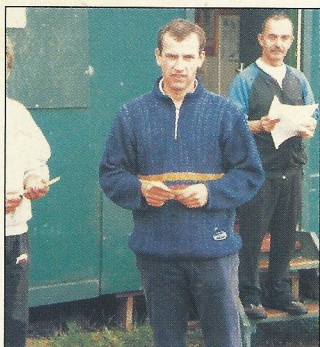


TAMIYA Eurocup '98

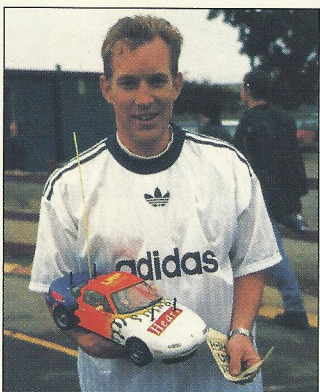
PETER CHALDECOTT



Andrew Cooper - F1 A-final winner and 1998 champion.



Paul Bennett - M-chassis A-final winner and runner-up in the championship.



Peter Drury with his concours winning Mazda.

After a five-week lay-off, everyone was particularly looking forward to this, the final qualifying round of this year's championship. Unfortunately, the weather, which has been so atrocious this year, decided to really vent its fury at this one. It absolutely bucketed down. On two occasions there was so much standing water that racing had to be suspended. Despite full wet-weather regalia, I was soaked by the end of the day and like most people was quite pleased when it was all over!

It was all rather reminiscent of last year's final round at Broxtowe. For poor Pete Stevens it was all too reminiscent when, for the second year in succession, he had victory in F1 snatched from his grasp at the very last moment. Going into the A-final, Pete was 2 points ahead of Andrew Cooper - 5mins later, after a disastrous final, he was 2 points behind! It's tough at the top!

In M-chassis, second place in the championship was up for grabs and was potentially within reach for both the Bennetts and Mark Poulton. The main interest, though, surrounded the appearance in this class of Richard Isherwood, who was evaluating Tamiya's very exciting new M-03 chassis based Rover Mini Cooper Racing (watch out for my review of this car in RRCi shortly). Running on the new 60D Type A tyres, the car was particularly good when it was very wet and took TQ on its very first outing. I was impressed and can't wait to get ours running - thanks Mr E!

F1 Qualifying

Pete Stevens doesn't usually like

Bob Styles with that reptilian F1!



the wet, but he did tell me that he'd been working on improving his performance in such conditions. Well, I reckon he must have been working hard, because he was superb in practice and in round 1, when he was almost a full lap clear of the next man. This was Pete's fastest run and was good enough to take the eventual TQ.

Andrew Cooper has also improved his skills in slippery conditions and put in his best run in round 2, this run was good enough to take second fastest in qualifying. The heavens opened for round 3 and the track conditions became quite atrocious. When it is very wet, Tamiya tyre caps work so well that the F1's can sometimes be faster than in the dry! Indeed, this was exactly the situation, and in the top heat, Paul Woodhams would almost certainly have taken TQ had he not dumped with two laps to go. Rob Chaldecott was on a quick one until he too dumped near to the end. Even with this, it was still good enough to claim third fastest.

Formula 1 Top Ten

1	Pete Stevens	16/316.73
2	Andrew Cooper	15/304.70
3	Rob Chaldecott	15/313.30
4	David Smeaton	15/315.04
5	Lee Dolby	15/317.40
6	Mark Williams	15/318.73
7	Paul Woodhams	14/277.96
8	Jason Petch	14/300.27
9	David Morris	14/303.67
10	John Pape	14/305.17

M-chassis Qualifying

Given the conditions, most M-chassis contenders with a selection of cars opted to run their Minis. We had no such choice, but we did have a new set of boots for the Dave Elliott Mazda, which we hoped would at least allow Rob to 'annoy' some of the quicker runners! Mark Poulton, fourth in the championship going into this round, clearly hadn't given up on second and the trip to Austria, and drove superbly to top the leaderboard after rounds 1 and 2. Rob managed to give the Minis some aggro in round 1 until water in the receiver put paid to the run. A big effort by Rob on the track grabbed second fastest just 4.77 secs slower than Mark. As the track got wetter, Ishy's M-03 Mini really got into its stride. In these conditions the car was very impressive and Ishy set a time that took eventual TQ in M-chassis, and which would also have put the car ninth on the F1 A-final grid! Thus, after round 3, Ishy led from Mark and Rob, with Steve Bennett fourth. Championship runner-up contender Paul Bennett hadn't given up on Austria though and pushed very hard in round 4. An improvement of 14 secs lifted him to second fastest just 1.83 secs adrift of Ishy's pole time. Since Ishy was not going to score points, this was effectively pole and 201 points.

M-chassis Top Ten

1	Richard Isherwood	14/301.65
2	Paul Bennett	14/303.48
3	Mark Poulton	14/304.44
4	Rob Chaldecott	14/313.65
5	Steve Bennett	14/314.26
6	Matt Bunker	14/314.95
7	John Thacker	14/318.12
8	Mark Wendon	14/318.26
9	Brian Murphy	14/319.31
10	Martin Thorpe	14/322.68

F1 Finals

The F1 results were as follows:
C-Final Daniel Loveless
B-Final Paul Reene

In the A-final, pole-sitter Pete Stevens had a miserable time. On the grass on lap 1 and again on lap 5, the final blow came when he crashed whilst trying to lap Rob Chaldecott's stricken car. With Andrew Cooper out front cruising to an apparently effortless victory, poor Pete's championship aspirations were in tatters. After what happened last year, you just couldn't help but feel sorry for the guy. David Smeaton had no troubles and converted his excellent qualifying performance into a brilliant final result - second, Paul Woodhams also had a relatively trouble free run to take third, although it was a close run thing as Pete Stevens was closing fast and was only 2.39 secs behind at the end.

M-Chassis Finals

The M-chassis results were as follows:
B-Final Anthony Collett

Prior to the A-final, Ishy made it clear that he would keep out of the way of the main contenders so as not to unduly affect the championship prospects of anyone. This sporting attitude most have compromised his driving and precluded the chance of a debut win for the M-03. Its time will come though, I'm sure! Paul Bennett, second on the grid, was soon in the lead and reeled off some very consistent laps towards the end to take the win from brother Steve by just 3.39 secs. This was more than enough to secure second overall in the championship and the trip to Austria

alongside Ben Elliott. Well deserved Paul - good luck in Europe. The man of the final for me though, was DeVilbiss driver Matt Bunker. Matt drove an absolute stormer to come through the field from sixth on the grid to finish a highly creditable third, his best ever result in a Eurocup round.

Concours - The Reptilian F1 Does It Again!

It won at round 4 at Castle Combe, it won at round 5 at Racal Decca, and stone me if it didn't win again this time! Bob Styles could hardly have imagined that his reptilian F1 would be so successful. I have to say, it's a bit way out for my taste - but then I'm a boring old soul! Congratulations Bob, I cannot recall another car ever having won three times before.

In M-chassis it was Peter Drury's turn this time and he produced for our delight a very attractive Mazda. Nice to see a new winner.

All that remains is for me thank the Bedworth club for an excellent meeting given the appalling conditions, and to wish Andrew Cooper, Pete Stevens, Ben Elliott and Paul Bennett all the best for Austria - go get 'em guys!

With all classes combining for the Finals at West London, Chris Fife-Shaw will be covering the event for RRCi, which means that sadly this is my last report. I hope you've enjoyed my humble contributions - if you have, don't tell me, tell Mr E - you never know he might let me do it again sometime!

Ed's comment

Thanks for your input Peter, I hope you enjoyed your first season as scribe! All being well Peter will be back to report on the Eurocup next season, in the meantime take a look at his review of the new Mini in this issue. PeterE. RRCi

Final Championship Positions

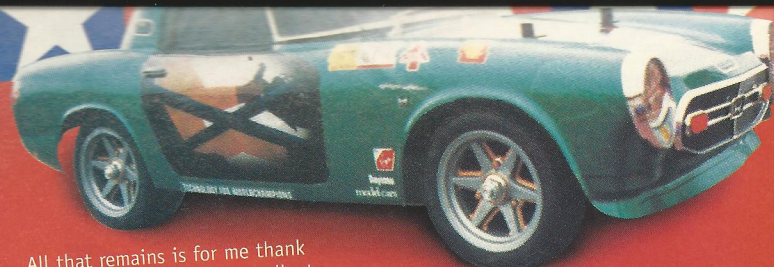
With this being the last round to qualify for points (the Finals at West London in two weeks time don't count), taking each drivers' five best scores, the final championship positions are as follows:

F1	1995 points
1 Andrew Cooper (1998 champion)	1993 points
2 Pete Stevens	1976 points
3 Rob Chaldecott	1970 points
4 Jon Winter	1958 points
5 Ian Andrew	1952 points
6 Richard Isherwood	1950 points
7 Mark Williams	1948 points
8 Paul Woodhams	1944 points
9 Jason Butterfield	1937 points
10 David Smeaton	

M-chassis	2003 points
1 Ben Elliott (1998 champion)	1991 points
2 Paul Bennett	1984 points
3 Steve Bennett	1978 points
4 Mark Poulton	1963 points
5 Dave Elliott	1948 points
6 Matt Bunker	1946 points
7 Rob Chaldecott	1929 points
8 Graham Luther	1919 points
9 Mark Wendon	1919 points
10 Martin Thorpe	

Driver	Sponsor	Speedo	Servo	Cells	Body	Front Tyres	Rear Tyres	Gearing	Qualify Pos.	Final Pos.	Pts	Other Info.
Andrew Cooper	KO, Infinity, DeVilbiss M.troniks	M.troniks Prodigy	KO 2015	Infinity 2000	Sauber	Caps	Caps	26/93	2	1	399	Old front, new blocks ball joint rear, steering gyro
Pete Stevens	Racer, Frewer, LRP, KO PAP	LRP V6	KO 902	Orion V-Max 1700	Sauber	Caps (1/2 width)	Caps	26/93	1	4	398	Old front, adj rear ride height, no gyro
David Smeaton	Portprince Models	LRP V6	KO 715	Trinity 1700	Reynard	Caps (1/2 width)	Caps	18/63	4	2	396	Old front, new blocks adj rear ride height, ball joint rear, no gyro
Rob Chaldecott	Infinity	MRT VFX	KO 1012	Infinity 1900	Sauber	Caps	Caps	26/93	3	7	392	New front, new blocks Steering gyro
Paul Woodhams	DeVilbiss, CARS	Tekin 412G	KO 1002	ESP 2000	Sauber	Soft Caps	Soft Caps	26/93	7	3	392	Old front, adj rear ride height, no gyro

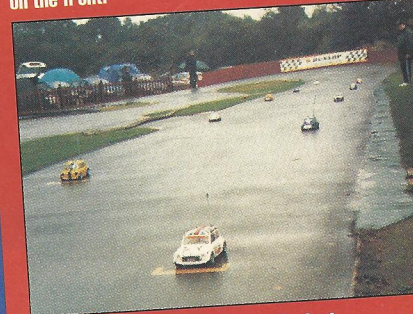
Driver	Sponsor	Cells	Wheel Base	FWD/RWD	Body	Front Tyres	Rear Tyres	Pinion	Qualify Pos.	Final Pos.	Pts	Other Info.
Paul Bennett	FX Airbrushing	Orion 2000	Short	FWD	Mini	Super Slicks	Super Slicks	20T	2	1	401	Ball diff
Steve Bennett	FX Airbrushing	Orion 2000	Short	FWD	Mini	Super Slicks	Super Slicks	20T	5	2	396	Ball diff
Mark Poulton	Cheshire Models, CML	Reedy 1700	Short	FWD	Mini	Super Slicks	Super Slicks	20T	3	6	395	
Rob Chaldecott	Infinity, RRCi Ben & Dave Elliott	Infinity 1700	Med	FWD	Mazda	S-grip	S-grip	18T	4	5	395	Ball diff, blue front springs, red rear springs
Matt Bunker	DeVilbiss, KRB	ESP 2000	Short	FWD	Mini	Super Slicks	Super Slicks	20T	6	3	394	Ball diff



Mark Wendon's Honda.



Pete Stevens Sauber moments before losing the championship to Andrew Cooper - note the half width tyre caps on the front.

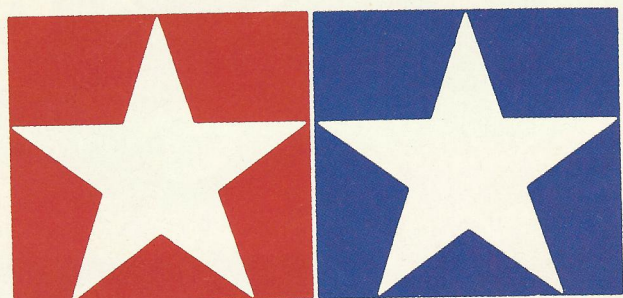


The M-chassis A-final grid - just look at all those Minis.



The RRCi review M-03 Mini made an appearance, but didn't run.

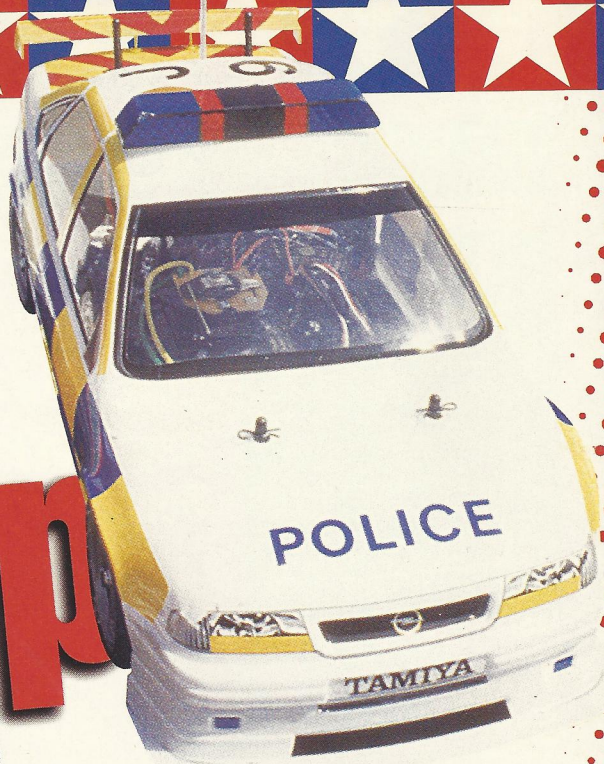
at Bedworth!



TAMIYA Eurocup '98

CHRIS FIFE-SHAW

Whenever you want one
can't find one then



ROUND 8 4WD/GT RACAL DECCA

This was the meeting where we would sort out who would go to Austria for the Eurocup Finals as British Champions. Apart from Peter Sergeant's guaranteed place as Junior

Champ there was a lot still to play for. In Stock Touring Marc Puddle would definitely be going but it was uncertain whether it would be as Champion or runner-up. Nathan Parker needed a good run to gain second though first was a possibility. Peter Sergeant (again) and Darren McHarg could also take the runner-up spot if Nathan had a bad day and they TQ'd and won the 'A'.

In 4WD GTs Jon Winter was definitely through although Andrew Cooper, Luke Burley and Ben Elliott would all contest the runner-up spot. Who would go to Europe was complicated by Ben not being able to go (he's doing the Kyosho version on the same day) and Andrew having also qualified for the F1 Eurocup finals. If Andrew came second overall and chose to race in the F1 class the third placed driver could go instead.

Under a pleasant blue sky the meeting got underway but early computer and printer gremlins meant that the first two heats had to be re-run later. This, coupled with the need to eliminate someone who had been caught cheating,

meant that the meeting ran a bit late as some manual re-entry of times had to be done. As a race organiser who has had this happen I felt for Ian Paterson and his team, but the fine weather and general good spirits among the competitors saw the meeting complete without any undue dramatics.

Stock Touring

The Stock class saw a close three way battle between the main championship contenders. Darren McHarg took TQ with a 19 lapper in the final round but as Nathan was second he looked to be in the best position with Marc in third place. Quick calculations suggested that if Nathan were to win the final with Marc having a poor run Nathan could tie for the championship. The 'A' final originally consisted of the single TL-01 of Tony Chapman (4th on the grid) but Lee Warren dusted his old TL-01 off for the final hoping that its better traction off the line might pay dividends in the scrabble for the first corner.

At the start Tony blasted into the lead as expected and was first cleanly round the hairpin. This didn't last, however, as the rest of the field seemed to collectively jump the track marker and knock him down to the back of the grid. After a lap or so Darren emerged in the lead with Nathan chasing hard. Lee meanwhile had got up to 4th and

was running well with the TL-01. Nathan eventually got past Darren for the win but with Marc in third it was Marc who took the Championship overall by a single point.

4WD GT

Qualifying in the 4WD GT class was pretty frantic but the usual suspects ended up at the top of the tree. Ben Elliott took TQ in round 4 using Type B tyres which had proven to work on the grippy and relatively hot track surface. The 'A' final had only 8 starters as Ben and Dave Elliott couldn't wait around as they had a flight to the States to catch. The final got away relatively cleanly though those of us at the back spent much of the race getting out of the way of Jon and Andrew Cooper who were having a real close one at the front. A last corner dive from Andrew saw him take the win by less than a second from Jon, thereby earning him second overall in the championship from Luke by a single point. Luke may still go to Austria but at the time of writing Andrew hasn't decided which class he'll be running in.

Reflections on '98

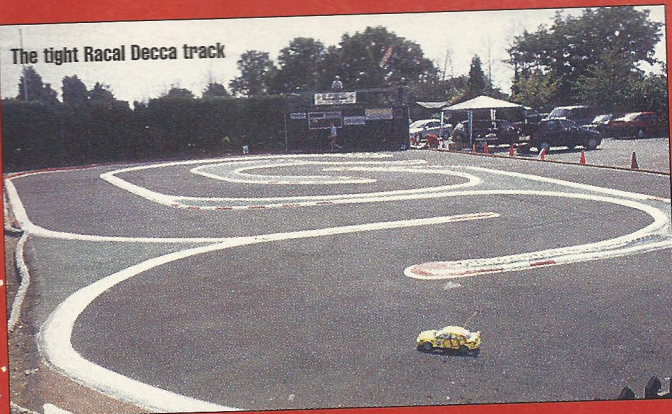
At the end of the series (though the WLRC Finals, are yet to come)

Smart CLK body

the final countdown



The tight Rascal Decca track



the winners and runners-up in both classes ended up being the people who should have been there and that is always the mark of a good series. There have been good things and bad things this year and it is worth looking back at these.

The best thing by far was the general lack of gripes about cheating. The handout Orion motors essentially negated the 'dodgy' motor problems of previous years and having Richard keeping a close eye on scrutineering meant very few problems indeed. Top marks. The Orion motors themselves proved reliable and fast adding some much needed sparkle to the Stock class.

The numbers running in the series were a bit disappointing. The Stock class was well supported but the number of folk regularly doing the 4WD GT gradually dwindled down to 30 or so. The good drivers stayed with the series but something needs to be done to keep the lower and middle order drivers interested. Part of the problem is undoubtedly the perceived high cost of kitting out a competitive TA-03. Also we have the attractiveness of competitor series from Kyosho and of course the pull of BRCA-style scale saloons which seems to be the dominant electric class right now.

It was good to see that the old TA02 FWD chassis was not out-classed by the newer and cheaper TL-01 4WDs which was widely predicted early in the year. Many drivers quickly abandoned the TL-01

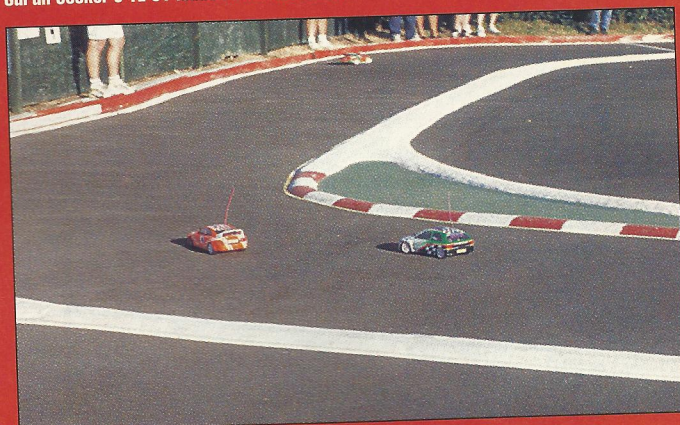
however, and it got a reputation as being much harder to drive than the FWD car. Despite this Tony Chapman and Lee Warren showed that good results were possible with the TL-01 if you had the necessary skill. Nonetheless next year some changes of rules in favour of making the TL-01 easier to use are essential if new drivers are to be brought into the sport via this class.

Whilst talking about rules, we had very few problems with them this year so the organisers must have done something right. However people using £50+ mega-zapped cells in the Stock class isn't really in the spirit of the thing! Having the rules published rather late - unavoidably as it happened - meant that some people committed themselves to other series which must have contributed to the lower numbers. Getting the rules out before Christmas might help a lot of parents and racers with their season's planning.

After looking at all these issues it is still the case that the Tamiya Eurocup is a great series and is certainly the premier one-make electric series in the UK. The competition from Kyosho is hotting up though and Tamiya through RIKO, Richard Isherwood and Stephen Fabray will have to be a little bit inventive if they are to keep the series healthy for next year. **RRCI**



Sarah Secker's TL-01 leads round the hairpin



Stock track action



Stock 'A', finalists

4WD GT 'A', Finalists prepare



left: The Attleborough Mob - Stock Stalwarts

