



R.R.C. reports from the second 1/10 World Championships

Drivers from all over the world gathered at Romsey to fight for two crowns, the 1/10 2wd championship and the 1/10 4wd championship. It was to be six days of the hardest, closest racing ever, at the end of it all just two drivers of the original two hundred and forty could call themselves the best in the world.

Monday, Practice. 2WD

As anyone who has visited the Romsey circuit would know, the surface is probably the hardest there is to find grip on, which is why it seemed such a good idea to hold an international meeting there earlier in the year. This would allow some drivers the opportunity of testing for the worlds or so they thought. However, Bill Jones, the event organiser had other ideas, he had completely changed the tracks surface, gone was the red speedway shale, in its place was hard packed earth with a light dusting of grit. As one American team member put it "There may be just one track with less bite, on the moon!"

Practice day then was an eye opener to everyone, as combinations of suspension settings, tyres, motors and tempers were tried, all it seemed to no avail. By midday no-one was happy, there just wasn't enough grip. There were some weird and wonderful attempts at adding, re-distributing or directing weight to the rear tyres of some cars, at this point names are best kept out but certain cars were seen with screw-drivers taped inside them, batteries split into two packs of three and one pack hung right out under the motor, someone was even running a selection of ideas, including five pound coins inside the chassis, oh well it takes all sorts! One thing was certain though and that was this was no track for novices, even under those dry dusty conditions drivers were showing their skill as cars were jumping from lock to lock and trying to spin out on the straight.

Tuesday, A Breakthrough

Tuesday morning saw the beginning of timed heats and still the grip problem existed. In the public area was the track shop, supplied by S.R.M. never have so many drivers been in the same place at one time and all discussing just what it was that was needed, by now things out on the track had gone from the sublime to the ridiculous and the driver of one car had glued two front tyres to the rear wheels of his car to

see if that would help! Then a breakthrough occurred and it was found that Kyosho dimple block soft tyres were giving all the grip you needed, nice one Option House. From there on there was no holding back and laps and times improved drastically. By the end of Tuesday's practice session the mist was beginning to clear, sixteen laps were needed and the Kyosho Ultima was showing a clean pair of wheels to just about everything in sight.

There were of course one or two exceptions to this, Rory Cull was going very well with his RC10 and Eustace Moore with his own M.I.P. RC10, Eustace must have been the unluckiest man on the track, if there was a pile up, he was in it, not once did he cause it, but he was on the bottom of the pile everytime, if he could have got one clean run, who knows, there was one more round of practice to go and everything still to race for.

Wednesday, The Final Conflict

Wednesday dawned bright and early for most, the weather was still dry and sunny, the track showed no signs of wear and tear but still offered little grip, the final round of practice took place and the finals were decided. A finalists were (in no particular order) Eustace Moore, Masami Hirotsuka, Kris Moore, Rory Cull, Jay Halsey, Katsunori Kondo, Jamie Booth, Mike Christensen, Kevin Moore and Joel Johnson. These were the drivers who so far had gone faster than anyone else, one of them would be World Champion by the end of the day.

As the finals got underway tension mounted until the drivers mounted the rostrum for the first of the three heat A finals. Drivers were given the ten second warning and then they were off, the headlong dash to the first corner resulted in the usual carnage, once more Eustace Moore was on the bottom, his luck was holding. Away from the pile up first, was Joel Johnson driving his Ultima followed by Kris Moore's Ultima and Jamie Booths RC10. The similarities between these two cars are such that once drivers of this class get an edge, it is difficult to get it back. Having said that all three drivers drove a faultless race and the first A final heat finished the way it began. After the heat Rory Cull was awarded a ten second penalty for jumping the start.

Heat 1

Name	Laps	Time
1 Joel Johnson	16	318.5
2 Kris Moore	16	319.96
3 Jamie Booth	15	301.7
4 Mike Christensen	15	302.36
5 Katsunori Kondo	15	308.15
6 Rory Cull	15	322.5
7 Jay Halsey	14	301.83
8 Kevin Moore	14	302.2
9 Eustace Moore	14	303.05
10 Masami Hirotsuka	9	196.85

Heat two saw a clean start and a change of pace, everyone seemed to be going slower, which as it turned out they were, no one turned in the magic sixteen laps of the first heat. However some exciting racing was to be seen as Jamie Booth moved up through the field giving a text book display of driving in traffic, always patient Jamie drive from sixth place to finish a great second. Mike Christensen was always too far away though, driving smoothly and making no mistakes he finished four seconds ahead of a charging Jamie Booth.

Heat 2

Name	Laps	Time
1 Mike Christensen	15	300.18
2 Jamie Booth	15	303.78
3 Katsunori Kondo	15	305.23
4 Kevin Moore	15	311.7
5 Joel Johnson	15	312.63
6 Jay Halsey	15	315.13
7 Rory Cull	15	316.83
8 Eustace Moore	15	318.46
9 Masami Hirotsuka	15	323.51
10 Kris Moore	5	108.95

Heat three started and it was still anybody's race, Katsunori Kondo took an early lead and was flying. Barring accidents the race was his, could he make that magic seventeen laps that would put the World Champions crown on his head? Meanwhile the race developed between Masami Hirotsuka, Joel Johnson and Kris Moore, around the four minute mark the race order sorted itself out and the U.S.A. knew they had a World Champion as Joel Johnson moved into second place behind Kondo. With each passing lap every American racer cheered louder as the two cars from the U.S.A. passed where they stood until the five minutes were up, the first three over the line were Katsunori Kondo, Joel Johnson and Kris Moore!

4WD, the best three drivers in the world.



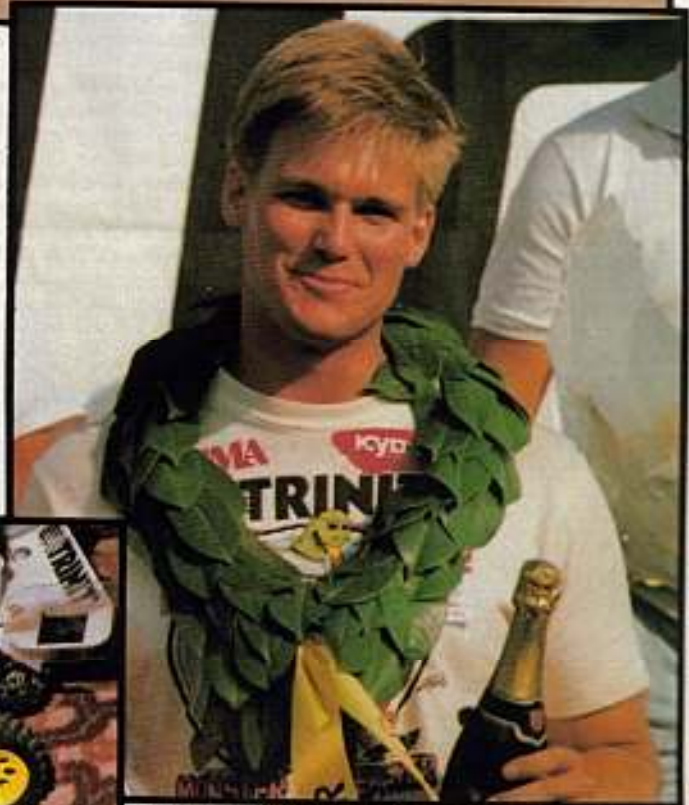
Above, the best 2WD class drivers in the world.

Right, all that was missing was Murray Walker's commentary, well maybe not!

Below, to the victor, the laurels. Hirotsaka's C.A.T.



Joel Johnson's superb Ultima, could this be the car to better the RC10?



All smiles now the heat is off, Joel Johnson the new 2WD World Champion.

Heat 3		
Name	Laps	Time
1 Katsunori Kondo	15	318.98
2 Joel Johnson	15	300.3
3 Masami Hirotsaka	15	304.83
4 Kris Moore	15	307.75
5 Jay Halsey	15	310.38
6 Kevin Moore	15	312.66
7 Eustace Moore	15	314.98
8 Rory Cull	15	316.6
9 Mike Christensen	15	318.7
10 Jamie Booth	1	19.666

The final positions were as follows:-

1 Joel Johnson	U.S.A.	Kyosho Ultima
2 Katsunori Kondo	Japan	Kyosho Ultima
3 Kris Moore	U.S.A.	Kyosho Ultima
4 Mike Christensen	U.S.A.	M.I.P. RC10
5 Jamie Booth	U.K.	RC10
6 Kevin Moore	U.S.A.	RC10
7 Jay Halsey	U.S.A.	Yokomo
8 Masami Hirotsaka	Japan	Kyosho Ultima
9 Rory Cull	U.K.	RC10
10 Eustace Moore	U.S.A.	M.I.P. RC10



The German front wheel drive C.A.T. Front wheel drive cars are now banned from 2wd classes, see editorial!

If Only We'd Have Dept?

So the U.S.A. and Joel Johnson in particular had won the 2WD World Championship and won a deserved victory. More importantly the relatively new Ultima and proved itself an unbreakable mount and broken the long held dominance of the legendary RC10. What happened to Jamie we hear you ask? Well, the Romsey curse struck Jamie again he was lying second after his

first lap when his car broke. Ah well there's always the 4wd to go.

Friday, Practice 4WD

As a fair percentage of drivers from the 2wd class were also competing in the 4wd, the lessons learnt were invaluable and practice centred mainly on trying to find out if the Kyosho Option House, dimple block tyre would suit the 4wd cars as well. It seemed they did. All eyes were on the new, mid engine, belt driven Kyosho Optima and the thought that everyone had and no one admitted, could Kyosho do the double?

During the mornings practice several cars were seen to be looking good the new Yokomo as yet unamed, T.A.G.'s Coyote promised a fair showing and so did the new Mugen.

The first round of heats revealed the nature of how things were to be for the next two days, straightaway sixteen laps were posted, it seemed as if those who had raced 2wd had passed the word around and cars were flying around the slippery Romsey track.

Friday ended with an insight into how things were to finish, Katsunori Kondo and Masami Hirotsaka had both smashed the track record, turning seventeen laps each, Kondo with a six week old prototype and Hirotsaka with a short wheelbase C.A.T. now there's a thing!

Saturday, Some Things Just Don't Change.

Again the sun shone and the weather stayed hot and dry, the track was staying in remarkably good shape considering the amount of racing that had taken place on it, all thanks to the hard work of the Romsey club members and the amazing track make up. Racing was again fast and furious with amazing skill being shown by all drivers. Sixteen laps were being turned in by driver after driver and then during the first round of the morning Cliff Lett driving a L.W.B Schumacher CAT joined the seventeen lap club.

In a thrilling heat in which he led from start to finish, his lap times were all eighteen and nineteen seconds. Glyn Peglar was hot on Cliffs heels and Gary Keyes driving a new Yokomo was third.

Round three, the second round of the day once again saw Hirotsaka, this time driving a L.W.B. CAT put in another scorching seventeen laps and break the track record again, this time putting in two seventeen second laps. Where was the current World Champion Gil Losi Jr? He had put in a high sixteen lap run but seemed to be unhappy with his new Yokomo, or at least the front end, well rumour had it that Jr and Pops had been assembling the car on the



Eustace Moore, Mr. M.I.P. himself holds his RC10, 4wd conversion.

flight over to the U.K. That may not be strictly true but they were very new Yokomo's and when properly developed will be very lethal judging by the way Jay Halsey and Tony Neisinger were going.

Round four and a charging race by Joel Johnson put him straight into the top four with another seventeen lapper.

Jamie Booth had by this time taken some advice from Mike Reedy himself, and fitted his CAT with an awesome thirteen turn double wind motor that was eating brushes at the alarming rate of a new set every heat. However, this seemed to do the trick as he tucked his Cats nose under the wing of Joel's Optima and he also turned in a seventeen lapper.

The final round of the day saw Jay Halsey push his new Yokomo through the sixteen lap barrier into the seventeens, by the end of Saturday six drivers had all put up seventeen laps and were sure of an A final place.

Sunday, The Best View Is From The Rostrum

Sunday morning gave one last chance to reach the A finals. By 9 o' clock the trackside was packed with spectators and the atmosphere was electric as every driver gave it one last go and drove their best race trying to reach the A final, the mornings racing was terrific with some brilliant displays by Pete Stevens, Junichi Koma and Eric Sodaquist all driving new Optimas. Mike Christensen was the last to qualifying into the A final with his M.I.P. 4wd RC10. Once again and with almost boring regularity Hirotsaka turned in another brilliant seventeen lapper.

So the stage was set, all finals had been sorted out and the top ten qualifiers were as follows:-

- 1 Masami Hirotsaka Japan LWB CAT
- 2 Joel Johnson USA Optima Mid
- 3 Jay Halsey USA New Yokomo
- 4 Katsunori Kondo Japan Optima Mid
- 5 Jamie Booth UK LWBCAT
- 6 Cliff Lett USA LWB CAT
- 7 Pete Stevens UK Optima Mid
- 8 Junichi Koma Japan Optima Mid
- 9 Eric Sodaquist USA Optima Mid
- 10 Mike Christensen USA RC10 M.I.P

Name	Car	Motor	Batteries	Speed Controller	Steaks	DIFF	DIFF	Nationality
Mike Christensen	M.I.P. RC10	Trinity	Sanyo SCR	Trinity	Kyosho	Belt	Belt	U.S.A.
Junichi Koma	Mid Engine Optima	Peak Performance	Sanyo SCR	Servee Voron	Kyosho	Belt	Belt	Japan
Jay Halsey	Yokomo	Reedy	Sanyo SC	Novak	Yokomo	Belt	Belt	U.S.A.
Katsunori Kondo	Mid Engine Optima	Kyosho-La Mans	Sanyo SCR	Futaba	Kyosho	Belt	Belt	Japan
Masami Hirotsaka	C.A.T.	K.P.I. Uno	Sanyo SCR	K.C. CK1	Schumacher	Belt	Belt	Japan
Joel Johnson	Mid Engine Optima	Trinity	Sanyo SCR	Tekin	Kyosho	Belt	Belt	U.S.A.
Jamie Booth	C.A.T.	Reedy	Sanyo SC	Futaba	Front C.A.T. Rear RC10	Belt	Belt	U.K.
Cliff Lett	C.A.T.	Reedy	Sanyo SCR	Novak	Associated	Belt	Belt	U.S.A.
Pete Stevens	Mid Engine Optima	Firma	Firma	Leor	Kyosho	Belt	Belt	U.K.
Eric Sodaquist	Mid Engine Optima	Twister	Sanyo SC	Servee	Kyosho Option House	Belt	Belt	U.S.A.

Once again the stage was set, the battle was between ten drivers and four manufacturers Kyosho, Yokomo, Associated and Schumacher, who was going to win, which car would take the World Championship, which driver would be World Champion?

At last the finals were underway and the first leg of the A final saw some amazing line techniques being employed, Ernie Provetti, Mr Trinity himself was using a small 12 volt battery and charger to keep Johnsons batteries topped well up until the very last second. Unbelievably some drivers were having duration problems or had this World Championships really exposed the great divide in battery capacity? Which brings on further questions, see the editorial!

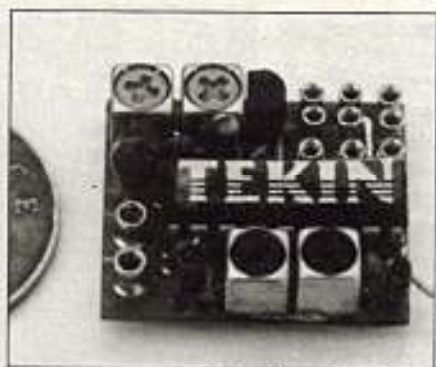
The first round was underway and Hiroseki went straight into the lead from his pole position, he was using standard SC cells and a motor that was unbelievably quick, made by H.P.I. and called the Uno, it is believed that they will shortly be available in the U.K. let's hope so. Jamie Booth was also putting in a flyer, by now he and Mike Reedy had got it right, Jamie was happy with his 15 turn double wind and put in two seventeen laps to finish second. Jay Halsey and Eric Sodaquist were having a rare old battle, eventually Eric Beat Jay into third place by a narrow margin.

'A' Final 1st Leg

Name	Laps	Time
1 Masami Hiroseki	17	314.63
2 Jamie Booth	16	301.3
3 Eric Soderquist	16	307.99
4 Jay Halsey	16	309.49
5 Joel Johnson	16	309.61
6 Pete Stevens	16	312.9
7 Cliff Lett	16	321.93
8 Katsunori Kondo	15	286.76
9 Mike Christensen	15	301.43
10 Junichi Koma	15	304.66

Round two saw the pace slow slightly as Jamie Booth turned on the magic once again. Starting from sixth after a first bend fiasco involving just about every car, Jamie drove a brilliant race, diving inside cars then out accelerating others to finally pass the Schumacher C.A.T. of Cliff Lett. Cliff made life really difficult shutting the door on Jamie as often as he could but with Jamie in this form he couldn't hold him back for long, eventually Jamie slipped inside Cliff to take the second leg. Meanwhile Hiroseki who had been left with a more or less clear track has also been quietly clock-

Both of these photographs show the neatest scratchbuilt car that competed, basically an Ultima, the power take off from rear to front was all made up using helicopter tail rotor gears power supplied by the now famous H.P.I. Uno motor.



No your eyes aren't playing tricks, this is Tekins soon to be released receiver!

ing up laps and so had Kondo.

'A' Final 2nd Leg

Name	Laps	Time
1 Jamie Booth	16	301.41
2 Cliff Lett	16	303.43
3 Masami Hiroseki	16	306.56
4 Joel Johnson	16	308.53
5 Jay Halsey	16	310.46
6 Junichi Koma	16	311.18
7 Katsunori Kondo	16	317.23
8 Pete Stevens	16	317.68
9 Eric Soderquist	15	295.13
10 Mike Christensen	10	214.63

Round three and again a bad start around bend one saw Katsunori Kondo way out in front, the battle for second place was between Hiroseki, Cliff Lett and Jamie Booth. Hiroseki took the clever way out and went for a clean drive, leaving Jamie and Cliff to battle it out once more, this time Cliff kept some distance between himself and Jamie and drove a great race concentrating all the way. Jamie tried but just couldn't catch Cliff eventually round three saw the finish Kondo, Lett, Booth.

'A' Final 3rd Leg

Name	Laps	Time
1 Katsunori Kondo	17	318.88
2 Cliff Lett	16	301.93
3 Masami Hiroseki	16	304.25
4 Jamie Booth	16	310.13
5 Junichi Koma	16	310.93
6 Joel Johnson	16	316.83
7 Pete Stevens	16	321
8 Jay Halsey	5	94.033
9 Mike Christensen	4	86.45
10 Eric Soderquist	0	0

This gave the 4wd World Championship crown to Masami Hiroseki of Japan,

Katsunori Kondo also of Japan was second and Jamie Booth U.K. was third.

All Over Bar The Shouting

So where do we start to sum up, first congratulations are in order to Katsunori Kondo and his team for a marvellous victory. Cecil Schumacher and his team must also be included, now they can say with absolute certainty, what some of us knew all along, that they do manufacture the number one car in the world! Kyosho are definitely on a winner with their new mid engine, belt driven Optima after only six weeks prototype racing to get five in the A Final is remarkable, Yokomos as yet unnamed 4wd car will also prove itself better than the dogfighter! Yes better just give it a little time.

There we have it until next time, the venue will be Hong Kong or Australia, let's hope we can cover that one too.

Cars Taking Part 4WD

- Optima 34
- Yokomo 16
- Cat 34
- Coyote Tag 4
- MIP RC10 3
- P.B. 11
- Mugen 2
- AYK 2
- Others (scratch or conversions) 4

Winners of Other Finals

- 4WD**
- Marco de Marchi — B
 - Steve Haynes — C
 - Nino Athanasiou — D
 - Klaus Wilhelm — E
 - Andrew Bolton — F
 - Kris Moore — G
 - Stephan Oberle — H
 - Greg Collins — I
 - Robert Smith — J
 - Mark Luney — K
 - ... Spongia — L
- 2WD**
- Umberto Penice — B
 - Mike Giam — C
 - Stephan Kaske — D
 - Klaus Wilhelm — E
 - Peter Liu — F
 - Neil Stringfellow — G
 - Tony Neisinger — H
 - Tony Rossetti — I
 - Mark Ferguson — J
 - Keith Young — K
 - Meryn Bonte — L

Kyosho's secret weapon the new mid engine, belt driven Optima.



The event organisers.

Ernie Provetti and his charging technique.



The winning car complete with motor man.



Above, Jamie takes a drink, the other two go bathing.

Right, Ken McDowell the event sponsor and Parma boss.



The un-named new Yokomo.

Pole C.A.T.



MIP's, 4WD RC-10 a super conversion from Eustace Moore.



Inside the pit tent everyone was busy, and so many languages all being spoken at once.



Pops and Jr. Losi, they fought hard and well with such new cars.



Dallas from Sweden proved to be "the man" as far as body art was concerned.

Ron Rossetti turned the volume up on these trousers.

MIP 2WD
Associated
RC10



Optima on the line.



Left, the motor man himself Mike Reedy.

The new T.A.G. Coyote.



Left, Cecil Schumacher, a happy man.

