

TAMIYA Eurocup '99

F1 AND M-CHASSIS - ROUND 1

This first round for F1 and M-chassis saw us back at West London. Whilst entries for GT and Stock Touring remain buoyant, the numbers in F1 and M-chassis have sadly dwindled to an all-time low. For this round there were just 14 F1s and 21 M-chassis. Surely, this year it would have been better to have combined all the classes on one day?

In my view, the situation in F1 has not been improved by the imposition of the new belted rubber tyres. Although phenomenal in the wet, these tyres are very difficult to master in the dry and require a delicate touch and quick reactions on the sticks.

Great if you are one of the star drivers, a nightmare if you're not!

This year, M-chassis looks like being dominated by the new M-03 Rover Mini Cooper Racing. Most drivers had lowered their M-03s either by using short shock absorbers and springs or by inserting stroke-limiting spacers inside the normal length shocks. We ran the RRCi review Mini (see RRCi December 1998 issue) in this class and were surprised at how quickly it ate the tyres.



Rob Chaldecott took TQ in M-chassis with the RRCi review M-03 Mini.

Despite a dismal forecast, the weather remained very pleasant, sunny and dry for this meeting. I reckon Colin Felstead and his crew must have connections in high places!

F1 Qualifying

Pete Stevens and his henchmen, Ashley Whenman and Jess Saunders, arrived at West London confident that they had a magic set-up that cracked the problem of the new rubber tyres. So eager were they to keep it to themselves that, whenever I approached their pit tables, their cars were hastily covered! It may have been just a wind-up, but if it was it didn't work, a little bird had already told me what they had been trying! In any event the shock waves hit in round 1 when Rob posted a 15 in 318.61 to Pete's 14 in 312.21 and Ashley's 13 in 302.80! As qualifying progressed,

Pete and his gang steadily improved their cars, but they were still no match for Rob's, and it was clear that no one had much chance of taking TQ from him. In the end Ashley emerged as the nearest challenger, pushing Pete down to third.

M-Chassis Qualifying

With a brand new set of boots, Rob's M-03 was going great and in round 2 set a time that would not be beaten. Ishy was complaining of poor handling on his M-03, but worked away steadily to eventually take second fastest just 2.65 secs slower. Simon Knight looked really good all day and he was only 1.5 secs slower than Ishy, which put him in third. DeVilbiss drivers Daniel Styles and Matt Bunker completed the top five.

F1 Finals

The F1 finals results were as follows:

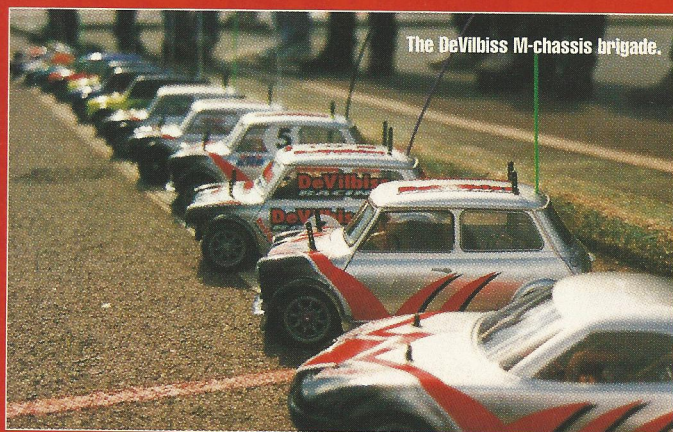
B-Final Jason Petch

Knowing that it might be a bit dodgy to light-up the new rubber tyres off the line, Rob made a cautious start and was jumped into the first corner by Ashley Whenman. In trying to take the lead, Rob came off worst and was quickly swallowed by the chasing pack who then beat him up big-time so that he emerged at the end of lap one way down in seventh place! On lap two, Ashley hit trouble and Pete Stevens, whose car now looked sorted, took the lead. Meanwhile Rob was back up to third and in hot pursuit of Jess Saunders who was second. The first attempt to take second failed, cost another couple of seconds and allowed Pete to extend his already comfortable lead. Being around 1.5 to 2 secs a lap faster than Jess, Rob soon closed

The M-03 Mini is the car to have in M-chassis.



Burning Rubber at West London



in for another go. This time there was no mistake and he was soon through and after Pete. Pete didn't put a wheel wrong and at the flag was 11 secs ahead of Rob with Jess third. Mark Williams finished fourth after a steady run and DeVilbiss team-mate John Pape completed the top five. The remaining order was Pete Loveless, Russ Witherington, Ashley Whenman, Paul Mallaghan and Paul Green.

M-Chassis Finals

The M-chassis finals results were as follows:

B-Final Mark Wendon

By the time the M-chassis A-final came round, Rob's tyres were shot and, with no spare set, he knew he would be in for a torrid time. Richard Isherwood took him on lap one and then a do-or-die attempt to retake the lead ended in disaster and dropped him to last, a position from which he would never recover. A three-way battle for the lead developed between Ishy, Simon Knight and Steve Bellwood. Steve had come from eighth on the grid to join this leading bunch and was

going really well. Despite losing the lead for a time, Ishy was in front when it mattered and took the win from Simon by just 2 secs. Steve Bellwood was third, another 2 secs down. The remaining order was Steve Bennett, Daniel Styles, Graham Luther, Paul Bennett, Mark Poulton, Matt Bunker and Rob.

Concours

With so few F1s present, concours judge Eddie Diboll wasn't exactly spoiled for choice! In the end, Eddie chose Rob's new liveried Sauber, which prompted Mark Williams to comment, "not only does he win all the *@\$\$&^ races, he wins the concours as



Concours winner Peter Ellis with his Mini and yours truly with Rob's concours winning Sauber. Well, I painted it, and how else can I get my photo in the mag!

well!" Thanks Eddie, the Eurobonds are much appreciated!

There were some great paint jobs in M-chassis. I particularly liked the M-03s of Paul and Steve Bennett and Simon Knight, but it was the intricate paint job on Peter Ellis's M-03 that took Eddie's fancy.

Round 2 at Macclesfield

For this round, all classes headed north to the indoor carpet track at Macclesfield. This is a permanent track located on the upper floor of an old disused warehouse. Although still under development, it is nonetheless already the finest indoor track that I have seen! The track itself is large, wide, and quite grippy. There is a generous pitting area equipped with power points and TV monitors linked to the race control computer to give up-to-the-second race information. Quite magnificent! To make things

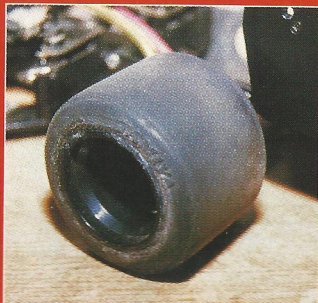
even better, the Macclesfield crew led by Malcolm Sherratt are highly competent and an extremely likeable bunch to boot.

It is unusual for the Eurocup to forsake tarmac but, for the second year running, the European finals are to be held on carpet, it was felt that a round on carpet in the UK would be good experience for our prospective representatives. It was!

F1 Qualifying

Team DeVilbiss race regularly on carpet and came to this meeting with a handling set-up on their cars that was streets ahead of anyone else. Lead driver Mark Williams' car was awesome and generated so much grip that the new rubber tyres squealed when cornering hard! It seemed then that the day would be Mark's, but things do not always go as planned! Pete and the henchmen were pitting near to Team DeVilbiss and by round 3 had sussed what was going on. Jess Saunders was the first to experiment and was

The new F1 rubber tyres.



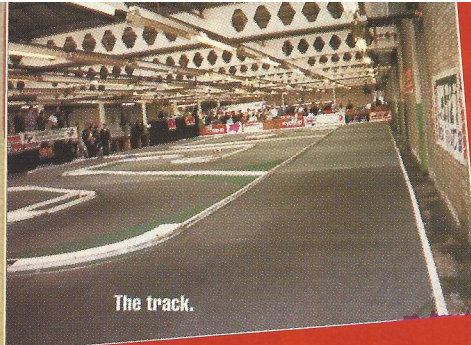
Driver	Sponsor	Chassis	Body	Fwd/Rwd	Front	Rear	Pinion	Cells	Qual	Final	Pts	Other Info.
Rob Chaldecott	Lesro, Infinity, RRCi	M-03	Mini	FWD	S-grip	S-grip	20T	Infinity 1900	1	10	392	Ball diff, red front springs yellow rear springs
Richard Isherwood	RIKO, Tamiya, Futaba Orion, Modelsport, Carson	M-03	Mini	FWD	S-grip	S-grip	20T	Tamiya 1700	2	1	399	Ball diff, red front springs yellow rear springs
Simon Knight	None	M-03	Mini	FWD	S-grip	M-grip	20T	Orion 2000	3	2	397	Ball diff, red front springs red rear springs, front rollbar
Daniel Styles	DeVilbiss, KRB	M-03	Mini	FWD	M-grip	S-grip	20T	KRB 2000	4	5	395	Blue front springs, red rear springs, front & rear rollbar
Matt Bunker	DeVilbiss, KRB	M-03	Mini	FWD	S-grip	S-grip	20T	KRB 2000	5	9	388	Ball diff, blue front springs red rear springs

Driver	Sponsor	Body	Speedo	Cells	Gearing	Qual	Final	Pts	Other Info.
Rob Chaldecott	Lesro, Infinity, RRCi	Sauber	MRT VFX	Infinity 2000	27/93	1	2	400	New front, black blocks black springs
Ashley Whenman	None	Tyrrell	LRP V6	LRP 1700	27/93	2	8	392	Old front, white blocks black springs
Pete Stevens	LRP, SPEC, PAP Racer	Sauber	LRP V6	LRP 1700	29/93	3	1	398	Old front, white blocks black springs
Mark Williams	Westbourne Models DeVilbiss	Sauber	M.troniks Prodigy	Infinity 2000	27/93	4	4	394	Old front, black springs
Jess Saunders	BRM, PAP Pete Stevens	Tyrrell	LRP ICS	LRP 1700	23/63	5	3	394	Old front, white blocks, black springs

M-chassis

F1

Carpet Capers in Macclesfield



The track.

immediately on the pace, toppling Mark from TQ. Having proved the formula, Pete Stevens had it for round 4 and, just when it looked as though he was out of it, snatched TQ from Jess. Thus, Mark, who really should have walked it, was demoted to third! DeVilbiss driver John Pape was fourth and Rob Chaldecott was fifth. Reckon I'll have to get some of that tyre squealing additive, won't I Mark!

M-Chassis Qualifying

M-chassis looks like being a tough fight this year. The trick at this meeting was to stop the M 03 Minis from tripping over their front wheels. To make the car slide rather than roll, most drivers swapped their usual S-grips all round for kit fronts and M or S-grip rears. For most of the day it looked as though Rob with the RRCi review Mini would follow up his TQ at West London with another TQ here, but a poor run in round 4 when Paul Bennett and Daniel Styles were really on it demoted him to third. Paul made a dramatic improvement of over one lap on his previous best, which rocketed him from tenth fastest to pole! In contrast, Daniel went well all day and just failed to take TQ in round 3 by 0.4 sec. His eventual second fastest was there for well deserved. Everyone in the top ten used the new M 03 Mini except for Graham Lutherand.

Stock Touring Qualifying

In Stock Touring, Macclesfield driver Mark Poulton made the early running with a round 1 time that was 1.69 secs quicker than

Mark Poulton's concours winning M-03 Mini.



Richard Isherwood. Ishy was quick to respond and in round 2 improved by 7.36 secs to set a time that would not be beaten all day. Marc Puddle also had a good run in round 2 and this elevated him to second fastest just ahead of Mark Poulton. Two drivers worthy of special mention are Peter Ellis and Lee Butler. Peter qualified an excellent fourth, less than 5 secs off the pole time. A personal best, I think. In my view, Lee must be the most improved driver in Eurocup and it was great to see him qualify a superb sixth.

GT Qualifying

Rally blocks on a GT car! Well, that's the solution Dave Morris used to get a grip with the carpet. Did quite well on it too, qualifying seventh fastest. Most drivers opted for M2 Radials or Super Slick Radials - there wasn't a Type A tyre in sight! Andy Childs had the measure of GT at this round and never looked threatened. Peter Craig upheld the honour of the older chassis, using a TA03R with a Honda NSX shell. Looked nice too. Andrew Cooper qualified third, but his car didn't look happy all day and it was all a bit of a struggle. In contrast, Ian Andrew's red Nissan looked really good and could well have qualified higher had he not dumped on just about every run! With Alan Harland making fifth fastest, all the leading contenders found themselves at the front of the grid but could anyone beat Andy?

F1 Finals

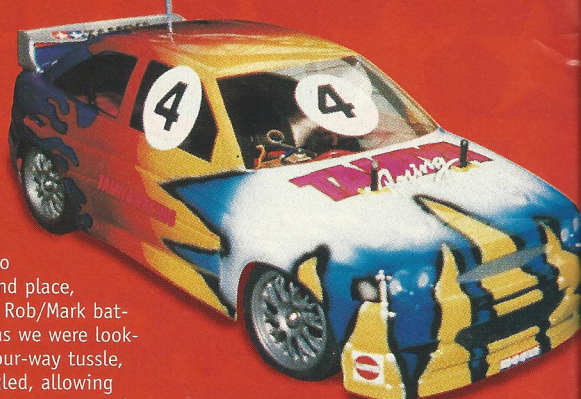
The F1 finals results were as follows:

B-final Brian Watkins

There was drama at the start of the F1 A final when John Pape and Mark Williams both moved before the buzzer. I thought that the start would be abandoned, but the race directors decided to let it proceed and subsequently give John and Mark 10 sec jump start penalties. Harsh perhaps, but no worse than happens in full size motor racing. Pete Stevens and the henchmen were now all using the magic formula and from the start soon took the lead. Meanwhile Mark, hindered by the debacle on the grid, fell way behind. Rob Chaldecott who was now fourth.

With vastly superior handling, Mark made short order of catching Rob, but then could find no way past Jess Saunders and Ashley

Chris Grundy's concours winning TL01 Escort Cosworth. Went well too!



Whenman were also fighting over second place, which allowed the Rob/Mark battle to close. Just as we were looking forward to a four-way tussle, Rob and Mark tangled, allowing Jess and Ashley to get away again. Eventually, Mark found a way past Rob, but in the time remaining could not pull enough of a gap to keep him ahead after the 10 sec penalty was applied. So, at the end, the order was Pete, Jess, Ashley, Rob and Mark. John Pape was fifth, Paul Green seventh, Bob Styles eighth, and Paul Mallaghan ninth. Jason Petch did not start.

grid to fifth, but this wasn't as bad as Rob Chaldecott, finishing ninth after being third on the grid is hard to bear! Well, it was for me! Things weren't much better for Paul Bennett, who dropped from pole to sixth. Steve Bennett was fourth, Mark Poulton seventh, Mark Freeston eighth and Graham Luther brought up the rear with his old M-01 Mini.

M-Chassis Finals

The M-chassis finals results were as follows:

B-Final Mark Wendon

The M-chassis A-final was a bit of a topsy-turvy affair. Simon Knight kept his head whilst others were losing theirs and converted his fourth fastest in qualifying into a win in the final. Richard Isherwood was one who made gains, coming from seventh on the grid to second at the end. Peter Ellis, who stormed from ninth on the grid to a strong third, though, made the most gain, and was only 2 secs behind Ishy at the finish. Daniel Styles fell from second on the

Stock Touring Finals

The Stock Touring finals results were as follows:

E-Final Emma Joanne Goldsmith

D-Final Andy Perott

C-Final John Dyer

B-Final Les Freeston

Some of the Stock Touring finals were scrappy affairs and sadly some of this was carried over into the A-final. Initially, Mark Poulton was well up and going well, but then he got beaten up several times and retired on lap 8. Afterwards he said that he'd pulled off in disgust, adding that had he continued he would probably have savaged someone else, which wouldn't have been fair on them. Now, there's a refreshing attitude, take a bow, Mark! Meanwhile, in the race, Richard Isherwood was out front running away with it again. Is there no one who can stop him in Stock Touring this year? Peter Ellis must like carpet and went



Pok Hung Ip's Ferrari won F1 concours.



Paul Reene's Honda NSX won GT concours.

Driver	Sponsor	Chassis	Body	Front Tyres	Rear Tyres	Springs F/R	Rollbars F/R	Pinion	Motor	Speedo	Cells	Qual	Final	Pts
Andy Childs	RIKO, SPEC, M.troniks Demon, Team Dyeard	JUN/TRF mix	Nissan 390	M2 Radial	M2 Radial	Y/Y	B/Y	23	DynaRun	M.troniks Prodigy	GM 2000	1	1	401
Peter Craig	Cleveland Elite Models	TA03R	Honda NSX	M2 Radial	M2 Radial	R/B	R/B	21	DynaRun	LRP ICS	GM 2000	2	3	397
Andrew Cooper	Lesro, KO, M.troniks DeVilbiss	TRF	Nissan 390	M2 Radial	M2 Radial	Y/B	None	20	DynaRun	M.troniks Prodigy RMX	Infinity 2000	3	8	391
Ian Andrew	SPEC, KO, MRT, LRP Trinity	TRF	Nissan 390	M2 Radial	M2 Radial	Y/Y	R/B	23	DynaRun	MRT EPS	LRP 2000	4	2	396
Alan Harland	Cleveland Models, MTD, Mill Audi	JUN/TRF mix	Nissan 390	Super Slick Radial	M2 Radial	R/B	R/B	28	Acto Black	MRT VFX	Orion V-Max 2000	5	7	390

Driver	Sponsor	Chassis	Body	Fwd/Rwd	Front	Rear	Pinion	Cells	Qual	Final	Pts	Other Info.
Paul Bennett	None	M-03	Mini	FWD	S-grip	M-grip	20T	Orion 2000	1	6	396	Ball diff, blue front springs red rear springs, front rollbar
Daniel Styles	DeVilbiss, KRB	M-03	Mini	FWD	Kit	M-grip	20T	KRB 2000	2	5	395	Yellow front springs, red rear springs, rear rollbar
Rob Chaldecott	Lesro, Infinity, RRCi	M-03	Mini	FWD	Kit	S-grip	20T	Infinity 1900	3	9	390	Ball diff, red front springs yellow rear springs, front rollbar
Simon Knight	None	M-03	Mini	FWD	S-grip	M-grip	20T	Orion 2000	4	1	397	Ball diff, blue front springs red rear springs, front rollbar
Steve Bennett	None	M-03	Mini	FWD	S-grip	M-grip	20T	Orion 2000	5	4	393	Ball diff, red front springs red rear springs, front rollbar

Driver	Sponsor	Body	Speedo	Cells	Gearing	Qual	Final	Pts	Other Info.
Pete Stevens	LRP, SPEC, PAP, KO Racer	Sauber	LRP V6	PAP 1700	29/93	1	1	401	Old front, white blocks black springs, anti wrinkle cream
Jess Saunders	BRM, PAP, SPEC Pete Stevens	Tyrrell	LRP ICS	PAP 1700	23/63	2	2	398	Old front, white blocks, black springs
Mark Williams	Westbourne Models DeVilbiss, K-Sport	Sauber	M.troniks Prodigy	Infinity 2000	24/93	3	5	394	Old front, black springs
John Pape	DeVilbiss, KRB	Sauber	LRP V6	KRB 2000	26/93	4	6	392	Old front, black springs
Rob Chaldecott	Lesro, Infinity, RRCi	Sauber	MRT VFX	Infinity 2000	25/93	5	4	393	New front, black blocks gold springs

Driver	Sponsor	Chassis	Body	Cells	Qual	Final	Pts
Richard Isherwood	RIKO, Tamiya, Futaba, Orion Modelsport, Carson	TL01	Escort Cosworth	Orion 2000	1	1	401
Marc Puddle	Cheshire Models	TL01	Subaru Impreza	Reedy Zappers 2000	2	3	397
Mark Poulton	Cheshire Models, CML	TL01	Subaru Impreza	Reedy Zappers 2000	3	10	389
Peter Ellis	Dad	TL01	Toyota Celica	Orion 2000	4	2	396
Rick Draper	Cheshire Models, Dad	TL01	Subaru Impreza	Reedy Zappers 2000	5	5	392

one better than his third in M-chassis to take second. Bet you enjoyed your weekend, didn't you Peter? 1998 champion, Marc Puddle, was third, Chris Grundy was fourth, and Rick Draper completed the top five.

GT Finals

The GT finals results were as follows:

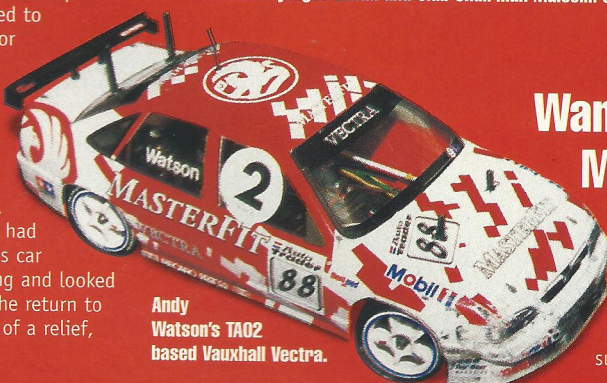
C-Final Steve Hudson

B-Final Les Channing

In the A-final, Andy Childs took an easy victory from pole. Ian Andrew chased hard and was well in touch for most of the distance, but fell away on the last lap when once again he started to dump. Fortunately for Ian, he had sufficient on Peter Craig to retain second. Dave Morris had a good final and finished fourth from seventh on the grid. Poor Andrew Cooper had a miserable time. His car was just not handling and looked terrible. For some, the return to tarmac will be a bit of a relief, methinks!



Concours judges Emma and Club Chairman Malcolm Sherratt examine a nice looking Peugeot 306 Maxi.



Andy Watson's TA02 based Vauxhall Vectra.

Want to Race at Macclesfield?

Should you wish to race at Macclesfield or just go along to watch, I would suggest you contact Malcolm Sherratt on 01625 265170. If you are a surfer and would like to find

Championship Positions After Round 2

F1

- 1 Pete Stevens 799 points
- 2 Rob Chaldecott 793 points
- 3 Jess Saunders 792 points

M-chassis

- 1 Simon Knight 794 points
- 2 Richard Isherwood 792 points
- 3 Daniel Styles 788 points

4WD GT

- 1 Andy Childs 799 points
- 2 Andrew Cooper 788 points
- 3 Ian Andrew 787 points

Stock Touring

- 1 Richard Isherwood 802 points
- 2 Marc Puddle 792 points
- 3 Chris Grundy 786 points

out more about the club and the track visit their website on www.maccctrack.co.uk. Remember to tell them that you read about it in RRCi! RRCi