

1. The 1984 World 1/12 Championships were held at the Congress Hallen, Herning in Denmark. The top drivers from all over the world were invited to attend this, the most prestigious event that can be held for 1/12th racers. The Hall was large, with a well laid out track on needlefelt carpet. Track markings were of unforgiving timber, with occasional bot-dots which unfortunately were grey, same colour as the carpet.

Lap counting was fully automatic, each car having a small transmitter fitted before each race, which sent a signal via a receiving lead taped to the track to a computer. Times were 100 per cent accurate to 1/100 second. Two of these systems were in use to make doubly sure of no mistakes. One system was supplied by IFMAR, the world governing body, the other by the Danish Association. The cost of this unit is £1,200-1,500, and is essential for a meeting of this importance.

Before the main events started, a 'warm-up' event was held. This was a two-day 'modified' event with each driver having four qualifying heats, then two semi-finals and the final. This was won by Andy Dobson in a convincing manner. Other British drivers in the top ten were Tony Wells, Les Pipe, Glyn Peglar and myself.

This event was followed by three whole days of practise. During this period the most notable

2. experiments were carried out in the Associated pits. Cars were re-designed, re-built, re-designed again and changed in many ways. One of the most dramatic alterations was to shorten the wheelbase in an effort to make the car turn more tightly. This was initially done by re-locating the rear screws of the front blocks on the sprung front end. By turning the rear of the rear of the steering blocks inwards the cars were transformed from the stable, easy to drive car we all know into a tight turning racer which could be turned on a sixpence. Almost all the Associated drivers built cars to this specification only to find the wheelbase was too short, making the car illegal. Back to square one! The next move was to lower the rear axle by using Parma nylon cams in the rear blocks. This allows the use of much smaller rear tyres which appears to make the car handle considerably better on tight turns with the power on. Very few Associated cars used the new independent front end, most drivers discarding it in favour of the old sprung front end coupled with the very old steering blocks from the '12E,' which gives shorter wheel base.

This method has been used by Nigel Hale for the last

3. two years.

In the Schumacher pits most attention was on which motors to use. Andy Dobson started with Trinityts, then to the new 29 MGs, then to the new Trinityts sent over for this meeting. None of these motors was really competitive and he finally settled for Parma 'Ferraris' loaned to him by Gerry Goldberg of Helger Racing. So too did Phil Davies and Glyn Peglar. Les Pipe started out with a motor he'd built himself, but this was excluded from the meeting, not being legal under IFMAR rules.

The Japanese contingent caused some interest with their cars which are considered uncompetitive in the UK, these being the Kyosho four-wheel drive and the AYK with normal rear wheel drive. Their biggest problem seemed to be battery duration for eight minutes, something which they managed to do by the

4. end of the two weeks, when their top driver, Junichi Koma, qualified ninth in the Modified event.

The Parma camp seemed quiet and confident, as Gerry Goldberg took on the role of camp cook, frying bacon and makin coffee on portable gas stoves in their pit area. Their confidence was proved well-founded by Bud Bartos' superb performances in both Stock and Modified events.

The Italian contingent did not seem as confident as usual at big international events with their top man, Marco de Marchi, not as competitive with his Schumacher car as he was with his Associated in the past. Apparently the car has not been overhauled from new, and this is essential with the 'C' Car. New 'O' rings, new rear 'T' plate and new springs at regular intervals must be fitted to keep the car in tip-top condition.

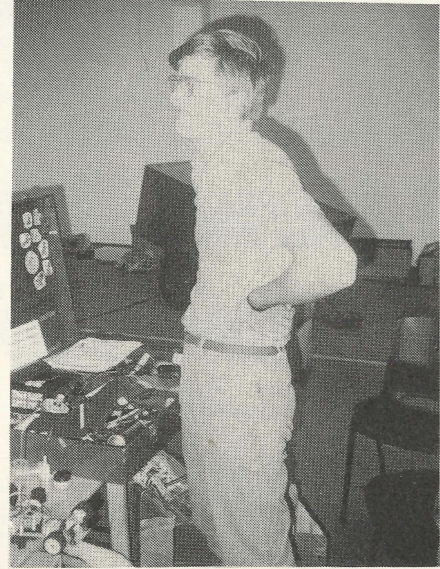
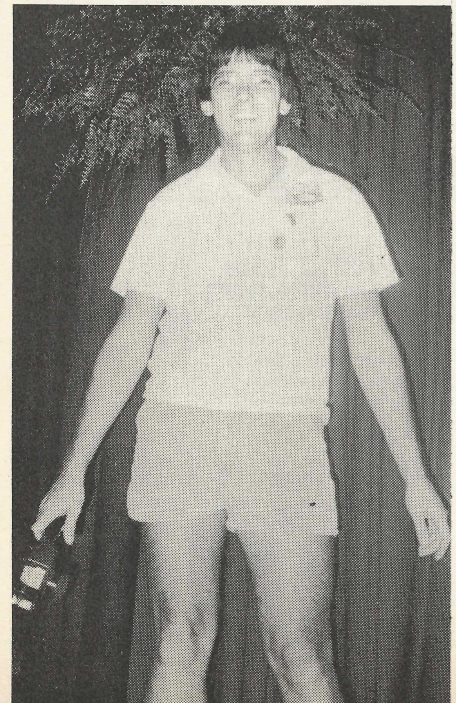
The two top Danes, Finn Gjersoe and Henrik Carstens, had totally different stories to tell. The 'Great Dane' Finn had a superb World Championships, finishing eighth and third, while Henrik crashed out in both events. The 'Crazy Cabbie' - Erik Hansen - finished where expected.

The organisation was superb, with ample pit space, excellent PA system and friendly faces everywhere. The people who put in so much effort for this event should be congratulated for their hard work. First-class commentaries were done by Americans Mike Toland and the deep-voiced, Frank 'Knock-'em-dead' Killam.

The two big bosses of Associated, Gene Hastings and Roger Curtis, were at the meeting with their wives. Both men are very approachable, willing to offer help and advice when asked. The famous Mike Reedy was, of course, in attendance, working on motors and batteries all day every day.

1/12th World Championships

Bill Jones reports 'from the notepad' on the second World Championships held at Herning, Denmark, August 10-18



Left: Buddy Bartos of team Parma just after having won the Standard Class World Championship final. Above: Jimmy Davis qualified for both semi-finals, but was unable to take his Associated car any further towards the Standard and Modified Championship finals.

1. **British drivers**

The British team consisted of Nigel Hale, Jimmy Davis, Wayne Davis, Mickey Booth, Tony Wells, Fraser Smart, Bill Jones, Andy Dobson, Les Pipe, Phil Davis, Glyn Peglar, Phil Olsen and Chris Arnold. None of the team could make both main finals and only Nigel, Mickey, Andy and Chris made either of the 'A' Mains. Fortunately they all drove well in the A Main Finals, finishing second, third, second and eighth respectively. Of the rest of the team, Tony Wells, Jimmy Davis and Glyn Peglar all qualified for the

2. semi-finals in both events. Probably the most disappointed team member was the reigning European Champion, Phil Olsen, who admitted to being very upset at missing out in both Stock and Modified.

The British team stayed in different places in and around Herning, not even travelling together on the same day. The Schumacher team, plus Tony Wells, all stayed at a local youth hostel, where Anne Pipe became head chef. She also made some super coffee at the hall, which was always offered to ALL the British drivers.

Mickey Booth and Phil

3. Olsen stayed at the nearby motel, as did all the American and Japanese drivers. Chris Arnold and Jean, after a couple of rough nights in a tent, moved to a hotel opposite the hall. Fraser Smart and his parents took their caravan, which most of us have seen around our own national circuit. Nigel Hale, Jimmy Davis, Wayne Davis and myself shared a large tent on a local campsite and roughed it for the two weeks, with no complaints about the noise, smell or lewd comments which were regularly emitted from beneath the canvas.



Right: Bud Bartos' Parma car sits next to the Standard Class trophy. The modified trophy is as big, both finalists also received a wreath, Silver Salver and a Magnum of Champagne.



Racing Report

Standard Motors . . ?

The Stock motors were brand new Igorashi '05s' unlabelled. All were zapped beforehand in an attempt to equalise each driver's chances. Every racer could draw two motors with the option of buying a third, which almost everyone did. On the track, these motors were far from equal, ranging from the near modified performance of Buddy Bartos' to the pathetic trio of 'dogs' handed to poor Chris Arnold, who still managed to drive his way into the 'D' final. Various methods were tried in an attempt to make these motors go faster. Thirty second water dips were popular, as was running the motor in reverse immersed in water. Many types of additives were

applied, from 'Mr. Cool' to 'Reedy Spray.' In the end, if you had a slow motor, you were out. If you had a flyer you only had to drive well to succeed. This idea of drawing motors from a box has been suggested several times for our own National meetings, and has been tried with some success at the Stafford League. However, after seeing it in practice at a big meeting I cannot see its worth, as the luck of the draw plays as big a part in winning as does skilful driving. I say this even though my own motor was pretty rapid, much quicker than some drivers who would normally qualify above me although, in this event could not compete equally. □

Modified Motors

Many different brands of modified motors were on display, Reedys, Trinities, Parmas, Kyoshos, MGs etc. On the track there were more Reedy/Yokomos than any other, mainly because of the very large number of Associated cars in use plus the presence of Mike Reedy himself. The next most successful motor was the Parma 'Ferrari,' which appeared consistently fast

whoever was driving. Finn Gjersoe made good use of his Trinities, but Andy Dobson rejected his in favour of the Parma. I could find no-one able to make an MG go quickly, though several top drivers tried. The fastest motors on display were the Reedy's of Lavacott, Kiel, Clausen and, of course, Niesinger, followed closely by the Parma's of Bartos, Dobson and Chris Arnold, and the Trinity of Gjersoe. □

Transmitters

Before the heats started, every transmitter had to be checked by race control. Here we had Andy Dobson, Glyn Peglar, Les Pipe, and Phil Olson being told that their equipment was not accurate enough for this type of event. After much discussion and a series of telephone calls back to England, George Land was flown over with new Futaba transmitters for these drivers. It was cheaper this way than to buy them in Denmark where their retail cost is much higher. Only Phil Olson appeared to have problems coping with a strange transmitter and perhaps this goes a little way to explaining his lower than expected results. □

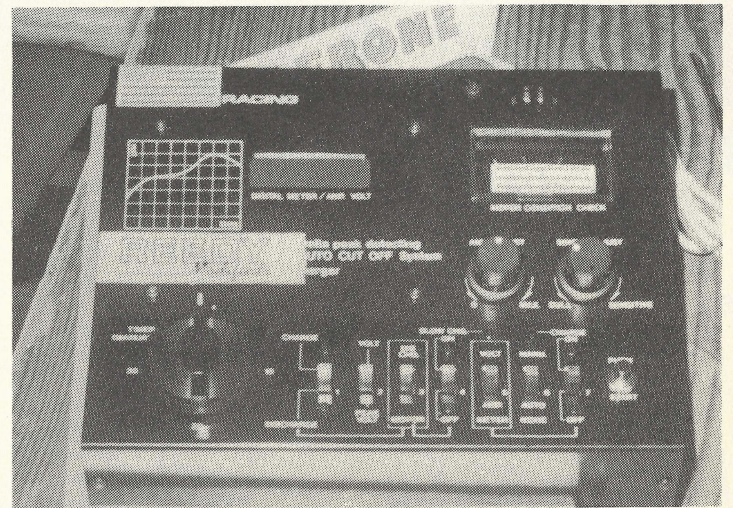
Left: Nigel Hale, Associated team driver lunges at his car with a hot soldering iron. Nigel came second in the standard class final but failed to make it past the semi's in Modified.

MODEL CARS

Tyres and additives

The most widely used tyres were Associated 'Greens' and Parma 'Mediums.' Tyre additives ranged from WD40 through Wintergreen, Trinity and 'Tracktite.' The most popular by far, and overall the most successful, was 'Tracktite.' Those of us who took supplies for sale sold out in the first day or so. The large American contingent were especially keen to lay their hands on as much as they could. It's good to see people from all over the world clamouring for a British product which is available at low cost everywhere. □

Right: prototype all-in-one charger and motor checker currently being tested by Mike Reedy of Associated with a possible view to production in America. Below Left: the 'Great Dane' Finn Gjersoe who gave the home crowd something to cheer about as he came 8th and 3rd in Standard and Modified respectively. Finn now drives a Schumacher 'C Car'.



Speed controllers

A lot of interest was shown in the 'Laser Pulse Charger' by the Americans. It's almost certain that these excellent units will shortly be on sale in the States under the Reedy/Associated banner.

Speed control was very varied, with the well-known Demon and Laser controllers in the minority, but still successful. Many racers used resistors with no reverse, which was not needed on the circuit. Also showing up for the first time in large numbers were the all-transistor type controllers from Novak, Delta, CS and others. These use no relays, have no reverse and are very light. They are also extremely

expensive. On circuits which are big, and if you can drive well enough not to need reverse, they do give a small advantage. They are also supposed to be more reliable than controllers that use relays, however, my own Novak burnt out twice in 18 races. If anyone fancies buying one, it might pay to contact either Glyn Peglar or Nick Adams, who are both able to build such a unit at a lower price than an imported item to special order. Personally, I'm going back to my Demons and Lasers. Nigel Hale, Jimmy and Wayne Davis all used resistors for this meeting only, but are reverting to their Demons for British racing. □

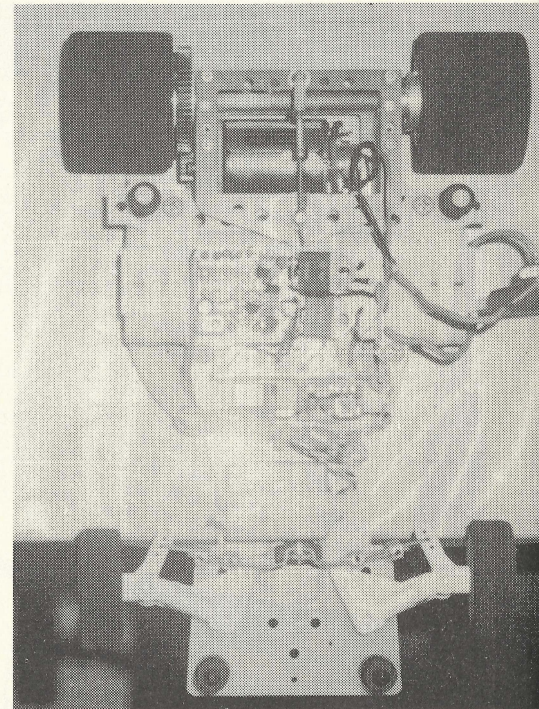
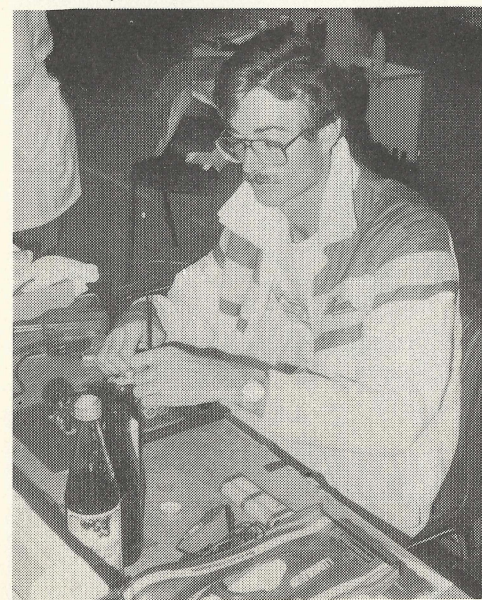
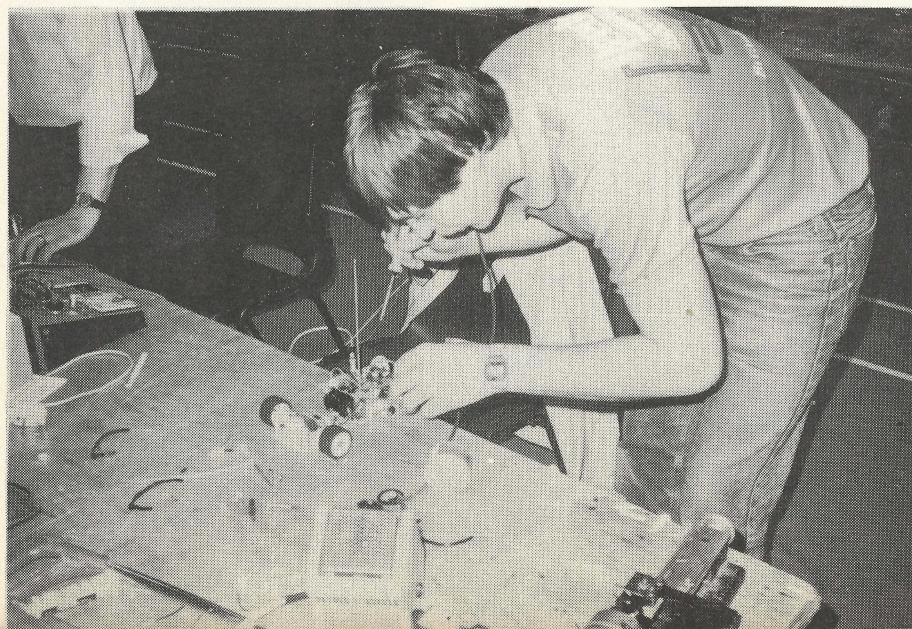
Veery interesting, but . . .

Some top American drivers found a use for the Danish 25 ore coin, which is about 5/8 in. in diameter with a 1/4 in. hole in the middle - it looks like a washer. They glued this coin to the inside edge of their pinions to act as a flywheel for more top end speed. Whether it works or not is debatable, personally I think it was a psyche-out with the advantage of bringing their cars up to weight. On the subject of psyches, there were several

doing the rounds. One was for a driver's mate to stand by him during practice holding a stopwatch and calling out his individual lap times. Average lap times for top drivers were in the 14.5 to 15 seconds range. One non-driving sponsor was regularly to be heard calling 13.8 to his drivers as they went round, in an attempt to demoralise other drivers. He was still calling this figure when the automatic lap counter was used and printouts were displayed in the pit area showing the times much the same as everyone else's. □

Qualifying

In each event, Stock and Modified, each driver competed in six qualifying heats. The top four positions automatically progressed to the Main 'A' final, with the next 16 progressing to two semis. In the semis the winner of each went straight to the final plus the next four fastest from both semis, thus making a ten car final. □



Above: the Associated 'outlaw' which proved highly successful on the track but illegal on the scrutineers' table. The front blocks have been pivoted inwards to shorten the wheelbase for better handling. Unfortunately the wheelbase was too short.

Standard class results

Stock semis

In the Stock event the top four qualifiers were Clausen, Bartos, Nigel Hale and Ralph Burch Jnr.

In the first semi Mike Lavacott led from the start and had an easy win. Andy Dobson jump started, Les Pipe's batteries went flat before the end, Jimmy Davis held third but his time was not good enough for the final.

In the second semi Christian Kiel had a similar run to Lavacott and won easily. Terry Rott had a one lap penalty for jump starting.

Stock final

At 4pm on Tuesday the tension could be felt as the ten finalists were announced individually to great applause and blinding camera flashes. After a long wait for the photo call of both drivers and cars, the track was cleared and the cars were lined up on the grid. As the lights changed from red to green, all ten cars charged up the straight to the first corner in one to the first turn took out seven cars, leaving Buddy Bartos in the lead, followed by Nigel Hale and Mickey Booth. Bartos, with the fastest motor, looked as if he was clear, but he blew it and dropped to third behind the two English racers. While this was happening, it was announced that Christian Kiel had been given a ten second penalty for jump starting. At the halfway point it was still Nigel Hale in front, but Bartos had passed Mickey Booth to take second, and had closed right up on Nigel. As they came through the infield,

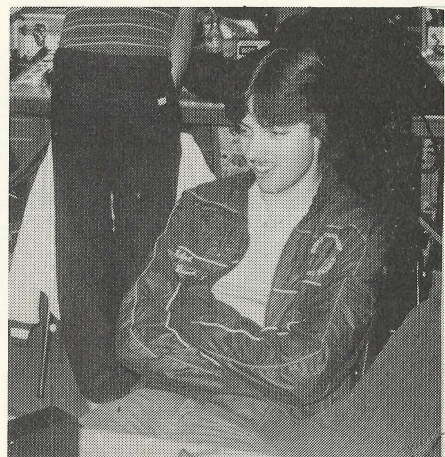
Buddy made his move. As Nigel swept into a tight right-hander, Bartos dived down the inside and 'T-boned' him off the track. The boos and jeers from the packed auditorium were deafening as Buddy did not wait, but shot off with a clear lead. Nigel recovered in time to stay in front of Mickey Booth, but was now a long way down on the new leader. A lap later Bartos touched a dot and rolled his car on the entrance to the main straight. Although this error only cost him two seconds at the most, it allowed Nigel to close up a little. For the next minute or so the gap between first and second narrowed as Nigel gradually made up ground, but it was obvious that, unless Buddy made another mistake, or his cells dumped, there was no way that he could be caught. At the eight minute mark the first three positions were the same, with Buddy Bartos being acclaimed as the new Stock Class World Champion, Nigel Hale second and Mickey Booth third. The pre-race favourite and reigning World Champ, Kent Clausen, could not climb higher than sixth position. It seemed a great pity that Bartos' victory was marred by one very unfortunate incident during a close and exciting race, as he drove very well for the rest of this final, and certainly had the ideal motor for the job, and a car that handled perfectly. As the results chart shows, the top race was dominated by seven Associated, one American built cars, with Parma, one Delta and the sole British built model of Finn Gjersoe's Schumacher 'C'-Car.

Stock Final result

Position/Name	Nationality	Car	Laps
1. B. Bartos	USA	Parma	32 + 03.3
2. N. Hale	GB	Associated	32 + 06.5
3. M. Booth	GB	Associated	32 + 10.9
4. R. Burch Jnr.	USA	Associated	32 + 13.3
5. E. Zagati	USA	Associated	31 + 02.1
6. K. Clausen	USA	Delta	31 + 05.8
7. M. Lavacott	Italy	Associated	31 + 07.7
8. F. Gjersoe	USA	Associated	31 + 11.4
9. C. Kiel	USA	Schumacher	31 + 23.7
10. R. Howart	Denmark	Associated	26 + 08.1

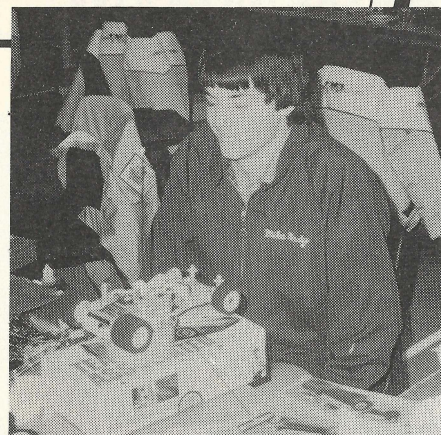


Above: Micky Booth, unlucky in the Euro-Champs ended up 3rd in the Standard Class World Final and only six seconds behind the eventual winner. Below: Ralph Burch Jnr, yet another Associated driver has now proven his ability in both 1/8th and 1/12th racing with a result in both finals.



Aftermath

During the evening, after the racing had finished, a banquet was held in the hall where the magnificent trophies were presented. The food was pretty rough, as was the wine, but a good and noisy time was had by all the drivers. The usual good fight was carried out, with no winners. Then almost everyone went off to a disco at the Ritz, just up the road, where the unexpected sight of Glyn Peglar doing some amazing dancing, which included carrying assorted females off to dark corners, surprised even those of us who know him very well.



Above: the young German super ace Christian Kiel, contemplates his Associated as he waits for the start of the final.



Above: the two Mikes; Lavacott left and Toland right, both from the States both Associated drivers and both reasonably successful at these Championships.

Conclusion

Upon reflection, this has to be the most efficiently organised meeting I've ever attended, as of course a World Championship should be. The automatic lap counter must surely be purchased by the BRCA for our own National rounds, as it immediately stops all arguments and lets drivers get on with their racing. Congratulations must go to the two champions, Bartos and Niesinger, who carry the titles for two years until the next Championships are held in Japan. There was much talk about the Japanese event, where it is almost certain that Stock will be dropped, and a single World Championship will be held for Modified motors only, thus eliminating the luck factor involved with taking motors from a communal box and hoping for a good one.

Modified class results

Modified semis

In Modified the top four straight through to the final were Keil, Gjersoe, Lavacott and Mike Toland.

In Semi-1 Andy Dobson had one of his familiar runs and led all the way with Niesinger second and Klier third. Jimmy Davis, Phil Davies and Glyn Peglar all failed to qualify from this semi.

In Semi-2 Terry Rott repeated his performance in the stock event and incurred a one lap penalty for jump starting. Clausen won this race from Chris Arnold and Zagati. From Britain, Nigel Hale, Tony Wells and Mickey Booth fell at this hurdle.

Modified Final

As the drivers were announced for the last race of this World Championship the hall buzzed with excitement, as the Modified final is regarded as the 'Big One.' After the usual routine of the photos being clicked off by the hundred, the ten drivers were ordered to turn on their cars for the start. Kent Clausen immediately made his now familiar call of 'interference,' as his Novak receiver once again seemed to pick up signals from transmitters other than his own. After several minutes, and several crystal changes, the problem was solved, however, by now the tyres on all cars were too dry and a short break was ordered. The cars finally came to the line 15 minutes later.

Modified Final results

Position/Name	Nationality	Cars	Motor	Laps
1. A. Niesinger	USA	Associated	Reedy/Associated	33 + 5.0
2. A. Dobson	GB	Schumacher	Parma	33 + 8.1
3. F. Gjersoe	Denmark	Schumacher	Trinity	33 + 8.5
4. R. Burch Jnr.	USA	Parma	Parma	33 + 10.8
5. K. Clausen	USA	Associated	Reedy/Associated	33 + 11.8
6. C. Kiel	Germany	Associated	Reedy/Associated	33 + 17.4
7. M. Lavacott	USA	Associated	Parma	32 + 0.8
8. C. Arnold	GB	Associated	Parma	32 + 2.7
9. M. Toland	USA	Associated	Reedy/Associated	32 + 13.1
10. J. Klier	Germany	Schumacher	Trinity	32 + 14.6

Niesinger in front followed by Christian Kiel, Kent Clausen and Bud Bartos. On lap two Kiel blew it and Finn Gjersoe took Bartos. By lap four Andy Dobson had moved up to sixth and was charging. At the halfway point it was still Niesinger in front, driving a near faultless race with his fast and superbly handling car. Clausen was still second, Gjersoe third and Dobson up to fourth. Andy soon took third from Finn and these placings stayed that way until the final 1½ minutes, when Clausen dropped to fourth and then fifth at the end. Bartos moved into fourth, proving that his success in the Stock Motor event was no fluke. At the end Tony Niesinger crossed the line to deafening cheers as the Americans celebrated yet another World Champion. He certainly deserved his win on the day, having looked very impressive in his semi-final in the morning, and then making just one driving error in the main final. Although his driving looked cool during the race, he later stated that nerves had him shaking throughout, and no wonder, considering that he was in front for the full eight minutes.

The glory was shared a little more evenly among the manufacturers in this final, with five Associateds, three Schumachers and two Parmas. Motor-wise it was all American with five Reedy/Associateds, three Parmas and two Trinitys.