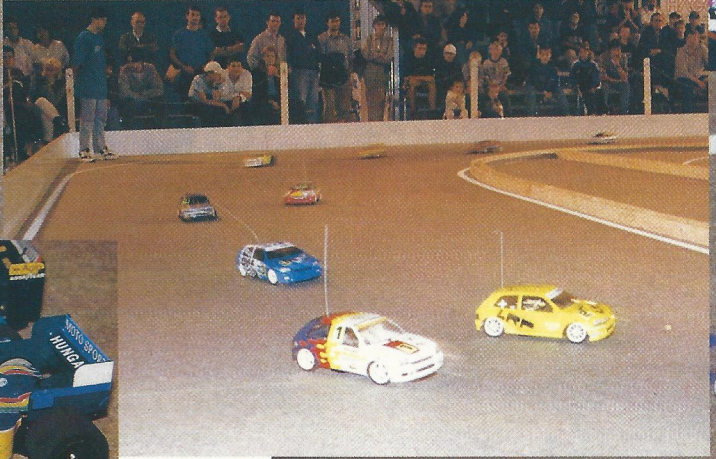
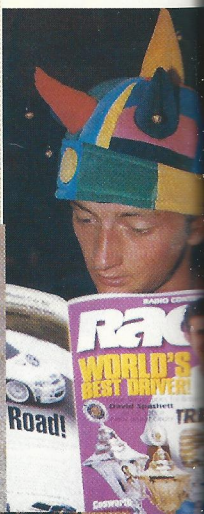
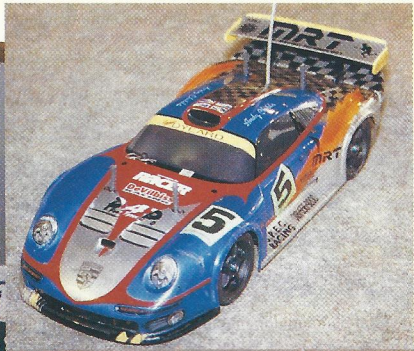
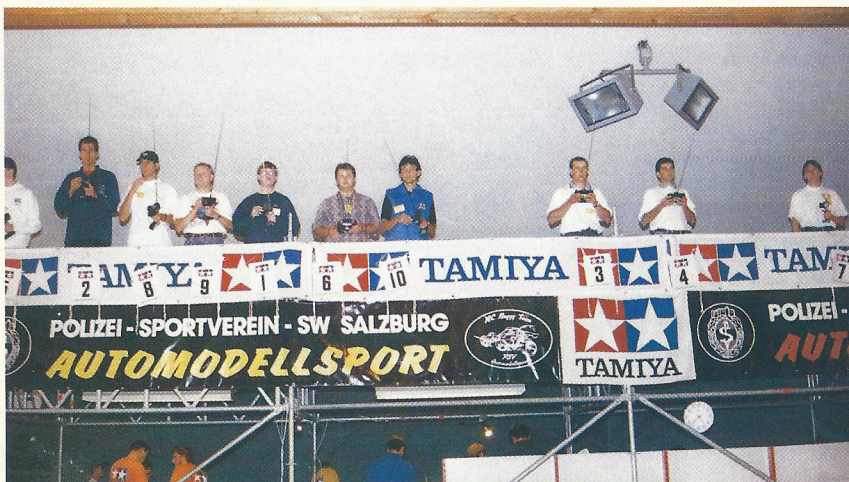


RACE REPORT



BELOW: The brilliant British Team were stars (or so they say) being some of the fastest on the track if a little unlucky



Tamiya Euro Stars

Racers from all over Europe gathered in Austria to celebrate the Tamiya Eurocup and race for the title 'Eurocup Champion' with prizes on offer of trips to the home of Tamiya - Japan

Nestling in the outskirts of Salzburg just a short drive from the centre of this beautiful European City, at an exclusive indoor tennis club was the venue for the 1998 Eurocup European finals. The Austrian distributor for Tamiya had set a perfect location and track for the event that would test the best Tamiya drivers from all over Europe to the limit.

The Eurocup finals were held on a specially constructed carpet track marked with a tough wooden track marking system that did not move if crashed into. Grip was a little on the low side but good lighting, superb organisation and the Tamiya super fair rules meant that racing was close and fun all at the same time. Team spirit is an important part of the event with the various drivers and supporters from each country cheering on their team members during qualifying and racing producing a unique and exciting atmosphere.

There were four classes raced for different cars but also a special junior prize up for grabs. Great Britain had been almost totally dominant last year and again sent a strong team to challenge the best teams from Europe.

Carpet Racers

There were 40 eager competitors for the Stock Touring class. Great Britain had 3 drivers all capable of winning this class, Marc Puddle, Peter Sargeant and Nathan Parker. In qualifying the Brits faced tough opposition from Switzerland, Italy and Germany.

Germany's Toni Rheinhard was the fastest man of the track

taking TQ with 13 laps 5.09.32. Britain's top qualifier was Nathan Parker just over 6 secs behind in 4th spot. Peter Sargeant was Britain's youngest competitor putting his Clio a fine 7th on the grid, he was in a good position to take the top Junior spot but with a tough job to beat the German youngster. Marc Puddle was expected to make the top 10 but a series of bad luck and motor problems left him in a disappointed 15th overall, he was always fast enough for top position but was unlucky. The top 10 looked like this;

Stock Touring Finals

Although Britain's Nathan Parker was 4th on the grid he drove a stormer of a first leg, once he got the lead his smooth style of driving kept him ahead of the field to take a fine victory to the excitement of the British team

1.	Toni Rheinhard	Germany	lead by Team
2.	Sebastian Joray	Switzerland	Managers
3.	Joel Metzger	Switzerland	Steve Fabray
4.	Nathan Parker	England	and Richard
5.	Rene Klobel	Austria	Isherwood. In
6.	Eric Stiehler	Germany	the second leg
7.	Peter Sargeant	England	Nathan was
8.	Heinz-Jurg Kalinowski	Germany	not so
9.	Dario Feni	Italy	
10.	Simone Brocca	Italy	

fortunate, a crash and a problem with the car ending in 8th place. Peter Sargeant was having no luck either with a front wheel jamming if he clipped the barrier. In the final leg it came to a straight race between Britain's Nathan Parker and Switzerland's Joel Metzger. These two were the fastest and best drivers in the class, both had a chance of taking the title but Joel needed to win to beat Nathan. The race could not have been closer with both driver under extreme pressure, massive crowds cheered the drivers on and they both made mistakes. Nathan lead as did Joel, on the last lap Joel lead and finally crossed the line in front with Nathan in second, this gave both drivers the same points and no-one knew who had won.

Finally the drivers were put out of their misery with the decision going to Switzerland. Nathan Parker had 2nd but was disappointed not to be going to Japan, he had done a superb job to come home a fine 2nd. Peter Sargeant ended up 10th in his first Euros finals after a run of bad luck in the final, he too had done a brilliant job but was beaten to the top Junior title. The results were;

STOCK TOURING RESULTS		
1.	Joel Metzger	Switzerland
2.	Nathan Parker	England
3.	Simone Brocca	Italy
4.	Toni Rheinhard	Germany
5.	Rene Klobel	Austria
6.	Dario Feni	Italy
7.	Heinz-Jurg Kalinowski	Germany
8.	Eric Stiehler	Germany
9.	Sebastian Joray	Switzerland
10.	Peter Sargeant	England

M-Chassis Runners

The M-Chassis class saw some of the closest racing of the meeting, for the UK we had the Bennett brothers Paul and Steve both driving MX-5 cars and both looking from the start like they were potential champions. In qualifying the battle was on between the majority of drivers with the rear wheel drive MX-5 chassis and the front wheel drive Mini chassis of the German driver Thomas Wohlhuter. This class requires the smoothest, neatest driving style as just a metre is very difficult to make up on the track as the top speeds of the cars are virtually identical. After a close battle I which both the Bennett brothers and the German and Austrian drivers all swapped TQ the final pole

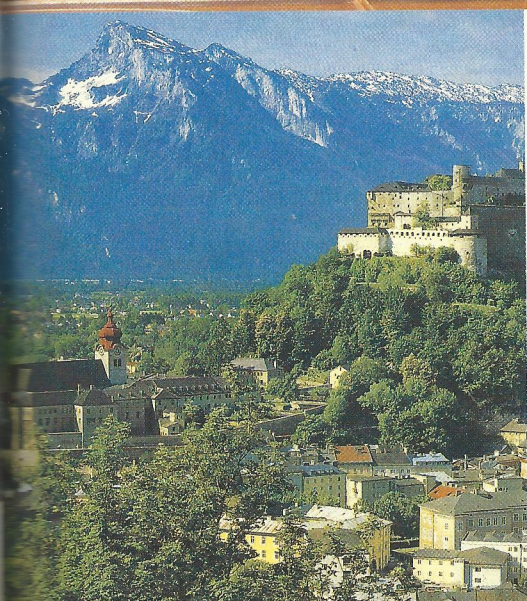


FAR LEFT: The Japanese Tamiya guys put on a top show with the Austrian agent



LEFT: Jon Winter's Porsche

BELOW: The assembled drivers come together to celebrate





BELOW: Team Orion's Oscar Jansen was on hand to help out the German Team



position went to the MX-5 of Austrian Ingo Wild, second was the Mini of Wohlhuter and 3rd and 4th were the Bennett brothers in an ideal position to help each other in the finals, the top 10 looked like this;

1.	Ingo Wild	Austria
2.	Thomas Wohlhuter	Germany
3.	Paul Bennett	England
4.	Steve Bennett	England
5.	Bart De Swaene	Belgium
6.	Samuel Romagnoli	Italy
7.	Johnny Persson	Sweden
8.	Mathiu Freyermuth	France
9.	Petr Holub	Czech
10.	Simone Guidetto	Italy

The finals for the title M-Chassis champion were extremely close, both the British drivers Paul and Steve were in with a very good chance but the two drivers ahead were fast and generally didn't make mistakes. In the first leg many were surprised by the speed of the Mini of Thomas Wohlhuter, his car although small handled very well and was almost a better style of handling for racing, being able to change direction quickly. He took the first leg with Paul Bennett second and Steve Bennett having a bad start in 9th. The 2nd leg was a real battle with Austria's pole man Ingo Wild finally taking the win with Bart De Swaene in 2nd, this left the final leg super close with any of three drivers in a position to win.

The final leg saw the closest racing with a fantastic wheel to wheel battle between the Mini of Thomas Wohlhuter and the MX-5 of Paul Bennett. Paul needed to win to take the title and with a little help from his brother was

right up behind the German on the last few laps. Paul tries every angle in the book to overtake the Mini but it was the German who held on to the line to take victory with the Mini, Paul was second and Ingo Wild third;

M-CHASSIS RESULTS

1.	Thomas Wohlhuter	Germany
2.	Paul Bennett	England
3.	Ingo Wild	Austria
4.	Samuel Romagnoli	Italy
5.	Bart De Swaene	Belgium
6.	Mathiu Freyermuth	France
7.	Johnny Persson	Sweden
8.	Simone Guidetto	Italy
9.	Steve Bennett	England
10.	Petr Holub	Czech

Formula 1 Racing

The foam tyred F1 cars were the fastest around the carpet track at the meeting, with their hand out modified motors and light weight these cars were flying around the tight and twisty track. The British team had high hopes again in this class with both Andrew Cooper and Pete Stevens looking to be two of the fastest drivers in practice.

In the first round of qualifying it was the Austrian Gernot Urbanek who was fastest but Pete Stevens was a strong 3rd and Andrew Cooper safely in the top 10, the German's were also fast and had Team Orion's Oscar Jansen on hand to keep their Tamiya motors in tip-top condition.

In fact it was the Brits first round times that stayed their fastest and the Austrian Gernot Urbanek's 4th round time that gave him TQ, the top ten were as follows;

1.	Gernot Urbanek	Austria
2.	Michael Claus	Germany
3.	Silvano Gilioli	Italy
4.	Markus Bader	Switzerland
5.	Pete Stevens	England
6.	Philippe Vialla	France
7.	Oliver Grimm	Austria
8.	Bjorn Hellwig	Germany
9.	Johnny Jonker	Holland
10.	Andrew Cooper	England

Final Fling

The battle for top F1'er was really between the pole man from Austria Gernot Urbanek and the German Michael Claus. These two were the class of the field and the battle in the first leg fell to the German, in these finals the International tension was at an all time high with plenty of cheering from the teams and screaming when drivers made contact with each other...

With a win in the first race the German driver needed a good start in the second race which he did get, this left him with a fine win and the title overall. The Brits didn't have it all their own way in the finals, a best of 3rd for Pete Stevens and a 4th for Andrew Cooper showed that they both had the pace if not much luck in the finals. A super close qualifying and finals for F1 was over with the top runners finishing like this;

1.	Michael Claus	Germany
2.	Gernot Urbanek	Austria
3.	Markus Bader	Switzerland
4.	Bjorn Hellwig	Germany
5.	Silvano Gilioli	Italy
6.	Pete Stevens	England
7.	Andrew Cooper	England
8.	Oliver Grimm	Austria
9.	Philippe Vialla	France
10.	Johnny Jonker	Holland



ABOVE:
Winning Mini handled very well on the tight turns and was super quick

BELOW: Top Fi runner from Germany



4WD Touring

There are many different styles of Tamiya chassis that can be used in this class, many chose the GT Porsche but some used cars with varying battery positions and wheelbases. The German driver Alexander Stocker with his Porsche 911 GTR was the best of the field from the very start with a fine 16 lap time, only Thomas Pardeller was a challenger at this stage. The 2 Brits in this class were Andy Childs and John Winter, these two were definitely capable of a win but were never really happy with their cars performance in practice. They were certainly the most 'colourful' drivers competing with Andy's chequered trousers and John's lovely clown's hat...

It was indeed the German Alexander Stocker who took TQ in round 2, he had a 1.32 sec advantage over the Austrian Thomas Pardeller, both these drivers the only ones to make 16 laps. The top ten after qualifying looked like this:

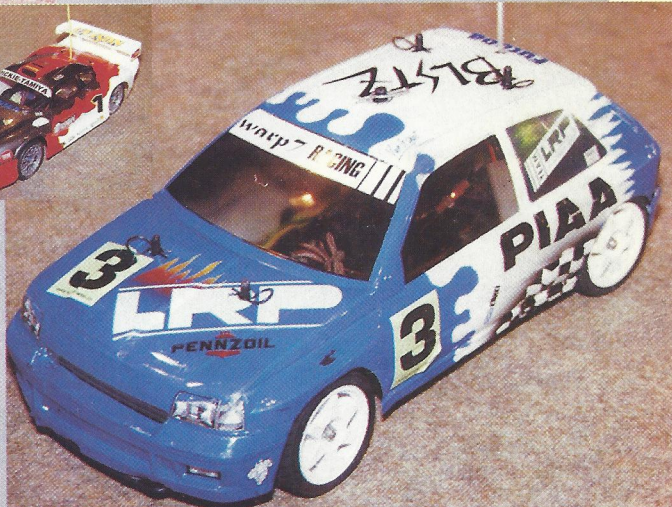
- | | | |
|-----|-------------------|-------------|
| 1. | Alexander Stocker | Germany |
| 2. | Thomas Pardeller | Austria |
| 3. | Sebastie Wartelle | France |
| 4. | Jochen Janik | Germany |
| 5. | Andy Childs | England |
| 6. | Beni Stutz | Switzerland |
| 7. | Johnny Pedersen | Denmark |
| 8. | Philippe Verbeeck | Belgium |
| 9. | John Winter | England |
| 10. | Claus Wittner | Austria |

F1 WINNER SET-UP

Name: Michael Claus
Age: 17
Nationality: German
Best result: 2nd in German Championship
Type of Chassis: F103
Body: Sauber C12
Radio: Sanwa
Speedo: Prodigy
Servo: Sanwa
Rear shock absorber: Basic
Front spring: Black
Rear spring: small spring
Motor: Acto Formula
Pinion: 22
Spur Gear: 104

4WD WINNER SET-UP

Name: Alexander Stocker
Age: 20 years old
Nationality: German
Best result: German Champion
Type of Chassis: TA03 RS
Body: Porsche GT1
Radio: Sanwa
Speedo: Prodigy
Servo: Sanwa
Front tyres: Type A
Rear tyres: Type A
Type of foams: Hard foam,
Rear: Hard foam
Front shock absorber: Aluminium
Rear shock absorber: Aluminium
Front oil: 200
Rear oil: 400
Front piston: 2 holes
Rear piston: 2 holes
Front spring: Red
Rear spring: Blue
Front shock spacer: 2 mm
Rear shock spacer: 6 mm
Options: All options
Motor: Dyna Run
Pinion: 22
Spur Gear: Original
Specials: Front red, rear blue anti-roll bars



M CHASSIS WINNER SET-UP

Name: Thomas Wohlhuter
Age: 28
Nationality: German
How long racing: 11 years
Best result: Germany Champion
Type of Chassis: M-02
Body: Mini
Radio: Futaba
Speedo: Prodigy
Servo: Sanwa
Front tyres: Super Slick
Rear tyres: Super Slick
Front: Black insert
Rear: Soft foam
Type of front shocks: Aluminium
Rear: Aluminium
Front oil: 500
Rear oil: 400
Front piston: 2 holes
Rear piston: 2 holes
Front spring: Blue
Rear spring: red
Front shock spacer: 2 mm
Rear shock spacer: 6 mm
Options: All options
Motor: M Tuned
Pinion: 18
Spur Gear: original
Specials: Front and rear anti-roll bar

STANDARD WINNER SET-UP

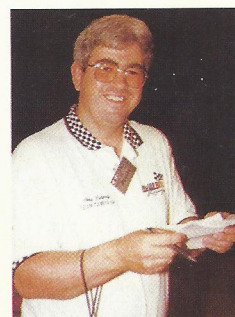
Name: Joël Metzger
Age: 16
Nationality: Swiss
Best result: Swiss Champion
Type of Chassis: FWD
Body: Clio
Radio: Futaba
Speedo: KO
Servo: KO
Front tyres: Treaded
Rear tyres: Treaded
Type of foam front: Blue insert
Type of foam rear: Soft foam
Front shock-absorber: Original
Rear shock-absorber: Original
Front oil: 500
Rear oil: 200
Front piston: 2 holes
Rear piston: 3 holes
Front spring: Original
Rear spring: Original
Front shock-spacer: 6 mm
Rear shock spacer: 0 mm
Options: bearings
Motor: 540
Pinion: 25
Spur Gear: 66

What A Race

The 1998 Tamiya Eurocup Euros had been a fantastic race with close dicing, deserving champions from Germany and Switzerland and a fantastic array of prizes including trips to Japan for the winners. Tamiya have really got the Eurocup formula right and this meeting run by the Austrian Stadlbauer company with Paul Srna and Michael Selner was a total success.

If you are competing in Eurocup in the UK in 1999 it is really worth while trying to gain a place at the finals, the team spirit is something not attained at home and the organisation and event are not to be missed.

Well done to the British lad (and ladies) in the team who put on a Brilliant show all near the top of each class - maybe next year we will gain our Tamiya titles back for the UK?



For he's a jolly....

Eurocup Team manager and organiser for some time Steve Fabray will no longer have such an involvement with Eurocup, he has been an absolute pillar of organisation and efficiency and

will be missed by all who enter Eurocup. Maybe not anything else to say except Don't Go Steve! We need you... R