity	KO Esprit 2	Orion	MX5	M Grip	S Grip	20T	RWD	Y/B	4	4	
Graham Atkinson	KO, Demon Sawyers Models	KO EX1	PAP	Honda	M Slicks	S Slicks	20T	FWD	B/B	8	5	
Shaun Reed	Dad	Sanwa	Ballistic	MX5	M Grip	S Grip	20T	RWD	Kit	6	6	Front roll bar
Matt Bunker	DeVilbiss Racing	Attack R	1700	MX5	S Grip	S Grip	20T	RWD	R/Y	5	7	Front roll bar
Mark Poulton	Cheshire Models	Fut Megatech	Trinity 2000	MX5	S Slicks	S Slicks	20T	RWD	Kit	7	8	
Paul Douglas	Sawyers, KO, Demon	Futaba	Pete's 2000	MX5	M Grip	S Grip	20T	FWD	BL/BL	9	9	
Graham Luther	DeVilbiss Racing	Futaba FF3	Trinity 1700	MX5	S Grip	S Grip	20T	RWD	R/B	10	10	Rear roll bar

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	29/93	1	1	
Jon Winter	Tanaplan, KO, MRT Kits n Bits Chicester Mirage, M.troniks	KO Vantage	M.troniks ProDigi	KO 1012	Orion V-max	Sauber	Med + add	Kit + add	27/93	2	2	
Paul Woodhams	DeVilbiss	JR Apex	Tekin 411G	KO 1002	1700	Sauber	Med + add	Kit + add	26/93	3	3	
Mark Williams	DeVilbiss Racing Westbourne Models	JR 756	M.troniks 750HF	Fut 148	Infinity	Sauber	Soft + add	Kit + add	26/93	7	4	
Ian Andrew	SPEC, Frewer PBI, MRT, KO	KO Vantage	MRT VFX	KO 2015	PAP	Tyrrell	Med + add	Kit + add	27/93	4	5	
David Pitcher	KO, Dad	KO Vantage	KO CX-7	KO Fet	Trinity GM	Williams	Med + add	Kit + add	28/93	6	6	
Rob Chaldecott	Infinity	FF3	MRT VFX	KO 1012	Infinity 1700	Bennetton	Med + add	Kit + add	27/93	9	7	
Andy Luffman	DeVilbiss Westbourne Models	Airtronics 3P	610RV	Fut 148	1700	Ferrari	Soft + add	Kit + add	26/93	10	8	
Colin Theobald	KO, Sawyers Models Glyns	KO Vantage	KO Forte	KO 2015	Glyns	Sauber	Med + add	Kit + add	27/93	8	9	
Tim Webb	Wanted	Robbe Compact 2	Tekin 411P	Fut 148	Grand Prix 1700	Sauber	Med + add	Kit + add	20/63	5	10	

Driver	Sponsor	Car	Cells	Radio	Servo	Speedo	Front Tyres	Rear Tyres	Qualify	Final Pos.	Other Info.
Luke Burley	Tanaplan, KO, Mirage PAP, UH, MRT	Porsche 911 GTi	Orion	KO Vantage	KO 1002	MRT VFX	Type A	Type A	1	1	
Richard Isherwood	KO, M.troniks Otley Model Sport	NISMO	M.troniks 2000	KO Vantage	KO 2015	M.troniks ProDigi	S Slick	S Slick	3	2	
Andy Childs	Demon, SPEC, MRT	NISMO	Demon	Sanwa Gemini	Fut 148	MRT VFX	Type A	Type A	4	3	
James Whyley	Dad	Porsche 911 GTi	Infinity	Sanwa Gemini	KO 1003	Novak Tempest	S Slicks	Type B	5	4	
Ben Elliott	S. Beds District Council Midland Bank, Evans Forshaw Grundfos Pumps	Porsche 911 GTi	Orion V Max	KO EX1	KO 703	MRT VFX	Type A	Type A	2	5	

Driver	Sponsor	Car	Cells	Radio	Servo	Front Tyres	Rear Tyres	Qualify	Final Pos.	Other Info.
Mark Freeston	FTD Models	Clio	FTD 1400	Fut Gold	Fut 148	Kit	Kit	1	1	
David Morris	KO, Dad	Clio	Orion V Max	KO Vantage	KO 1014	Kit	Kit	2	2	
Oliver Owen	AK Models, KO	Golf VR6	Trinity	Attack	KO 1002	Kit	Kit	3	3	
Robert Chalmers	Ray Mallock, Knockhill Circuit Friends Provident	Clio	GM Vis	Fut T2DR	Fut 3003	Kit	Kit	5	4	
Ian Watkins	None	Clio	Trinity	KO Esprit	KO 2015	Kit	Kit	6	5	

WLRC EUROCUF FINALS M-CHASSIS

WLRC EUROCUF FINALS FORMULA 1

WLRC EUROCUF FINALS SUPER TOURING

WLRC EUROCUF FINALS FWD