

TAMIYA Eurocup PETER CHALDECOTT '99

SUPPORTED BY
radio
**Race
Car**
international



Concours winners Marc Puddle and Robert Jacques.

Isherwood was Rick Draper who took TQ at Castle Combe. Rick was present with his TL01 based Subaru and hoping for another good one, as were his Macclesfield club-mates Marc Puddle and Mark Poulton, who now lie second and third overall in the championship behind Ishy.

GT AND STOCK TOURING - ROUND 4 AT BROXTOWE, ROUND 5 AT SWINDON

GT and Stock Touring - Round 4 at Broxtowe

Three Wheels on my Wagon!

For me, this meeting made a nice change. After our visit to Broxtowe in May with the F1, Rob, like several other drivers, decided that he would rather stay at home than risk the GT on this bumpy and uneven track. Thus, I was able to attend purely in my journalistic role. I also made a new friend in young Lewis Watson. Lewis is only 8, but so bright and eloquent that, as his father says, he is 8 going on



Young Lewis Watson had a busy time at marshal point 10!

28! Not only is he an enthusiastic racer in Stock Touring, he is the most alert and diligent marshal I have seen. If only all drivers were as conscientious about such duties! By the way, thanks for your help on the day, Lewis.

Except for Chris Grundy, most of the Stock Touring front runners were present, but GT was without championship favourites Andy Childs and Jon Winter. Thus, there would be a new winner at this one. Broxtowe already has one great asset in Hanna Bentley! Hanna is the most attractive race director I have seen in a long time - she is

also very competent, charming and efficient too!

The forecast for raceday was not particularly good, but it actually turned out baking hot by the afternoon. It was so hot that some GT drivers switched to Type B tyres.

Stock Touring

In this class there was the usual mixture of TL01s, FF01 Golf V5s and FF02 Peugeot 306 Maxis. Prior to this round, the only driver to have beaten Richard

Qualifying

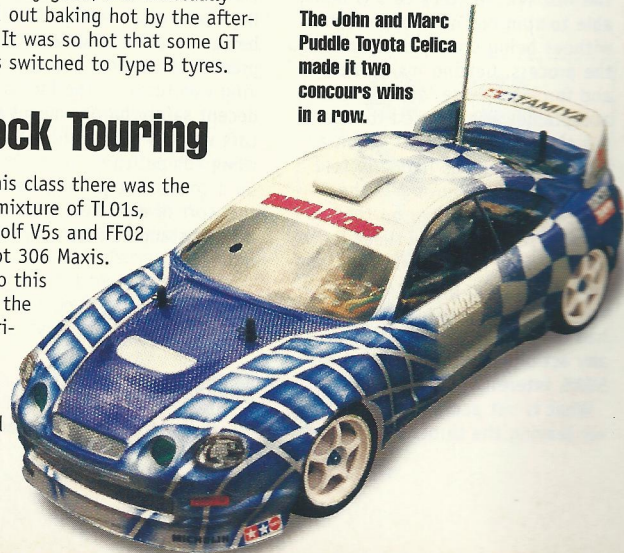
The story in qualifying was one of breakages and problems as the bumps and track surface took their toll. It all happened in round 4, when Marc Puddle lost a wheel, Mark Poulton was seriously down on speed with a stuck motor brush, Rick Draper broke a driveshaft, and Ishy stacked it twice! It was all-action stuff!

Peter Ellis and Lee Butler both went really well and after round 1 were first and third, although Peter eventually dropped to seventh and Lee to pole in the 'B'-final. Rick Draper had a difficult day and only hooked up a good run in round 3. Despite the mistakes in round 4, this was still Ishy's best run, but it was only good enough for second fastest. Top honours this time went to Mark Poulton, who put in an excellent time in round 2, which was enough to take TQ by just 1.74 secs. The top six drivers were all faster than Nathan Parker's pole time last year (15/302.43) - the TL01s are definitely quicker this year.

The John and Marc Puddle Toyota Celica made it two concours wins in a row.



Robert Jacques won GT concours with this nicely painted Mercedes CLK.



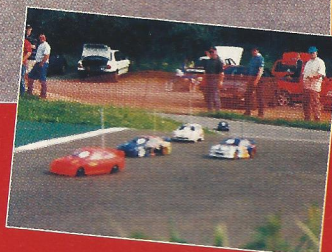


GT 'A'-final ready to go. Peter Craig's winning Honda NSX is fourth on the grid.

Finals

Our congratulations to the winners of these finals:

E-Final Andy Perrott
D-Final Martin Green
C-Final Les Freeston
B-Final Clive Nash



Stock Touring 'A'-final action. Richard Isherwood leads from Stuart Collard, Marc Puddle and Rick Draper.

the race and suffered yet another broken driveshaft. Despite this handicap, he still finished third! Poor Rick Draper had a torrid time and could only manage sixth. It was a great final for the FF01 Golf V5s of Dave Wastall and Mark Jackson, though, who saw off three TL01s to take fourth and fifth - the best results of any non-TL01 car so far this year.

GT

Honours in this class were once again shared between the older TA03R chassis and the newer TRF type. I thought that the stiffer TRF chassis might provide a better suspension platform for the bumps of Broxtowe, but once again there was little to choose between the types. Body shells in the 'A'-final comprised four Nissan 390s, four Honda NSXs, a single Porsche 911GT1, and a single Mercedes CLK.

Qualifying

Peter Craig and Adrian Thorpe made the running in round 1, but it was clear that times would improve. Round 2 saw a great scrap between Mark Marshall and Peter Craig. As 5 minutes approached, Mark scraped across the line to grab the extra lap and record a time that would eventually give him TQ, whilst Peter failed to make it by just 2.46 secs.

Stock Touring Subaru Impreza painted as it should be! Looked great.



GT 'A'-finalists, Swindon

Pre-race favourite Ian Andrew was very fast, but a big off on the grass and then an excursion onto the roof kept him from troubling the leaders. Round 4 started badly for Mark with a grassy moment and then a big pile-up. Clearly he would not improve, and there were some anxious moments when he realised that Adrian Thorpe and Ian Andrew were on a charge. Ian was very quick and was on course for TQ until, after a trouble free run; he crashed on the last lap! Thus, Mark retained TQ by the skin of his teeth, Ian was second, Adrian was third thanks to his charge in round 4, Peter Craig failed to improve and was demoted to fourth, and Martin Thorpe, Adrian's brother, rounded out the top five. It was definitely a day for brothers, as Peter Craig's brother Ian also made the 'A'. It is interesting that, whilst Stock Touring times were faster this year, times in this class were much slower.

Finals

Congratulations to the winners of these finals:

C-Final Jay Barguss
B-Final Steve Bellwood

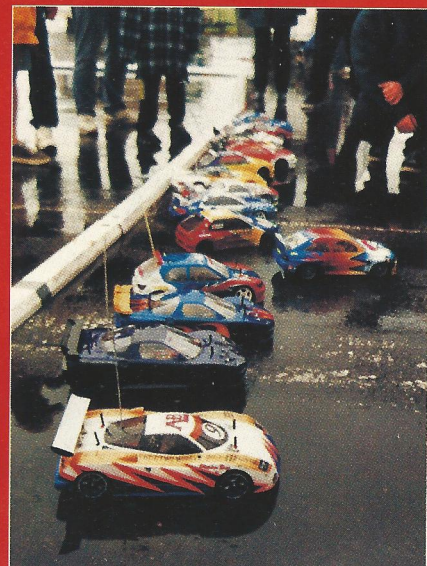
The GT 'A'-final was a race of mixed fortunes. It all went wrong for pole-sitter Mark Marshall who dropped further and further down the order, eventually finishing a disappointing eighth. It all went right for Martin Thorpe who came from fifth on the grid to a strong second at the finish. This success was all the more sweet for Martin, because it meant that he also beat brother Adrian, who fell from second on the grid to fourth! Ian Andrew had a major off at the first corner and spent the entire race trying to catch up. Recovered well, though, and was up to third by the end. So, who won? Well, whilst others were in problems, Peter Craig was quietly getting on with it and kept going to take the win by just 3.5 secs.

GT and Stock Touring - Round 5 at Swindon

Blame it on the Weatherman

Round 5 of GT/Stock Touring saw us at a new venue - Wroughton airfield near Swindon. Like Castle Combe, this meeting was a supporting event to a larger public show and, like Castle Combe, it was run by Stephen Fabray and the Chippenham Model Car Club. Unfortunately, unlike Castle Combe, the weather was absolutely foul! The model car track was a wider, more varied, version of Castle Combe. The tarmac was a bit broken and uneven and quite bumpy where it had been repaired - poor compared with Castle Combe. The grip was pretty good though, although the abrasive surface was very hard on tyres.

Concours line-up was a bit thin. Most people wanted to stay in the dry!





Stock Touring 'A'-finalists.

Wot, No Safety Car?

Well, it was wet enough! So wet, in fact, that at the end of round 1 I was surprised that the meeting was not abandoned. Had it been put to the vote, I think it would have been! Stephen is made of stern stuff, though, and pressed on regardless. As it turned out, this was the right decision as the weather eventually cleared and, amazingly, round 4 and the finals were run on a completely dry track!

Stock Touring

Stock Touring remains as popular as ever, with 65 entries for this one. Except for Jon Winter, all of the main contenders were present. Richard Isherwood led the championship by a massive 27 points from Marc Puddle, who in turn was some 10 points ahead of fellow Macclesfield driver Mark Poulton. In the dry, Richard had been virtually invincible, but in the wet?

Qualifying

Marc Puddle splashed his TL01 based Peugeot 306 Maxi to a fantastic time in round 2; a time

Concours winners Chris Grundy and Miles Hewitt.



which would not be beaten even in the dry round 4! For the rest, it had to be a do-or-die one-shot attempt in round 4. Mark Poulton, also driving a TL01 based Peugeot 306 Maxi, improved to consolidate second fastest. Stuart Collard failed to improve in round 4, but a 13 lapper in round 3 secured him third spot, one lap clear of Rick Draper. Peter Ellis put in yet another solid performance to complete the top five. But what of the hitherto dominant Richard Isherwood? Round 4 was a disaster and Ishy found himself languishing uncharacteristically in seventh place! With three discards, I don't suppose he was too concerned, though, and it made a nice change to have a different front row!

Finals

The Stock Touring finals results were as follows:

F-Final	Emma Goldsmith
E-Final	Robert James
D-Final	Adam Key
C-Final	Allan Broomhead
B-Final	Simon McHugh

From pole, Marc Puddle got away okay at the start of the 'A'-final, but then fell into the clutches of the chasing pack, which beat him up, big-time! Much to his surprise, Clive Nash, from sixth on the grid, emerged from the early carnage well in the lead. Although by no means the fastest car on the track, Clive drove very consistently and made no mistakes, which was enough to keep him in front. Marc recovered from his earlier troubles and began a storming drive to close the gap to the leader. He might well have done it too, but for a couple of costly mistakes near the end. Thus, Clive was given just the breather he needed and reeled off the final laps to take a well deserved, if unexpected, victory. Rick Draper was a close third, although he might well have won had he not lost a full 8 secs on lap 6. For Richard Isherwood, Jason Petch and John Phillips, the final was a disaster; Richard retired on lap 4 with radio interference, Jason on lap 5 and John on lap 3!

Chris Grundy's Escort Cosworth won Stock Touring concours - also won at Macclesfield.

GT

Casualties among the leading contenders included Peter and Ian Craig, and Adrian and Martin Thorpe. Water in the works resulted in an expensive weekend for some! With Andy Childs having missed Broxtowe, the championship leader before this round was Ian Andrew. Dave Morris was second and Mark Marshall, who has really come on in recent rounds, was third.

Qualifying

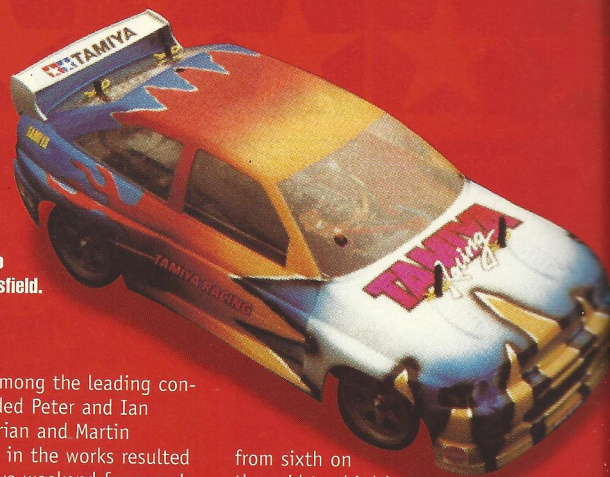
Round 1 was a joke! Two laps was good enough to be seventh fastest and one lap was enough for eighth! Championship favourite Andy Childs didn't venture out until round 3, but then blitzed round to set a time that would be a full lap clear of the rest. This, despite using a speed controller that had no brakes - he'd kindly lent his good one to us for the day! Stephen Benz was very quick in round 4 and produced his best qualifying performance to date, to be best of the rest. Dave Morris has been going really well this year with his TA03RS Porsche and continued the good work here, qualifying a close third. This pushed Ian Andrew down to fourth and Mark Marshall to fifth. Richard Isherwood made a rare appearance in GT with his TRF based Honda NSX. He didn't come out to play until round 4, but was immediately very fast and snatched a fine sixth.

Finals

The GT finals results were as follows:

B-Final Graham Atkinson

From pole, Andy Childs led away, but just a short way into the race hit motor problems. It was painful to watch and on lap 9 Andy headed for the pits and retirement. Stephen Benz didn't fare much better. Something was seriously wrong in the latter part of the race and the car dropped off the pace by some 6 to 7 secs a lap! Whilst the top qualifiers were in trouble, Mark Marshall was lapping quickly and consistently and he ran out a worthy winner by some 8 secs. Ian Andrew's Nissan was clearly the fastest car on the track, but a tardy start meant that he spent the race playing catch-up. Ian dumped on the last lap and had to settle for second. Richard Isherwood is pretty handy with a GT car and improved



from sixth on the grid to third in the race. Less than 3 secs behind Ishy there was a ding-dong battle between Robert Jaques and Dave Morris, which according to the printout resulted in a dead heat! With a borrowed motor (thanks Dave) to go with the borrowed speedo (thanks again Andy) Rob Chaldecott's RRCi Honda NSX at last had some speed and duration and came from tenth on the grid to sixth. The remaining order was Paul Douglas, Peter Millard, Stephen Benz and Andy Childs.

Championship Positions After Round 5

Stock Touring

1. Richard Isherwood	1986 points
2. Marc Puddle	1973 points
3. Mark Poulton	1959 points

4WD GT

1. Ian Andrew	1964 points
2. Dave Morris	1957 points
3. Mark Marshall	1937 points

Lastly

Thanks to Stephen Fabray and the Chippenham crew for coping so well in the appalling conditions. Hopefully we'll see you all again at Castle Combe next year. Next on the agenda for GT/Stock Touring is Southend in three weeks time - see you there. Let's hope it's dry, or at least not as wet! **RRCi**

Good to see another Radio Race Car fan!

