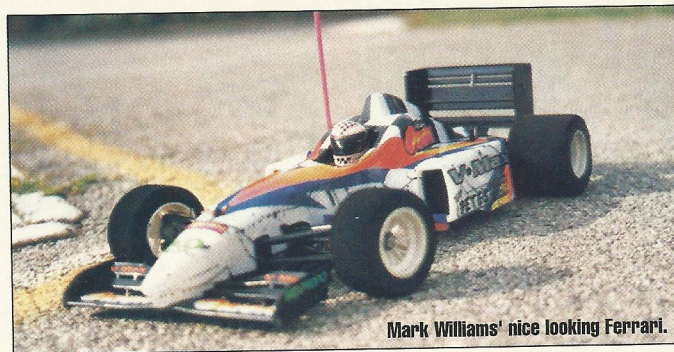


TAMIYA Eurocup '98

PETER CHALDECOTT



Mark Williams' nice looking Ferrari.

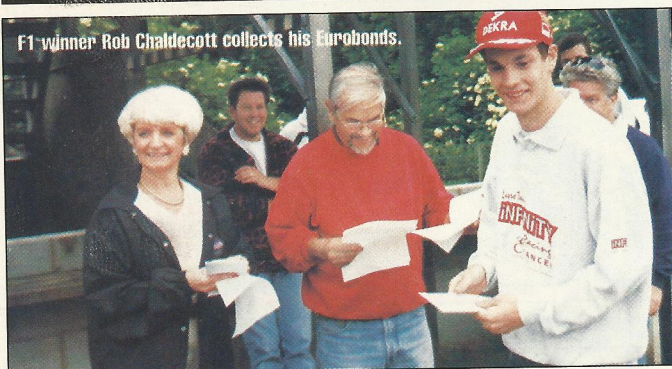
Butterfield, Mark Williams, Ishy and Jason Petch completed the top ten.

Formula 1 Top Ten

1	Rob Chaldecott	18/316.93
2	Paul Woodhams	17/300.16
3	Lee Dolby	17/310.45
4	Andrew Cooper	17/313.35
5	Terry Atkinson	16/301.60
6	John Pape	16/301.79
7	Jason Butterfield	16/307.37
8	Mark Williams	16/308.99
9	Richard Isherwood	16/312.44
10	Jason Petch	15/302.14

F1 AND M-CHASSIS ROUND 6 AT TIBSHELF

F1 winner Rob Chaldecott collects his Eurobonds.



For this round the F1/M-chassis contenders moved north to Tibshelf in Derbyshire. I love this place, which is just as well since I live only 5mins walk away! The track length is 257 yards, 14 feet wide, and has a 12 degree banked curve which can be taken flat out if you're good. It is big and fast - great fun with an F1 and an 18 turn motor!

Unfortunately, tyre additives are strictly banned at Tibby, which makes tyre choice difficult and in the Eurocup, where tyres are restricted to those produced by Tamiya, often leads to complaints and accusations. Sadly, this year was no exception and, just like last year in F1, tyre protests marred an otherwise pleasant day. Also like last year, it was Rob's car that was the focus of attention.

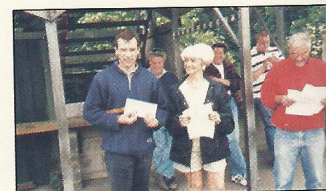
Fortunately, this year Richard Isherwood was on hand to sort out such problems and this he did swiftly and effectively. At Ishy's request both Rob and Andrew Cooper (first and second after round one) agreed to change their tyres for a set of 'controlled' tyres provided by the organisers - the choice of compound being left to the drivers. Although Rob was not quite as quick on the control tyres, which were new and unscrubbed, his general pace and the handling of the car was substantially unchanged. Ishy professed to be quite satisfied and expressed the hope that this might finally put the matter to rest. Not wishing to abuse my position as your scribe, I shall say no more other than to thank the protesters for the free set of wheels and tyres that we received as part of the deal!

F1 Qualifying

With Pete Stevens, Jon Winter, Dave Pitcher and several other of the usual front runners away, it was left to Rob Chaldecott and Andrew Cooper to set the pace. Rob's extensive local knowledge gave him a slight edge and after round one it was Rob from Andrew by just 8 secs. Angered by the tyre accusations, Rob really gave it some wellie in round two. Never before have I seen an F1 so fast at Tibby! The result was eventual TQ, the only 18 lapper and the only sub 17 sec flying lap that I have ever seen. If this is how he drives when he gets angry I must get people to upset him more often in the future! In contrast, Andrew Cooper suffered as a result of the tyre war and dropped from second to fourth by the end of qualifying. Paul Woodhams used his tyre warmers and integrated slicks to good effect to end up second fastest - 2 or 3 secs faster and he might well have wrested TQ. Surprisingly, Paul was the only A-finalist this year to use slicks. Lee Dolby surprised a few people to take third fastest, by far his best qualifying position of the year. Perhaps the biggest surprise, though, was the performance of DeVilbiss driver John Pape. Never having made a Eurocup F1 A-final before, sixth fastest was some achievement. Clearly we'll have to keep a close eye on John in the future! Terry Atkinson is another who knows Tibby well and used this knowledge to qualify an excellent fifth fastest, slotting in between Andrew and John. Jason

M-chassis Qualifying

With Ben Elliott absent having already clinched the championship, Paul Bennett was the man to beat in M-chassis, topping the leaderboard after each of the four rounds. Mark Poulton continued his good form and finished second fastest less than 1 sec slower than Paul. Steve Bennett made it a Bennett one/three with a



M-chassis winner Paul Bennett, 15 Eurobonds better off.



Paul Woodhams used his tyre warmers and integrated slicks to good effect - or was it that they were really Bridgestones?



The magnificent concours winning Abarth produced by Peter Ellis.

deja-vu

time just 4.85 secs slower than Mark. Mark Wendon and Tony Chapman rounded out the top five. After an absence of two rounds, Rob Chaldecott rejoined the M-chassis fray driving Dave Elliott's Mazda, which Dave has kindly loaned for the remaining rounds. With little opportunity to exploit the car's undoubted good handling and lacking a bit in straightline speed, Rob could only manage sixth fastest. Interestingly, the top seven cars were all Mazdas and, with the exception of Mark Wendon, all ran in FWD form. Peter Ellis did really well to qualify his Boxster eighth, the only long wheel-base car to get anywhere near the front. The top ten was completed by the two Minis of Graham Luther and Edward Collett.

M-chassis Top Ten

1	Paul Bennett	14/311.29
2	Mark Poulton	14/312.25
3	Steve Bennett	14/317.10
4	Mark Wendon	14/318.86
5	Tony Chapman	14/320.23
6	Rob Chaldecott	14/324.00
7	Brian Murphy Jnr	13/301.72
8	Peter Ellis	13/303.95
9	Graham Luther	13/304.22
10	Edward Collett	13/304.65

F1 Finals

With only 19 F1's present there was only an A and a B-final.

Ian Andrew, who had been beset by problems in qualifying and found himself unusually out of the A-final, finally had a change of fortune and stormed to the B-final victory more than a lap clear of second-placed David Smeaton.

In the A-final, Andrew Cooper made a fantastic start to slot in behind Rob Chaldecott round the banking, whilst Paul Woodhams seemed to be in handling problems in the early laps and dropped well

down the field. By lap 12 Rob held a 4 sec advantage over Andrew, but this was sliced in half when Rob had problems negotiating traffic. When the same thing happened a lap later, Andrew was right on Rob's tail and the fight was on. On lap 15 Andrew pulled alongside coming down towards the chicane, but two into one won't go here! There was a bit of wheel banging, but neither went off and neither gained any advantage over the other, which was good. Two laps later, coming into the chicane for the last time, Rob slowed knowing that if he kept a tight line there was no way that Andrew could pass. Andrew tried all he knew, but Rob held on to take the win by literally a car's length and 0.1 secs. It was one of the closest finishes seen this year. Mark Williams took third and John Pape fourth, making it a DeVilbiss two/three/four.

M-chassis Finals

The M-chassis B-final was won by Martin Thorpe from a hard-charging Daniel Thurston. It was a good race with just 17 secs covering first to fifth.

In the A-final, Paul Bennett scored a lights to flag victory from Mark Wendon and Mark Poulton. There was a moment of concern for Mark W, though, when it was discovered that he had lost his transponder on lap 2. However, Mark P sportingly confirmed that Mark W had definitely finished ahead of him. Such a nice bunch of people these M-chassis drivers - they even move out of the way for faster cars! Edward Collett drove a fine race, bringing his Mini home in fourth place from tenth on the grid. In contrast, poor Steve Bennett had a miserable time. Up to lap 10 he was running strong and dicing with Paul for the lead, but lap 11 was very slow and he pulled off



Another from the Wendon collection - this time an Alfa with superb airbrushed graphics.

into retirement on lap 12. Graham Luther's Mini finished fifth to make it three Mazdas and two Minis in the top five.

Concours

The concours winners were Mark Williams with a very smart Ferrari and Peter Ellis with a quite superb Abarth. Mark's Ferrari was in fact a Jon Winter paint job, although he did try to persuade me that he had finished it! Well, technically I suppose he had, if you can count screwing in the pilot! Nice one, Mark!

Standings

After six rounds, counting the five best scores so far, the overall championship positions are as follows:

M-chassis

1	Ben Elliott	2003 points
2	Mark Poulton	1974 points
3	Steve Bennett	1966 points

F1

1	Andrew Cooper	1992 points
2	Rob Chaldecott	1972 points
3	Jon Winter	1970 points

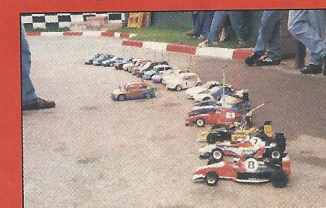
Thanks to Keith, Christine, Andrew and the Tibshelf club for a great day. See you at Ashby. RRCi



Mark Williams' Ferrari exiting the chicane.



Rob Chaldecott's Sauber awaits its 'control' tyres.



Concours line-up.



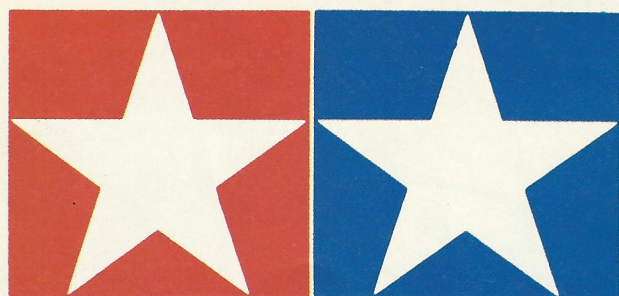
Nice to see the Tamiya van in attendance once more.



Rob Chaldecott's winning Sauber waits on pole for the A-final.

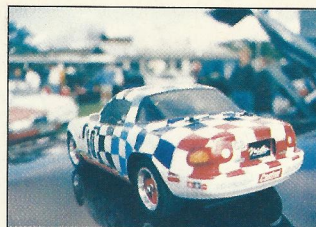
Driver	Sponsor	Speedo	Servo	Cells	Body	Front Tyres	Rear Tyres	Gearing	Qualify Pos.	Final Pos.	Pts	Other Info.
Rob Chaldecott	Infinity	MRT VFX	KO 1012	Infinity 1900	Sauber	Soft	Soft	25/93	1	1	401	New front, new blocks steering gyro
Andrew Cooper	KO, Infinity, DeVilbiss	M.troniks Prodigy	KO 2015	Infinity 2000	Sauber	Kit	Soft	25/93	4	2	396	Old front, new blocks ball joint rear, steering gyro
John Pape	DeVilbiss, KRB	LRP IPC V6	KO 1012	KRB 2000	Sauber	HRC	Kit	25/93	6	4	392	New front, adj rear ride height, ball joint rear, steering gyro
Mark Williams	Westbourne Models DeVilbiss	M.troniks Prodigy	Futaba 148	2000	Ferrari 310B	M	Kit	26/93	8	3	391	New front, new blocks ball joint rear, steering gyro
Richard Isherwood	Futaba, PAP, Riko, Orion M.troniks, Frewer, Carson Modelsport	M.troniks DigiMax	KO 1001	Orion 2000	Tyrrell	Kit	Soft	26/93	9	5	(388)	Old front, new blocks ball joint rear, 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	Med	FWD	Mazda	S-grip	S-grip	18T	1	1	401	Ball diff, blue front springs, red rear springs
Mark Poulton	Cheshire Models, CML	Reedy 1700	Med	FWD	Mazda	S-grip	S-grip	18T	2	3	397	Ball diff, ARB front only blue front springs, yellow rear springs
Mark Wendon	Galaxy Models Mum & Dad	1700	Med	RWD	Mazda	M-grip	S-grip	18T	4	2	396	ARB rear only, red front springs, yellow rear springs
Brian Murphy Jnr	Cheshire Models, CML	Reedy 1700	Med	FWD	Mazda	M-grip	S-grip	18T	7	5	390	Ball diff ARB front and rear
Edward Collett	Harlow Racing	Infinity 1700	Short	FWD	Mini	Super Slicks	Super Slicks	20T	10	4	388	Standard



TAMIYA Eurocup '98

PETER CHALDECOTT



Mark Wendon's very attractive Mazda. Didn't win the concours this time though!

F1 AND 'M' CHASSIS - ROUND 5 RACAL DECCA



With another maximum points score, Ben Elliott gave himself an unassailable lead in the '98 championship to take the M-chassis title with three rounds still to go. Indeed, it was an excellent day for the Elliotts with father Dave qualifying second, only 6 secs slower than Ben, and finishing equal second overall on points.

Andrew Cooper, beaten into second place in F1 at Castle Combe by Pete Stevens, returned the favour this time to settle the score at two wins each out of the five rounds so far completed. Whilst Ben may have sewn up M-chassis, the F1 title is still far from over!

For this round, the F1/M-chassis circus moved to the Racal Decca circuit at Tolworth in South London. I have a sort of love/hate relationship with this place. It is very small, quite narrow, and so, so bumpy ...

everything that I don't like! On the other hand, it has always been kind to us, and the race organisers are some of the nicest and most enthusiastic people you could wish to meet. The young lady who sells the raffle tickets looks pretty good too ... oh, to be young again, it's not fair being old!! Just bear with me one moment whilst my heart pacemaker slows down to normal speed! Now, where was I? Oh yes, Tolworth. Because of the bumps and curves (I am trying to keep my mind on the circuit here, honest!), with regard to car set-up, this circuit is probably the most technically demanding that we visit. Whilst this can be frustrating, as an engineer by profession I do relish the challenge that this brings. On paper, this is a circuit that I should hate, but I always go away having enjoyed the experience! This time was no exception ...

thank you Racal Decca for another great day.

Qualifying

The night before this meeting saw storms and heavy rain. The track was damp for practice, but by the time qualifying got under way it was dry enough for additive. Early on, the skies looked a bit threatening and there were odd spots of rain, but as the day progressed the skies brightened and it turned out real nice. This was the second dry meeting in a row ... hope it continues!

Servo failure caused Andrew Cooper to miss round 1 in F1. No such problems for Ian Andrew who at this stage topped the leader board with a time that was to be only 1.31 secs slower than his fastest time for the day. From round 2 onwards, though, the battle for the front row was between Andrew Cooper and Pete Stevens. Both recorded their fastest times in round 3, with Andrew fastest by just 1.77 secs. Andrew also set the fastest individual lap of 12.83 secs, which compared with a best of 12.93 secs from Pete. Jon Winter was the only other driver on 23 laps and he was only 3.86 secs off the pole time. It was very close. Ian Andrew continued his current consistent form to be fastest of the 22 lappers and line up alongside Jon on row 2. Rob Chaldecott rounded out the top five and had arch rival Paul Woodhams for company on row

3. Row 4 comprised Richard Isherwood and Mark Williams and row 5 had David Smeaton and Jason Butterfield. David and Jason are both going extremely well this year - this was David's second A-final appearance and Jason's third.

As is often the case, there were other notable performances further down the field. This time my attention was drawn to young Matt Loveless. Matt is another of the DeVilbiss 'army' from Bournemouth and has been steadily improving as a driver. On this very demanding circuit Matt eventually qualified 15th fastest, but after round 1 he was lying an excellent 10th. His fastest lap of 13.95 secs was actually faster than one of the eventual A-finalists. Looks like we might have to watch out for you, Matt!

Formula 1 Top Ten

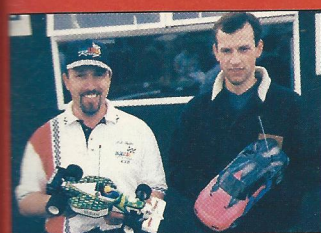
1	Andrew Cooper	23/309.13
2	Pete Stevens	23/310.90
3	Jon Winter	23/312.99
4	Ian Andrew	22/303.46
5	Rob Chaldecott	22/305.65
6	Paul Woodhams	22/311.73
7	Richard Isherwood	22/312.88
8	Mark Williams	21/305.68
9	David Smeaton	21/307.01
10	Jason Butterfield	21/310.15

In M-chassis the Elliotts made qualifying their own. Ben took his customary pole, but was a bit shocked when his old man got within 6 secs of his time! In my last report I predicted that the twists and turns of Tolworth would suit Steve Bennett's Mini. Well, a Bennett did qualify third, but to my surprise it was Paul and not Steve. Things just didn't seem to come together for Steve and at one stage he wasn't sure he would even make the A-final. In the end he did make it, but only in 9th spot. Martin Thorpe must have been inspired by his performance at Castle Combe and put in another superb run to take 4th fastest this time. Matt Bunker completed the top five, also his best qualifying performance so far this year. Behind Matt there came a total of 16 drivers all on 18 laps. Just 5.08 secs covered 6th to 10th, and only 17.67 secs covered 6th to 20th! When it's this close, even a small mistake can be very costly!

M-chassis Top Ten

1	Ben Elliot	19/301.65
2	Dave Elliot	19/307.79
3	Paul Bennett	19/311.21
4	Martin Thorpe	19/316.40
5	Matt Bunker	19/316.76
6	Oliver Owen	18/297.42
7	Graham Luther	18/300.28
8	Mark Poulton	18/302.13
9	Steve Bennett	18/302.16
10	Edward Collett	18/302.50

Ben Elliott reigns supreme



Concours winners Bob Styles and Paul Bennett.

Finals

The grid at Tolworth is very compact and the run to the first corner is very short. Consequently, if you can get round the turn one without tangling with someone you can consider yourself lucky!

The F1 finals results were as follows:

C-Final Peter Loveless
B-Final Lee Dolby

At the start of the F1 A-final Andrew Cooper got away well, but Pete Stevens suffered at turn one and Ian Andrew got jumped when he failed to hear the start buzzer. Thus, at the end of lap 1 the order was Andrew, Jon Winter, Rob Chaldecott (about time we missed the first corner carnage for once!) and Pete. Andrew steadily increased his lead whilst behind a terrific scrap for second began. Rob got past Jon on lap 2 and held on until lap 5 when Jon returned the favour. All the time Pete was closing and on lap 6 took both Rob and Jon. On the next lap, though, Pete and Jon tangled allowing Rob back through into second. This good fortune was short-lived, however, when 3 laps later Rob was tagged by a car he was lapping. This saw Pete back in second, Jon third and Rob fourth once more. Some pushing and shoving between Pete and Jon allowed Rob to close on lap

13, but lap 14 decided matters. Both Pete and Rob had slow laps, which elevated Jon to second and dropped Rob out of contention. Things calmed down after that, so that the order at the finish was, Andrew Cooper 23/306.34, Jon Winter 22/300.51, Pete Stevens 22/301.35 and Rob Chaldecott 22/309.84. David Smeaton and Jason Butterfield both had a storming final, finishing just 1 sec apart in 5th and 6th from 9th and 10th on the grid. It was a great race.

The M-chassis results were as follows:

D-Final Craig Butler
C-Final Tony Chapman
B-Final Mark Wendon

Graham Atkinson should have won the M-chassis B-final and would have had it not been for the intervention of a backmarker just a few corners from home. To say that Graham was miffed is an understatement and for a moment I thought that we were going to be treated to a re-enactment of the scene from Days of Thunder where Cole Trickle blasts out of the pits after the race and slams the other car into the wall! Fortunately, Graham thought better of it, and his 'attacks' on the other car were of a somewhat milder nature!

In the M-chassis A-final Ben Elliott was well in command of the race until about half distance when inexplicably he slowed. At first we wondered if he was playing with the opposition, but then it became apparent that all was not well with the car. After several slow laps, he picked up the pace once more and managed to remain in front until the finish. Subsequent investigation revealed that Ben's diff had seized, and this had caused some 'interest-

ing' handling characteristics. Following in Ben's wake, the next four cars had a tremendous tussle, Martin Thorpe eventually finishing second just 3.21 secs behind Ben and only 1.46 secs in front of Paul Bennett. Dave Elliott was a mere 0.66 secs behind Paul and only 0.58 secs ahead of Matt Bunker who completed the top five. In fact the whole race was extremely close, with every driver on 18 laps and just 12.96 secs covering first to last. Ben now has the championship, but second place is still up for grabs. The next round will see a new winner, though, as Ben will not be contesting the remaining rounds. Should make things more interesting!

Technical Topics

In M-chassis the A-final was populated by 5 Mazdas and 5 Minis. All of the Mazdas ran on S-grips all round and all of the Minis ran on Super Slicks all round. All ran in FWD mode.

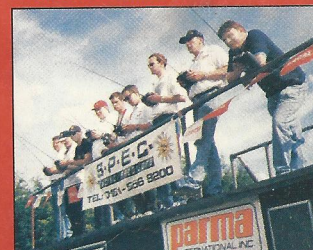
In F1, the trick was to get the car to handle the bumps. We ran Rob's car with the rear shock absorber spring removed and with the extended upper deck disconnected at the servo end. Like most, we used medium fronts and kit rears with full additive on the rears and just a small amount of additive on the inside edge of the fronts. We chose the smallest diameter rear tyres we had to try to reduce rear end bounce. This worked okay, but this was one occasion where we could perhaps have benefited from an adjustable rear ride height hop-up. Several drivers used the larger diameter dished front wheels with standard sized medium fronts stretched over them, which increased ground clearance and seemed to work well. Some drivers also used soft tyres all round without additive, although I don't



Team DeVilbiss.



M-chassis A-finalists.



F1 A-finalists.

believe this offered any real advantage. Opinion was split over whether to use the old front or the new front, with 7 A-finalists going for the old and 3 the new. Several drivers claimed to have disabled their gyros, but we tried Rob's car with and without the gyro and there is no doubt in my mind that it was much better with it. At the end of the day, I guess that most of these things come down to personal preferences!

The series now takes a breather before the next round at Tibshelf. Let's hope that this year is free of the tyre controversy that dogged last years round. **RRCI**

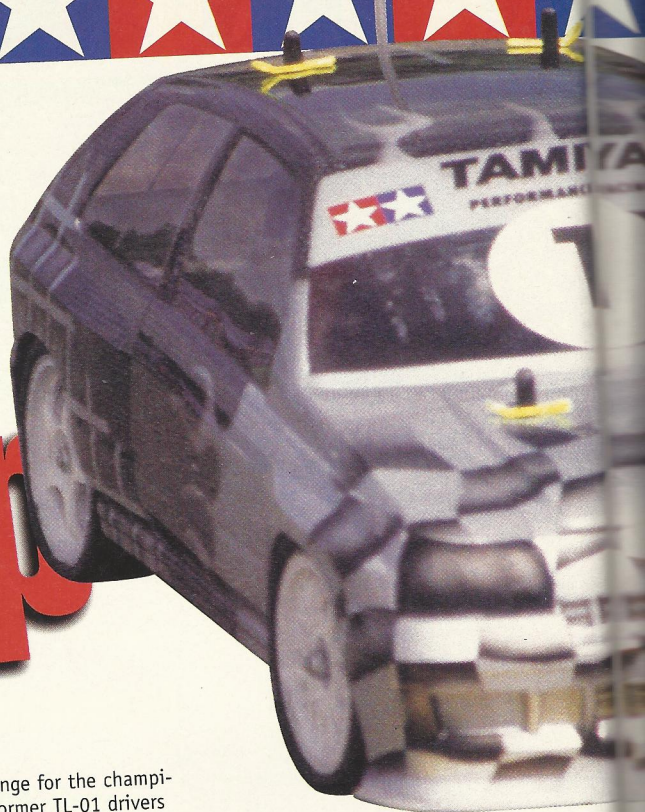
Driver	Sponsor	Speedo	Servo	Cells	Body	Front Tyres	Rear Tyres	Gearing	Qualify Pos.	Final Pos.	Pts	Other Info.
Andrew Cooper	KO, Infinity, DeVilbiss	M.troniks Prodigy	KO 2015	Infinity 2000	Sauber	M	Kit	20/93	1	1	401	Old front, new blocks ball joint rear, steering gyro
Pete Stevens	Racer, Frewer, LRP, KO PAP	LRP V6	KO 902	Orion V-max 1700	Sauber	M	Kit	23/93	2	3	397	Old front, new blocks adj rear ride height dished fr wh's, no gyro
Jon Winter	KO, Frewer, PAP, Mirage M.troniks	M.troniks Prodigy	KO 1012	Orion V-max 1700	Sauber	M	Kit	23/93	3	2	397	New front, adj rear ride height, dished fr wheels no gyro
Rob Chaldecott	Infinity	MRT VFX	KO 1012	Infinity 1900	Sauber	M	Kit	21/93	5	4	393	New front, steering gyro
David Smeaton	Portprince Models	LRP V6	KO 715	Trinity 1700	Reynard	HRC	Kit	22/104	9	5	388	Old front, new blocks adj rear ride height ball joint rear, no gyro

Driver	Sponsor	Cells	Wheel Base	FWD/RWD	Body	Front Tyres	Rear Tyres	Pinion	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, ARB front and rear, red springs front and rear
David Elliott	Cleveland Models	Orion V-max 2000	Med	FWD	Mazda	S-grip	S-grip	18T	2	4	396	Ball diff, ARB front and rear, blue front springs red rear springs
Paul Bennett	FX Airbrushing	Orion 2000	Med	FWD	Mazda	S-grip	S-grip	18T	3	3	396	Ball diff, blue front springs, red rear springs
Martin Thorpe	None	Orion 2000	Short	FWD	Mini	Super Slicks	Super Slicks	20T	4	2	396	Blue front springs, yellow rear springs
Matt Bunker	DeVilbiss, KRB	ESP 2000	Short	FWD	Mini	Super Slicks	Super Slicks	20T	5	5	392	Ball diff, ARB front and rear, red front springs blue rear springs

formula 1 m-chassis

TAMIYA EuroCup

CHRIS FIFE-SHAW '98



STOCK TOURING/4WD GT ROUND 5 - BEDWORTH

Back to Bedworth for round 5 of the series, this round replaced the previously advertised Crystal Palace round. Perhaps because of the change of venue, the turn out was down on the meeting the fortnight previously but this did at least mean an early finish for those who had long home trips to make. Mercifully, this meeting was blessed with hot, dry weather which was just as well as the club had decided to run a non-standard track layout that demanded quite a degree of precision driving, something which would not have been possible had the track been damp. The new layout was shorter but demanded great care around the infield. A very sharp, left-right chicane had a large

concrete marker on the entry which, if clipped, could launch the car in unpredictable directions. Every once in a while someone would hit it and literally fly over the opposite track marker effectively straight-lining the chicane and saving a lot of time. The problem with this strategy was that it could not be relied upon lap after lap - the slow route was faster over 5 minutes.

Stock Touring

A bit of a FWD walk over this week with only Tony Chapman making the 'A' final with a TL-01. Tony used to run well in F1 a few years ago and has only entered the series late in the day and so will have to do all the remaining rounds if he

wants to challenge for the championship. Some former TL-01 drivers had defected to the short wheelbase FWD Clio with Darren McHarg running one and Shaun Taylor borrowing Mark Burgess' old car for the day.

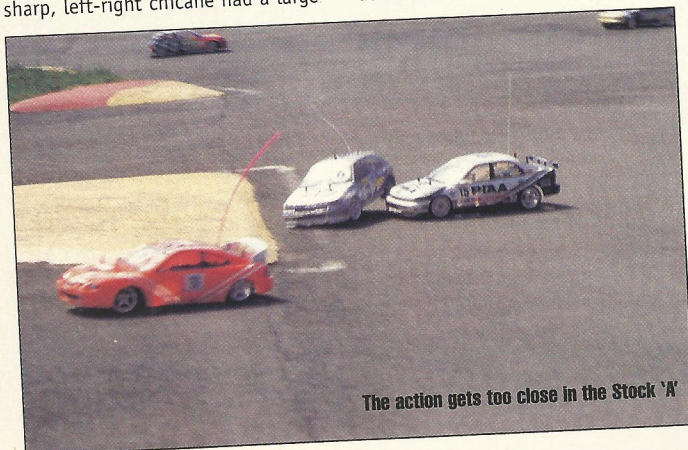
Marc Puddle again TQ'd but had a rough time in the 'A' final itself ending up 5th. Nathan Parker lead after the early laps of banger racing with Tony Chapman (TL-01) having moved up from 9th on the grid to second. Tony was gradually inching up on Nathan by virtue of running very smoothly but just missed out by a second at the flag.

An interesting feature of the stock finals were the grip rolling short wheelbase cars. Many of the top runners like the short FWD chassis because of its relatively good turn in but the heat and the grippy track surface meant many of them produced some impressive rolls, especially on the fast sweeper. Great to watch but potentially expensive!

Mark Jackson took the concours with his home made police car complete with lights. As the rules state that to win the concours you must run the car in a race, Mark had to risk all while those around him took great pleasure in trying to smash the lights off the roof. Such gentlemen, these racers are!

4WD GT

The question this week was whether Ben Elliott would walk away with this round after having dominated the meeting two weeks before. The answer was to be not quite, but nearly. Andrew Cooper held FTD after round one with Ben taking over in rounds two and three with a 23 in 312.38. This rather obscured the fact that Jon Winter had been going extremely well but had forgotten to put in his transponder - how many years has he been racing? Jon got it right in



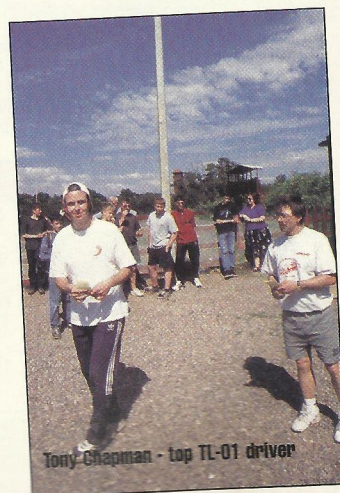
The action gets too close in the Stock 'A'

Top Ten

	Qual	Final
Marc Puddle	1	5
Shaun Taylor	2	4
Nathan Parker	3	1
Darren McHarg	4	9
Mark Jackson	5	3
Les Freeston	6	6
Kevin Dent	7	8
Neil Connolly	8	10
Tony Chapman	9	2
Ricky Copsey	10	7



Young lovers - Ian and Sharon



Tony Chapman - top TL-01 driver



the fourth round taking FTD on to 23 in 307.97 less than 0.1 of a second ahead of Ben who also improved in the last round.

Equipment choice was not especially varied with most drivers opting for Type A tyres all round with red springs on the front and blue on the rear. The Dyna-Run motor again dominated with 8 out of the ten using it. A couple of drivers tried Type Bs which are intended for hot weather and three drivers risked the one-way drive system including your scribe who finally made it to an 'A' this time. My feeling about the one-way drive system is that it gives excellent turn in and probably improved top speed but it does demand a smooth driving style. If you try to hustle the car like I did in the final, you end up in a lot of trouble and it is ultimately slower.

Thankfully I wasn't able to watch the 'A' final from trackside this time but I know it was a close thing with Jon, Ben and Andrew separated by less than two seconds at the end of 5 minutes. Given the complexities of dropped scores which now come into play it looks as if the championship will be between these three with Luke and Richard Isherwood (not here today) as outside bets.

Top Ten

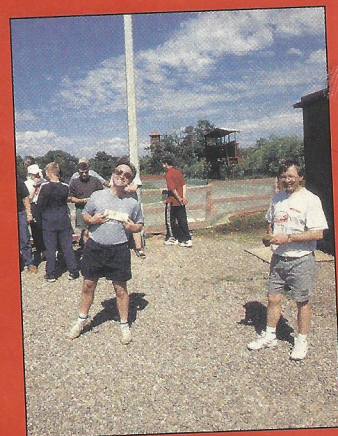
	Qual	Final
Jon Winter	1	1
Ben Elliott	2	2
Andrew Cooper	3	3
Luke Burley	4	5
Mark Freeston	5	6
Andy Childs	6	4
Chris Fife-Schaw	7	10
Ian Andrew	8	8
Dave Morris	9	9
Dave Elliott	10	7

Jonny Boy Winter is asking where the nearest lavatory is

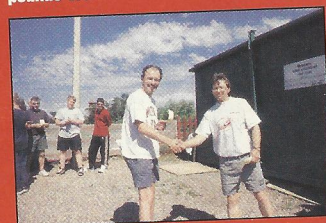


Luke Burley took the concours award with his now customary personalised paint job on the new Mercedes CLK shell - classy.

On a sombre note, Bob Burr had to read the riot act to some of the overnight campers who had chosen to race their real car around the Bedworth rugby pitch in the dark. Nobody got hurt but it is this kind of thing that loses clubs the right to have overnight camping. My home club at Aldershot lost its camping facilities when racers behaved badly one night and, as many of you know, this is massively inconvenient for all concerned. Once these facilities are lost, they are lost for good so let us not put them at risk. Finally, a first in my experience of racing was the announcement of the engagement of Ian Andrew (aka Ian Diboll) to his girlfriend Sharon which was put out over the PA. Congratulations and good luck to you both. **RRCI**



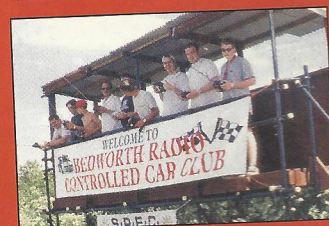
Dave Elliott is pleased with his five pounds worth



Yours truly picks up some Eurodosh



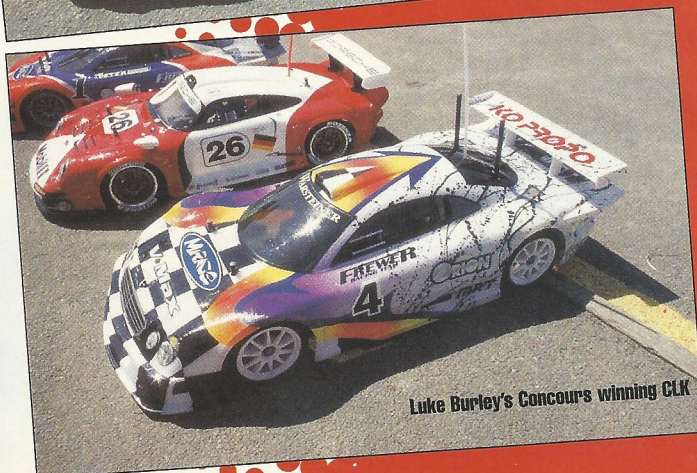
Mark Jackson and Police car



Stock 'A' finalists

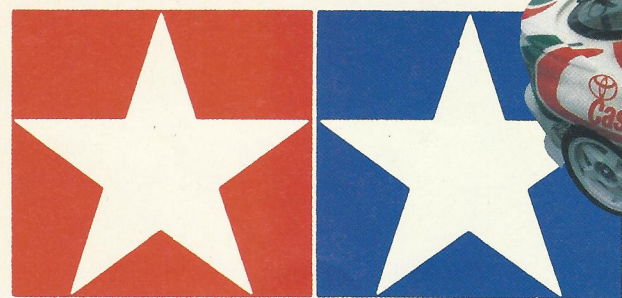
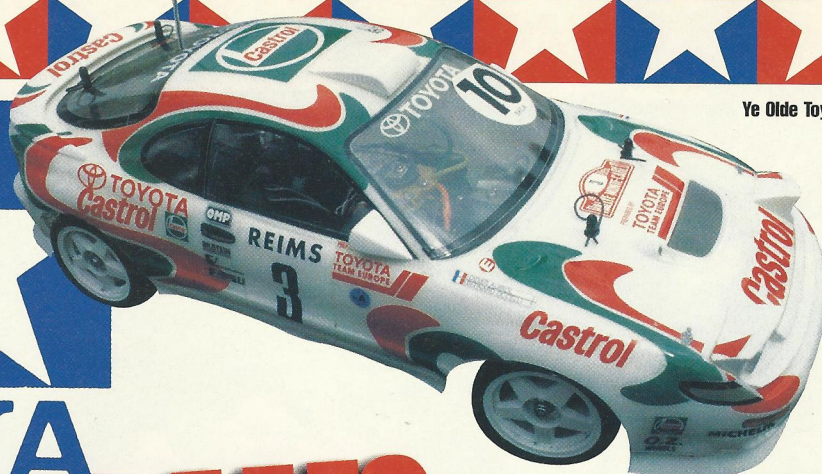


PEPS Merc



Luke Burley's Concours winning CLK

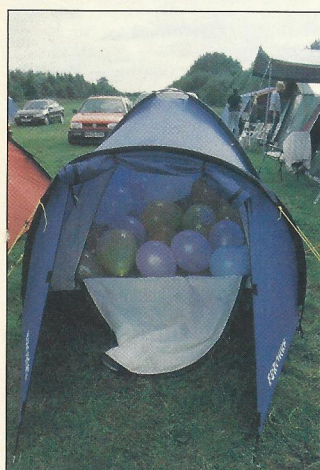
Ye Olde Toyota



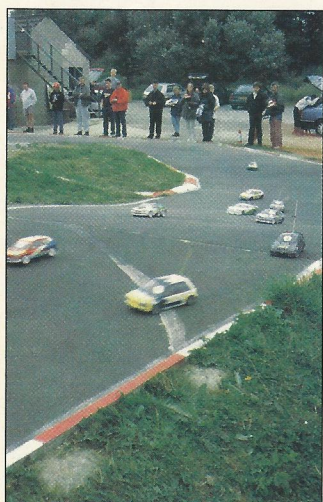
TAMIYA Eurocup '98

CHRIS FIFE-SHAW

GT AND STOCK TOURING - ROUND 6



Steve Childs, 50th birthday surprise awaits



First corner action

As we enter the final stages of the series we travel to three tracks that could not be more dissimilar. This week it was Broxtowe, lots of grip, bumps and elevation changes. Next is Tibshelf with wide long straights and little grip followed by Racol Decca which is very small and tight. This might suggest lots of set-up changes but if Broxtowe is anything to go by, perhaps not. The story of collecting technical info this year seems to be that the cars, especially the TA-03R/RS chassis, handle pretty well anywhere. Most of the top GT drivers were using the same basic set-up (red front springs, blue rear with roll bars and Type As all round) with the only change being the use of smaller pinions as there were few places to really let the cars build up speed. All tyres, even stock kits, seemed to produce too much grip. Lots of cars were to be seen grip rolling and there were plenty of stripped spur gears as the bumps and grip conspired to put transmissions under a lot of strain.

4WD GT

With 5 rounds completed and 5 out of 8 to count, it is now possible to see who needs to do what to win. After the first 5 meetings Jon Winter (1992pts) leads Andrew Cooper by 19 points with Luke Burley a further 5 behind on 1968pts and Andy Childs on 1954. Ben Elliott and Richard Isherwood, both having missed one round, need some good scores but

are also still in with a chance. With 201pts for FTD and 200pts for the 'A' final win Jon is certain to qualify for the European finals and the real interest is who will be joining him.

Qualifying

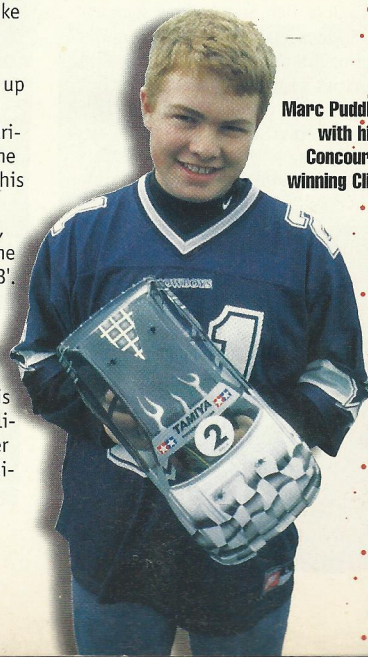
Qualifying saw a three-way battle between Jon, Andrew C. and Ben with Andrew eventually taking it with an 18 in 302.88 three seconds ahead of Jon. What was required in qualifying was a smooth, uninterrupted run rather than a fast one. It was possible to ride some of the curbs, BTCC-style, to straight-line some of the chicanes but mistakes cost a lot of time as an 'off' often meant your car fell down the track banking and marshallings could take a long time. Thankfully, driving standards were quite good this weekend and most people picked up the idea that a clean run was important and got out of faster drivers' ways. Martin Thorpe made the 'A' with his TA-03F proving that this car can still be competitive.

Richard Isherwood had, for him, one of his worst days for sometime ending up 11th and pole in the 'B'. He had tried his super-modified TL-01 in round 1, which worked well as long as he didn't throw it into the corners - if he did it grip-rolled. Richard reverted to his TA-03RS for the remainder of qualifying but never quite got together a clean run. I have also now modified the RRCi review TL-01 Celica

and tried it out on the Saturday afternoon. It certainly can be made to go quickly, but my solution to avoid grip-rolling was to use hard kit tyres on the front and Type As on the back. This cured the rolling but the understeer meant it was ultimately slightly slower than my TA-03R. I will try the anti-roll bar set and lightened propshaft at Tibshelf where the track has less grip. If Ishy's TL-01 is anything to

go by, it could prove as fast as the TA-03R/RSs - we shall see.

In my third qualifying heat my car screeched to a halt on the main straight with all the wheels locked solid - spectacular stuff. Post-race inspection revealed that my one meeting old Dyna Run motor had thrown an armature winding - the first time this has happened to me in 17 years of racing and something that is pretty rare these days. Tough luck you might say and I might agree were it not for finding out that at least three other people had suffered similar problems this year already with one person losing two motors this way. This number of failures suggests more than just an isolated problem and with these motors



Marc Puddle with his Concoirs winning Clio

retailing at £63 Tamiya ought to have a look at their quality control. The company has a reputation for producing high quality products - let us hope that this is something that can be sorted out and is just a problem with a batch of these particular motors.

Finals

Derek Chapman took a clear win in the 'C' final from Colin Parsfield and Andy Perrot despite some difficulty getting past backmarkers. Richard Isherwood reverted to his TL-01 for the 'B' final but got caught in all sorts of mayhem which was not helped by his car grip-rolling. Indeed lots of folk grip rolled in this race and none of the finals saw clean first laps. John Dyer managed to keep it all together to take the win by one second from Nigel Perry. The 'A' finalists didn't escape the first lap carnage with a number of the championship contenders hitting trouble

ong

early on. Andy Childs was the driver making the most of the opportunities offered and he took the win by 2 seconds from Andrew Cooper who was himself 2 seconds up on Luke Burley. Such is the dominance of the likes of Jon Winter and Andrew Cooper that yours truly courteously moved over to let them by in the 'A' final even though both were actually behind at the time having suffered in the early pile-ups. I had assumed that if they came up behind me they must be lapping me - arrrrgh! - two places given up without a fight!

Andrew Cooper came out of the meeting with the most points (400) and can only rue the loss of the extra point which might well have been his had the race lasted another minute.

Stock Touring

Entries for this class remain

Top Ten

	Qual	Time	Final
Andrew Cooper	1	18/302.88	2
Jon Winter	2	18/305.92	6
Ben Elliott	3	18/307.30	4
Andy Childs	4	18/308.46	1
Luke Burley	5	18/309.75	3
Mark Freeston	6	18/315.20	5
Chris Fife-Schaw	7	18/315.79	7
Alan Harland	8	17/305.24	9
Martin Thorpe	9	17/309.05	8
Dave Elliott	10	17/310.23	10

healthy and such is the influx of new drivers that it is not yet clear who is really doing well. Marc Puddle leads overall and looks likely to qualify for the European finals but some drivers like Nathan Parker and Tony Chapman have entered the series late and look destined to score well if they can keep up their current performance levels. I thought I would ask the Stock Touring drivers about tyre inserts this time as this is one of the few things you can change in this class and I thought it might reveal some secrets. To my disappointment and financial relief, there was no consensus on inserts whatsoever. Just about every combination was being used - foams, black moulded, blue moulded and various combinations front and rear as well as using none at all, all with no noticeable advantage.

Qualifying

TQ fell to Nathan Parker with a 15 in 302.43 a full 9 seconds quicker than Peter Sargeant who took second overall. Peter was leading the junior championship at this point as well as being 4th overall in the series. Tony Chapman proved to be the best TL-01 driver, again making the 'A'.

Finals

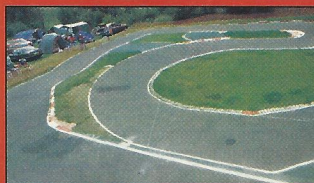
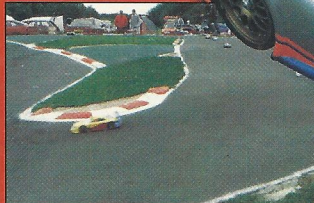
The finals all suffered from the usual first lap carnage not helped by the fact that the TL-01 drivers usually made much better starts courtesy of their better 4WD traction. It was not uncommon to see a TL-01 starting from the back of the grid and yet be first into the first sweeper. The 'D' final was won by young Paul Bridgewater from Lee Butler and Sarah Secker. Tom Poulton took the 'C' from John Philips and Regular 'A' finalist Shaun Taylor took the 'B' from Stuart Collard by less than 2 seconds.

The 'A' final saw Derek Chapman line up Tony's TL-01 pointing to the middle of the track hoping to make the most of the 4WD traction. Come the buzzer Tony's car shot off the line making up five places to run second by the first bend. Behind there was a fair bit of chaos but poleman Nathan Parker had done enough to be in the lead

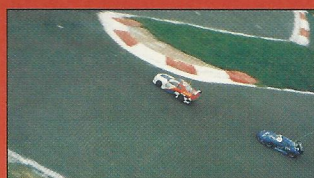
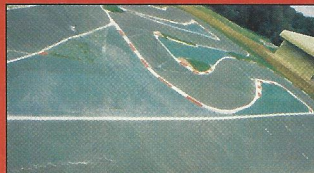
at the flag. Nathan as

the only driver to log sub-20 second laps with his FWD Clio, actually putting in four 19 second laps clearly demonstrating his superiority at this track. Marc Puddle took a close second with Peter Sargeant claiming third. Marc's placing further secures his position at the top of

Porsche city



Three views of the challenging Broxtove circuit

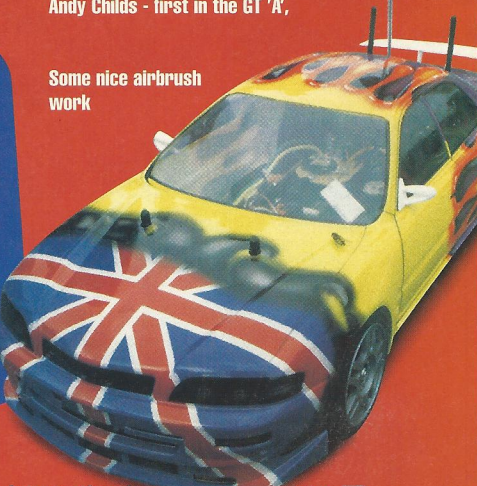


Round the bend!

the table though Nathan needs to do two more rounds if he is to put in a challenge. Peter's third place virtually guarantees the junior championship and a trip to the finals. **RRCI**

Top Ten

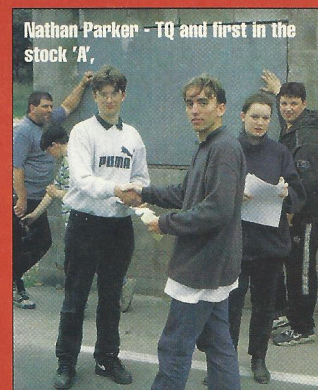
	Qual	Time	Final
Nathan Parker	1	15/302.43	1
Peter Sargeant	2	15/311.46	3
Marc Puddle	3	15/313.37	2
Chris Grundy	4	15/313.72	7
Russell Flagg	5	15/316.07	4
Carl Taylor	6	15/316.97	10
Tony Chapman	7	15/319.04	6
Kevin Dent	8	15/320.32	8
Darren McHarg	9	15/320.79	5
Jason Petch	10	14/298.46	9



Some nice airbrush work

Andy Childs - first in the GT 'A',

Some first lap mayhem



Nathan Parker - TQ and first in the stock 'A',

