

TAMIYA Eurocup '98

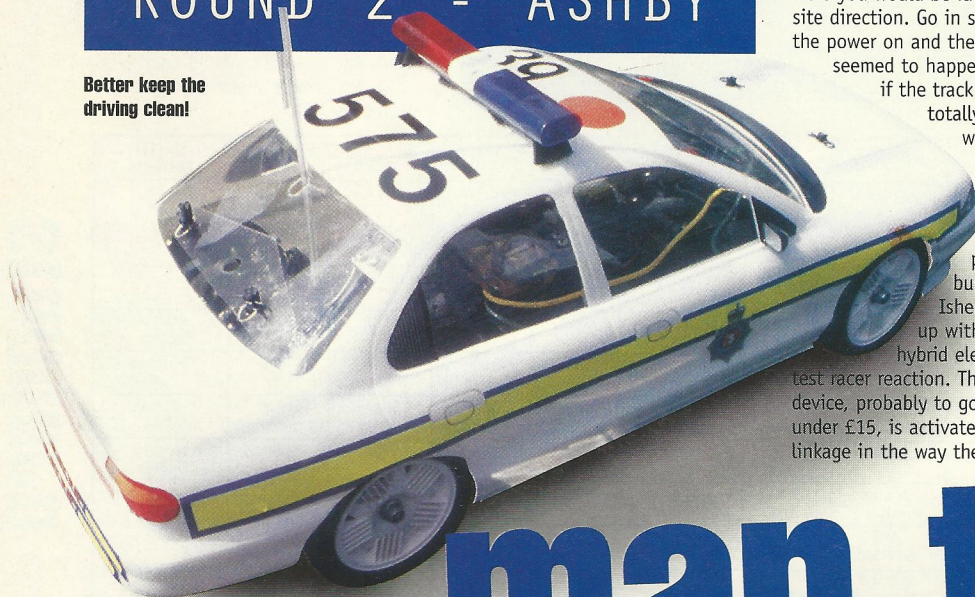
CHRIS FIFE-SHAW



A nice Golf

STOCK TOURING/GT ROUND 2 - ASHBY

Better keep the
driving clean!



the TL-01 weight distribution, and a lack of proportional control over the speedos. Dive into a corner and whack on the power and the chances were you would be facing the opposite direction. Go in slowly and ease the power on and the same thing seemed to happen. As at WLRC, if the track was soaked or totally dry, things were OK.

To combat problems of throttle sensitivity and potential burnout, Richard Isherwood turned up with a prototype hybrid electronic ESC to test racer reaction. This cheap device, probably to go on sale at under £15, is activated by a servo linkage in the way the mechanical

speedo is, but is fully proportional. There was no decision about whether to use it in the series but reaction was generally favourable. The finals were run on a gradually drying track such that eventual 'A' final winner, Mark Puddle (now leading the championship) and second placed Lee Warren both managed 14 laps, something not seen in qualifying. Lee had taken an early lead by escaping from the first corner demolition derby and pulling away steadily. While his car was undoubtedly quick, helped along by some of Luke Burley's finest cells, Mark's car had the extra speed required to catch Lee and dive past after Lee had a slight wobble near the end of the 5 minutes. Unfortunately, a couple of drivers fell foul of race referee Pete Golder's stop-and-go penalties for corner cutting. When they failed to pull in for the penalties after three reminders, Pete was forced to disqualify their times. Warning to all who venture to Ashby, don't mess with the ref!

man the p

Arrrrgh! Just when we needed a dry meeting to sort out what was really happening in this year's series we get another rain spoiled meeting. Saturday had proven dry and bright with even a few sun-reddened faces to be seen but early rain on Sunday followed by intermittent heavy showers meant qualifying was a bit of a lottery again. If you got it wrong when it was dry then you were unlikely to make it up on a wet or drying track - don't ask me how I know!

Stock Touring

My quest to find out whether the

new TL-01 chassis is a match for the FWD cars (clear winners of round 1) got no nearer a conclusion. After mixed wet and dry rounds of qualifying we had Lee Warren running an Alfa bodied TL-01 take FTD by a mere 0.01 sec from FWD driving Mark Puddle and 0.53 secs ahead of Pete Millard, also FWD equipped. This was quite an achievement given no other TL-01s got into the 'A' final. Most people, yours truly included, found themselves fighting loose rear-ends whenever the track was damp. The problem seemed to be a combination of low rear-end grip, not helped by

Luke Burley's Nissan 390R





Waiting for the downpour

Pete Golder's race saving pumps

Steve English with his concours Alfa



4WD GT

Ben Elliott had returned from a jaunt to the USA so we now had a full compliment of the likely championship front runners for the first time this year. Luke Burley took TQ again from Jon Winter and Richard Isherwood with Ben finding himself in 7th after the four rounds. Again the weather meant there was no clear winner in the

Winter win the 'A' final by less than half a second from Richard Isherwood, the pair of them having been locked in a 5 minute dice. Pole man Luke slipped to fifth and Ben Elliott made up for his relatively lowly qualifying position by taking a good third. Highlights of the meeting? Well, Pete Golder's two yellow pumps sucking up the Ashby lake, in 15 minutes was pretty good stuff, if a little unexciting to watch. It's amazing what this small investment does for a meeting. A wash out that would probably have finished off the meeting, or at best delayed it for a couple of hours, only lost us half an hour and a handful of heats - you can't argue with that.

The other thrill, for those of us who haven't been to Ashby for a while was hearing John Robson's dulcet tones calling out the heat starts and finishes. Ashby's latest computer program has Robbo's voice stored for replay via a sound card which, along with fully automated timing, leaves the race directors free to watch the racing and referee the driving. **RRCI**

TA-03R vs. TA-03RS stakes with a roughly 50/50 split in the 'A' final including a sole TA03F driven by Adrian Thorpe. The belted Type 'A' tyres used by just about everyone are turning out to be good all-round tyres which seem to be driveable whatever the conditions, which was just as well as I didn't have anything else available!

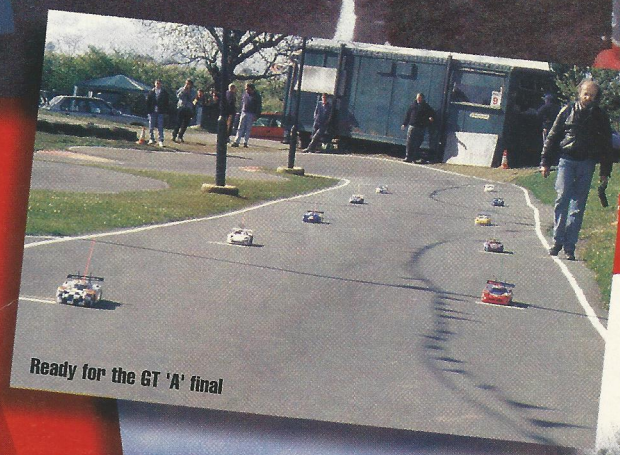
The GT finals themselves were considerably less scrappy than those for the Stock class with some good close racing seeing Jon

Dive into a corner and whack on the power and the chances were you would be facing the opposite direction.

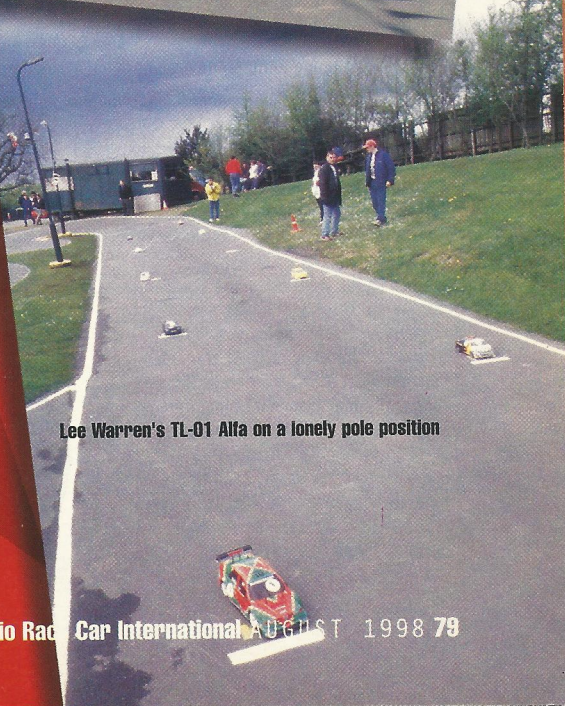
Andy Childs with his concours winning Porsche.



Ready for the GT 'A' final



Lee Warren's TL-01 Alfa on a lonely pole position





TAMIYA Eurocup '98



PETER CHALDELOTT

F1 AND M-CHASSIS CARS ROUNDS TWO AND THREE

Round 2 - It's West London, Jim, But Not As We Know It!

As mentioned at the end of my last report, for this meeting we were supposed to be at Crystal Palace, but last minute hitches meant that this was no to be. Sad, as I was really looking forward to the long straights and fast bends of Palace, particularly now that the F1's and M-chassis have more power on tap. Series co-ordinator Stephen Fabray did a sterling job trying to sort out another venue, but with most club calendars already fully booked, it was a difficult task. In the end, the ever helpful Colin Felstead came to the rescue and offered to run yet another round at WLRC. Mindful that most competitors might not be too keen on what could essentially be a re-run of Round One, it was decided to make things a little different by racing the 'wrong' way round. Usually I'm not very enthusiastic about such an idea, but on this occasion it actually worked quite well. Sensibly, the dangerous chicane, which was now at the end of the straight, was not included! Unfortunately, this meeting clashed with a BRCA Summer Series round at Aldershot, which meant that there were some notable absentees, including F1 leader, Pete Stevens, and M-chassis second place man, Ashley Whenman. With these two out of the way, this would be a good meeting to do well at!

Technical Matters

In F1 most people retained the set up used for Round One. In the dry, this meant medium fronts with half additive and kit rears with full additive. Most used the 'old' front end to give more turn in, but Rob, Andrew and Lee all used the 'new' front end. Personally, I prefer the 'new' front, because I think it is better over bumps and allows the kerbs to be ridden without the car getting thrown about so much. It is interesting that some are now using the new ball joint rear. Several drivers tried this last year and professed not to get on with it, but Andrew seems to go pretty well with it I must make a note to do some more testing! The situation regarding steering gyros is difficult to assess as many who have one fitted, claim to have it disabled. I still have my doubts! What is clear, though, is that Dave Pitcher and Lee

Dolby both did very well without one!

Unlike the F1's which are all essentially the same, M-chassis cars vary widely and it is difficult to be definitive about tyres and set-up. At the moment I confess to being baffled, which is making my task of setting up the RRCi Porsche for Rob very difficult. From what I have seen, the Minis seem to be particularly good in the wet, whilst the Mazda is still arguably the best all-rounder, but the Porsches and SLKs could be good in the dry on fast tracks with long sweeping bends. If it's dry, I think RWD is better for some cars, but if it's wet most people convert to FWD.

Following problems with the mechanical speed controllers in other classes, Ishy had on display a very interesting 'electronic' replacement which has been developed by M-troniks. Still servo operated, it is designed to physically fit in place of the existing mechanical speedo. In the spirit of this year's Eurocup, Ishy

Graham Luther's smart Mini.

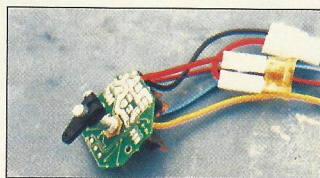
was seeking competitors views about the device before considering any possible rule change to permit its use. This is the right way to go about things and is another illustration of how this year is all about commonsense. I am confident that the problems of the past are now well behind us! The device is still at the prototype stage and whether or not it will be permitted in M-chassis I cannot say. Be assured, though, as soon as I know, you will know.

Qualifying

The morning started off damp but, by the time the F1's came out, the track was dry enough for foams, albeit without additive. Despite a threatening weather forecast, it remained dry for the rest of qualifying, which meant that, in the end, round 1 counted for nothing. Indeed there wasn't a single driver in either F1 or M-chassis who didn't subsequently improve his time.

In M-chassis, Ben Elliot was dominant once again. Usually a lap clear of the rest, the nearest that anyone ever got to him was 10.88 secs. Better start saving for that long haul to Austria, Dave! Paul Bennett's Mazda led the pursuit, closely followed by Mark Poulton who made it a Mazda one/two/three. Behind the Mazdas came a selection of cars including two Minis, another two Mazdas, a Honda S800, a Mercedes SLK and a Renault Alpine. All except Peter Drury's Alpine ran in FWD form.... clearly, most thought it was going to be wet! Interestingly, apart from Ben, there were only four other drivers in the top ten who also made it to the top ten at Round One. Paul Douglas was the unlucky 11th, missing the A-final by just 0.27 secs!

The result in F1 was less predictable and no fewer than three drivers held top spot at one stage or another during the day. Andrew Cooper got off to a storming start



Possible replacement for the mechanical speed controller?

two for the price of one!



Terry Atkinson's superb concours winning Jordan.

and led after both rounds 1 and 2. Jon Winter had problems in round 1, but flew in round 2 to get within 2.26 secs of Andrew. Richard Isherwood and Rob Chaldecott had a tremendous tussle for most of the distance in round 2, the decision finally going to Ishy on the last lap by just 0.41 secs. Jon continued to improve and in round 3 recorded the first and, at the time, only 18 lapper to take the lead and depose Andrew to second. Ishy stepped up a gear to get within 0.11 secs of Andrew, and Graham Hill and Ian Andrew were both going strong. At this stage only 15.07 secs separated second to tenth and to make the top ten required a 17 lapper. It was close as well as fast and furious! With three rounds gone and just one to go, there was everything to play for and everyone knew it. All of the top ten, except for Andrew, produced their best run in round 4. This failure to improve cost Andrew dearly and he fell from second to fifth at a stroke. Meanwhile Ishy and Jon found some speed from somewhere and were in a class of their own. Both recorded 18 lappers with Ishy just pipping Jon by 0.67 secs. Ian ran strongly to third spot, just missing 18 laps by 1.69 secs, whilst Dave Pitcher put in a fine run to take fourth. Other outstanding performances came from Lee Dolby (must be all that Ashby Winter Series practice!) and that well-known defacer of tech charts, Mark Williams!

Finals - 'M'

As in Round One 3 weeks earlier, the weather played a significant role in the outcome of the finals. This time, for a change, instead of it being wet getting drier it was dry getting wetter! It wasn't only the track that was in reverse for this meeting! It was dry until the middle of the M-chassis B-final, which caused considerable problems for some drivers. As the track got steadily wetter, so the understeer

got steadily worse. By the end, those most severely affected had virtually no steering at all!

The M-chassis results were as follows: D-Final Gary Baker, C-Final Wayne Spicer, B-Final Simon Knight. The most notable thing about the A-final was that it was not won by Ben Elliot! Hindered early on and compromised by the weather, the best that Ben could manage was third. When it's really wet the Minis seem to come into their own and Steve Bennett's was awesome. He was over a second a lap faster than anyone else and took the win with ease. It was a remarkable performance which would have been good enough to take second place in the F1 B-final! Now that is impressive. Mark Poulton followed up a good result in Round One with another solid performance, fending off Ben to take second by just 1.71 secs. Graham Luther's DeVilbiss Mini was right on Ben's bumper to claim fourth whilst some way back Dave Elliot just managed to keep in front of Paul Bennett to complete the top five.

With the track getting wetter and wetter, the F1 boys began reaching for the tyre caps. 'Rainmaster' Dave Pitcher was already starting to rub his hands with glee!

Finals - 'F1'

The F1 finals results were as follows:

C-Final Andy Luffman, B-Final David Smeaton

Paul Woodhams had problems and failed to make the grid for the start of the A-final, so it was just nine cars that blasted off straight into a first corner pile up! Jon Winter, Dave Pitcher, Graham Hill and Rob Chaldecott came off best and proceeded to open a gap to the chasing pack. Jon, Dave and Graham gradually pulled clear of Rob and began a ding-dong three way battle for the lead. As five

minutes approached, Jon and Dave scraped across the line to do one more lap, but for Graham, just a few seconds behind, it was all over and he had to settle for third. Somehow it seemed fitting that the two main protagonists should be left to fight it out on their own! It was a stunning last lap which saw Jon hold on to take the win by just a few seconds. Some 9 secs back from the leaders, Rob drove a lonely race to fourth, almost a lap clear of fifth placed Lee Dolby. Paul Woodhams lapped quickly once he got going, but his delayed start meant that he could finish no better than eighth. F1 'newcomers' Ishy and Andrew Cooper couldn't match the pace of the front runners in the wet and finished a lowly (for them) sixth and ninth respectively. Mark Williams forgot to fit his 'outstanding performance' for the final (you know what I mean, Mark!) and was lapping some 5 secs a lap slower than Jon and Dave! Nevertheless, he still made seventh at the end. Ian Andrew had a final he'd prefer to forget (sorry to remind you Ian), finishing last from third on the grid. Definitely not his day!

Concours

The concours winners were Terry Atkinson and Mark Wendon.

Terry produced the best looking Jordan that I've seen. The paint job was superb and the computer generated decals, also made by Terry, were quite excellent. The car went very well too and was unlucky not to make the A-final. Terry normally races a Corally F1 at Ashby and in BRCA series races, but this year decided to temporarily forsake it to come and join us for some fun in the Eurocup. Now then, Kris, Gareth, Ian, Mike and Brian, when are you going to follow Terry's example? Mark Wendon must be a McLaren fan as well as a dab hand with an airbrush! His Mazda in

West McLaren livery was quite magnificent and was a very worthy winner.

Thanks Colin and Colin

It would be remiss of me to complete this report without giving a special mention to the person, who for me was the undoubted man of the meeting - Colin Felstead. Colin is one of those unsung heroes who willingly gives up his time so that we can race - and for that we thank you, Colin. On this occasion, he not only stepped in to save the meeting from cancellation, he also ran it totally single-handed - not that you would have known, given the efficient manner in which it was run!

That other WLRC stalwart, Colin Theobald, was to have lent a hand, but a 'dodgy curry' the night before meant that he was unable to appear before the concours! Despite his earlier fragility, Theo was his usual ebullient self and did a sterling job of judging the concours and commentating on the finals.

Next

Next on the agenda is Stafford where handling and driving ability will be at a premium. With John Robson at the helm for this one, we are bound to be in for a good day. Let's hope the weather plays ball!

No gyro in this one - just Damon Hill.



Driver	Sponsor	Speedo	Servo	Cells	Body	Front Tyres	Rear Tyres	Gearing	Qualify Pos.	Final Pos.	Pts	Other Info.
Jon Winter	KO, Frewer, PAP Mirage, M.troniks	M.troniks Prodigy	KO 1012	Orion V-max 1700	Sauber	M	Kit	24/93	2	1	399	Old front, adj rear ride height, no gyro!
Dave Pitcher	KO, Dad	Novak 410 HPC	KO 1012	GM VIS 1700	Ferarri	Soft	Kit	25/93	4	2	396	Old front, no gyro!
Rob Chaldecott	Infinity	MRT VFX	KO 1012	Infinity 1900	Sauber	M	Kit	23/93	6	4	392	New front, steering gyro
Graham Hill	MRT, Infinity, KO Follow Level	MRT VFX	KO 1012	Follow Level 1900	Sauber	M	Kit	24/93	7	3	392	Old front, adj rear ride height
Lee Dolby	Portprince Models	M.troniks Prodigy	Futaba 148	GM VIS 2000	Sauber	M	Kit	25/93	9	5	388	New front, adj rear ride height, no gyro

Driver	Sponsor	Speedo	Servo	Cells	Body	Front Tyres	Rear Tyres	Gearing	Qualify Pos.	Final Pos.	Pts	Other Info.
Ben Elliot	Cleveland Models	Orion V-max 2000	Med	FWD	Mazda	S-grip	S-grip	18T	1	1	399	Ball diff, red springs front and rear
Mark Poulton	Cheshire Models, CML	Reedy 1700	Med	FWD	Mazda	M-grip	S-grip	18T	3	2	397	Red springs front and rear, ARB front only
Steve Bennett	FX Airbrushing	Orion 2000	Short	FWD	Mini	Super Slicks	Super Slicks	20T	4	1	397	Ball diff, kit springs
David Elliot	Cleveland Models	Orion V-max 2000	Med	FWD	Mazda	S-grip	S-grip	18T	6	5	391	Ball diff, blue front springs, red rear springs
Graham Luther	DeVilbiss, KRB	ESP 2000	Short	FWD	Mini	Super Slicks	Super Slicks	20T	10	4	388	Ball diff, ARB rear, red front springs, blue rear springs

formula 1
Pd 2

m-chassis
Pd 2

Mark Wendon's superb concours winning Alpine.



could borrow, do you Mr E? (I have a standard Mini, it should be good enough for the 'A' in the right hands! Ed')

sun shine? oh yes, of course it did on the way home!!

Don't you just love days like that!

Round 3 - Stafford - Oh, What A Grey Day!

You will have to excuse me if this report is a bit below par, as raceday for your reporter was definitely a case of the morning after the night before! It wasn't that I had been on a Jon Winter night out (perish the thought!), but the result of too much time being spent the day before trying to persuade the RRCi Porsche to go round the tight twists and turns of Stafford. I wouldn't have minded so much if we'd got the Porsche sorted, but whilst it was driveable, there was no way it was going to be competitive at somewhere like Stafford. For poor Rob it was a nightmare. As if being in the C-final wasn't bad enough, he had to suffer the merci-

less taunts of his fellow F1 A-finalists who were marshalling! At least it gave them all a laugh.

The Weather

In the north the sun was shining. In the south the sun was shining. What was it like at Stafford? It was grey, cold and miserable! You could tell that it just knew where the Eurocup was taking place! The threatening skies retained their moisture until the end of round 1, but then the drizzle started. At the time it looked set in for the day and we began to think that the remainder of qualifying would be a pointless waste of time. Great if you'd done well in round 1, but a disaster if you hadn't! As it turned out, by round 3 the skies had brightened and the track was dry once more. Apart from a few spits of rain now and then, it remained dry for the rest of the day. Did the

Qualifying

In M-chassis things looked dire for Ben Elliot after round 1. A faulty transponder meant that no laps were counted, and with the worsening weather there seemed a real chance that the championship leader might not even make the A-final! Fortunately for Ben, there was no dispute that he had comfortably won his heat and he was eventually re-instated with a given time 0.1 secs better than second placed Graham Atkinson. A fair and reasonable decision typical of this year's Eurocup, although in the end it made little difference since his fastest time came in round 4 and was predictably good enough to take yet another TQ.

Behind Ben, a number of regular A-finalists are beginning to emerge. These include the Bennett duo, Steve and Paul, Mark Poulton, Ben's dad Dave, and Graham Atkinson. On this occasion it was Steve Bennet's turn to lead the pursuit. Steve drives a Mini and it looked dialled. 20 laps in 314.97 was the reward, just 8.41 secs slower than Ben. Next up were the Mazdas of Simon Knight, Mark Poulton, Paul Bennett and Dave Elliot. All on 19 laps, just 10.8 secs separated Simon from Dave. It was close. Matt Bunker, son of DeVilbiss racing supremo Ian, led a trio of Minis, which included Graham Atkinson and John Thacker. I suspect that John surprised a few people, since no-one seemed to know who he was. When I finally tracked him down for his technical details he calmly advised me that his Mini was absolutely bog standard! Now, after the way I had sweated trying to sort our Porsche this was not what I wanted to hear! Makes you sick, doesn't it! Great performance John well done. The honour of riding shotgun for the A-finalists fell to another Mazda, that of Brian Murphy. You don't have a Mazda or a Mini we

F1 Qualifying

It is interesting that in F1 no one driver has so far emerged as being consistently dominant in qualifying. At Round One it was Pete Stevens, at Round Two it was Richard Isherwood, this time it was Andrew Cooper. On this reckoning, it should be your turn at Castle Combe, Jon!

Andrew was particularly impressive on this occasion. Of the three runs that he started, he made 24 laps twice and a 23 in 301.58. In fact he was the only driver to make 24 laps! What made it even more impressive for me was the fact that this was achieved without the benefit of any pre-race testing the day beforehand. Pete Stevens ended up second, just missing a 24 lapper by 0.32 secs. I suspect that Pete was a bit lucky though, as he did not go well in the drizzly round 2 and failed to finish in rounds 3 and 4. Ian Andrew was very quick in all but round 2 and claimed third just 0.38 secs slower than Pete. Rob Chaldecott and Ishy completed the top five. But where was '97 champion, Jon Winter? For some reason Jon was never really on it and his car just didn't look nailed like the rest of the front runners. As a result, he found himself languishing back in seventh spot. David Smeaton, winner of the B-final at Round Two, went one better this time and just beat team-mate Lee Dolby to make the top ten. David is another who joined us for the last Ashby Winter Series perhaps more of you should join us next winter!

Finals - 'M'

The M-chassis results were as follows: C-Final Mathew Colwill, B-Final Peter Ellis

From pole position Ben Elliot pulverised the opposition in the A-final, lapping everyone up to third. Less than 2 secs faster and he would have lapped the entire field! Ben's car handles more like a touring car than an M-chassis and, barring freaks of the weather or mechanical failure, it is hard to see how anyone can get close to him, let alone beat him!



John Winter's colourful F1.

Of the rest, Steve Bennett's Mini held off a hard charging Simon Knight to take second by just 1 sec exactly. Simon drives a superb looking Mazda which goes as well as it looks. With the exception of Ben's car, Simon's was arguably the best handling Mazda at Stafford. Graham Atkinson drove superbly to finish an excellent fourth from eighth on the grid. He had to battle for it though, coming home less than 1 sec ahead of Paul Bennett.

Finals - F1

The F1 finals results were as follows: C-Final Derek Chapman, B-Final Terry Atkinson

The A-final was a superb race, which was clean and close, just 6 secs covering first to fourth at the finish. Andrew Cooper managed to keep his nose in front all the way to take the win, whilst behind him the battle raged. Jon Winter made a flyer of a start, which catapulted him from seventh on the grid right up to the leading bunch. In contrast, Rob Chaldecott made a cautious start dropping from fourth to seventh. When the race settled down, Rob began to carve his way back until the order at the front was Andrew, Pete Stevens, Jon, Ishy and Rob. Pete and Jon were locked in battle for many laps which enabled Ishy and Rob to close. So it remained until about the 4 min mark when Pete and Jon tangled, allowing Ishy to slip through into second. Pete recovered to stay ahead of Rob, but for poor Jon it was all over. The tangle had switched his car off and he lost a full lap before the problem was identified and rectified. So, after all the excitement, the order at the finish was Andrew, Ishy, Pete and Rob. Ian Andrew completed the top five.

Concours

We have a new Ian Watkins in our

midst - one Mark Wendon! For the second meeting in a row, but with a completely different set of judges (and a different car), Mark won M-chassis. This time he had produced for our delight a magnificent Renault Alpine. I just hope the photos do it justice!

Jon Winter may have had a miserable day as far as the racing was concerned, but at least he picked up 15 Eurobonds for his colourful F1. Jon's paint jobs are always imaginative and quite distinctive. I wish I could dream up such schemes!

Some of the F1 concours entries



Standings

After three Rounds, the overall championship positions are as follows:

M-chassis

- | | |
|----------------|-------------|
| 1 Ben Elliot | 1201 points |
| 2 Mark Poulton | 1181 points |
| 3 Dave Elliot | 1173 points |

Formula 1

- | | |
|------------------|-------------|
| 1 Andrew Cooper | 1185 points |
| 2 Jon Winter | 1185 points |
| 3 Rob Chaldecott | 1178 points |

Please note that these are my unconfirmed calculations, not the official results.

Next

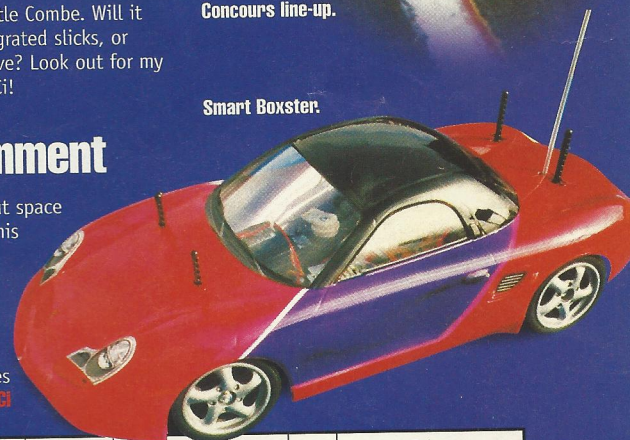
Next stop is Castle Combe. Will it be soft caps, integrated slicks, or foams with additive? Look out for my next report in RRC!

Concours line-up.

Smart Boxster.

Ed's comment

My apologies but space was really tight this time so Peter's reports got a bit of a squeeze! The report and photographs deserved six pages or more but....RRC!



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 Prodigy	KO 1012	Infinity 2000	Sauber	M	Kit	25/93	1	1	401	Old front, ball joint rear, steering gyro
Pete Stevens	Racer, Frewer, LRP, KO PAP	LRP V6	KO 902	Orion V-max 1700	Sauber	M	Kit	24/93	2	3	397	Old front, adj rear ride height, no gyro?
Richard Isherwood	M.troniks, Oron, RIKO Carson	M.troniks Prodigy	Hi-Tec	Orion 2000	Tyrell	M	Kit	24/93	5	2	395 (N/A)	Old front, no gyro?
Ian Andrew	SPEC, MRT, KO, GM PBI, Frewer	MRT	KO 1002	GM 1700	Tyrell	HRC	Kit	24/93	3	5	394	Old front, adj rear ride height, steering gyro
Rob Chaldecott	Infinity	MRT VFX	KO 1012	Infinity 1900	Sauber	M	Kit	24/93	4	4	394	New front, steering gyro

Driver	Sponsor	Speedo	Servo	Cells	Body	Front Tyres	Rear Tyres	Gearing	Qualify Pos.	Final Pos.	Pts	Other Info.
Ben Elliot	Cleveland Models	Orion V-max 2000	Med	FWD	Mazda	S-grip	S-grip	18T	1	1	401	Ball diff, red spings front and rear
Steve Bennett	FX Airbrushing	Orion 2000	Short	FWD	Mini	Super Slicks	Super Slicks	20T	2	2	398	Ball diff, kit springs
Simon Knight	FX Airbrushing	Orion 1700	Med	RWD	Mazda	S-grip	S-grip	18T	3	3	396	Ball diff, ARB front only red front springs, yellow rear springs
Paul Bennett	FX Airbrushing	Orion 2000	Med	FWD	Mazda	S-grip	S-grip	18T	5	5	392	Ball diff, blue front springs, red rear springs
Graham Atkinson	Demon, KO, Racer, Wife	Demon 2000	Short	FWD	Mini	Super Slicks	Super Slicks	20T	8	4	390	Ball diff, kit springs