



1/10th OFF ROAD WORLD CHAMPIONSHIPS

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 screwdrivers 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 Hirosaka, 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 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	306.15
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 Hirosaka	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 Hirosaka	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 Hirosaka, 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!

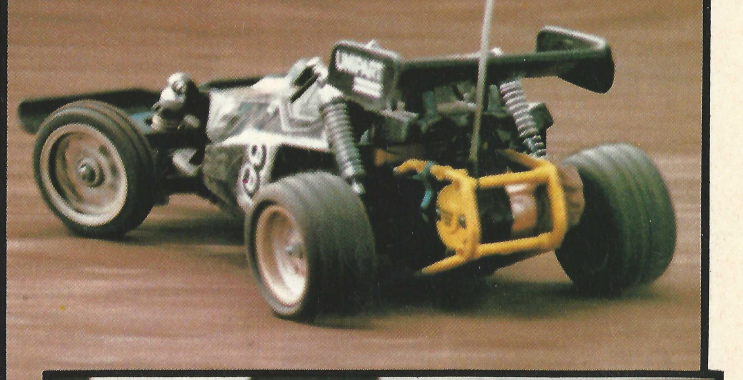
4WD, the best three drivers in the world.



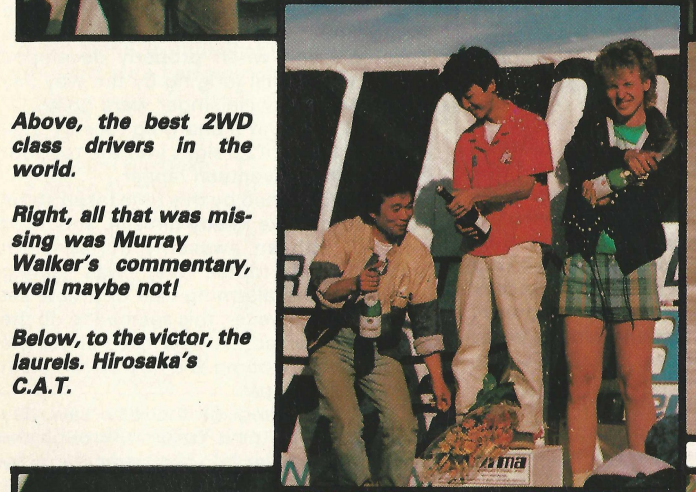
Above, the best 2WD class drivers in the world.



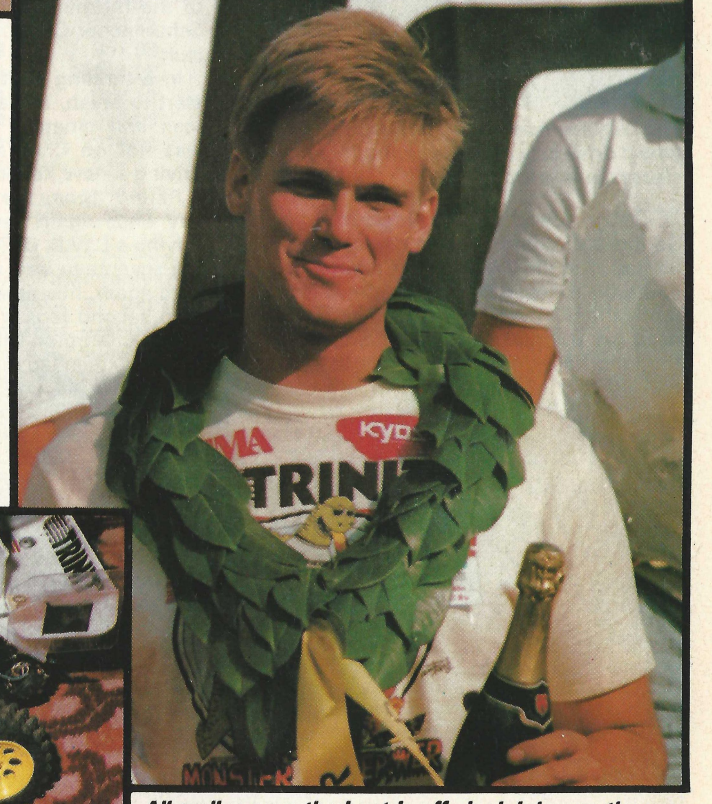
Right, all that was missing was Murray Walker's commentary, well maybe not!



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

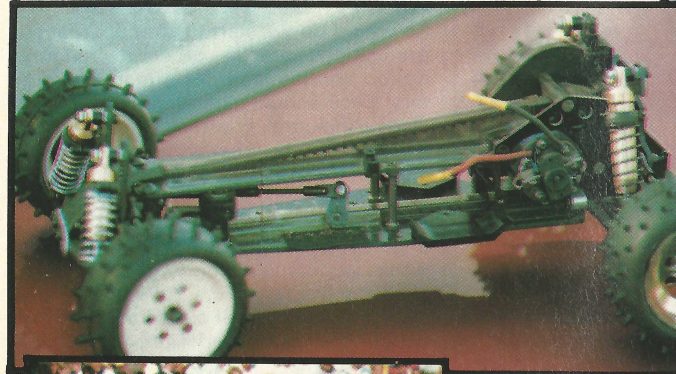


Joel Johnson's superb Ultima, could this be the car to better the RC10?



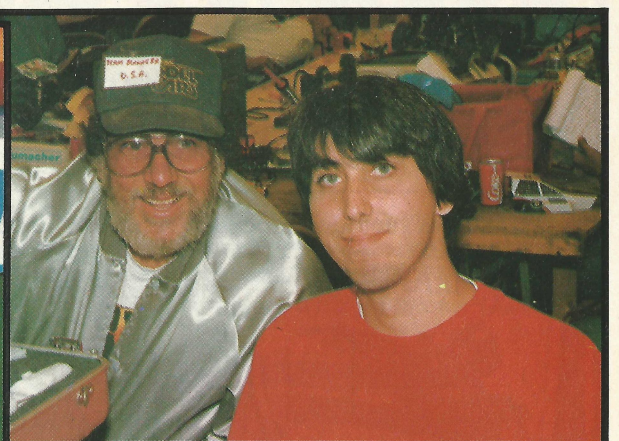
All smiles now the heat is off, Joel Johnson the new 2WD World Champion.

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

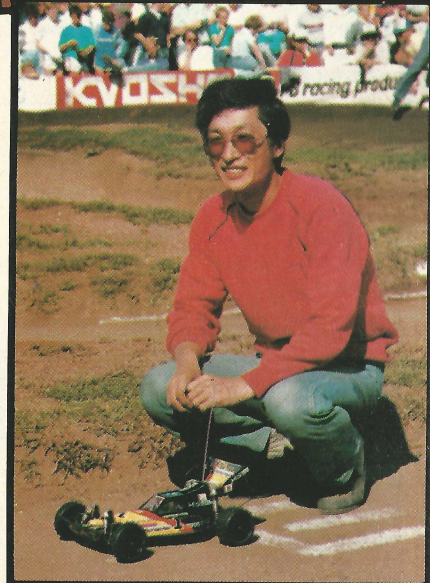


The event organisers.

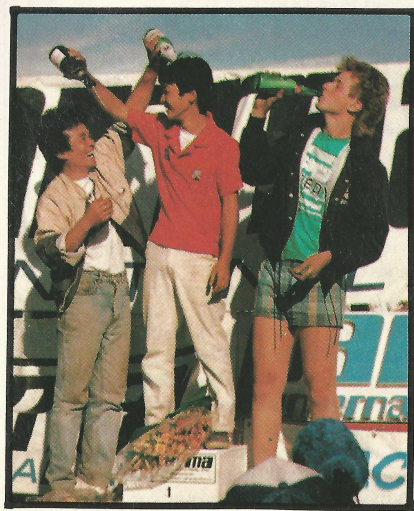
Ernie Provetti and his charging technique.



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



The winning car complete with motor man.



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

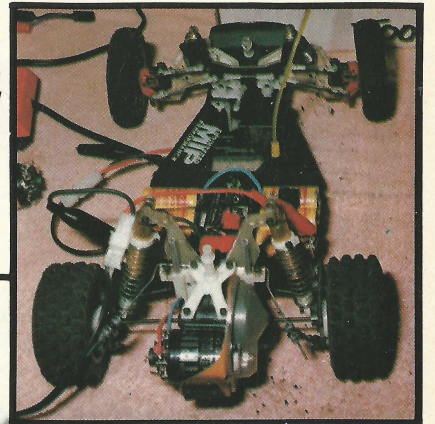


Right, Ken McDowell the event sponsor and Parma boss.



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

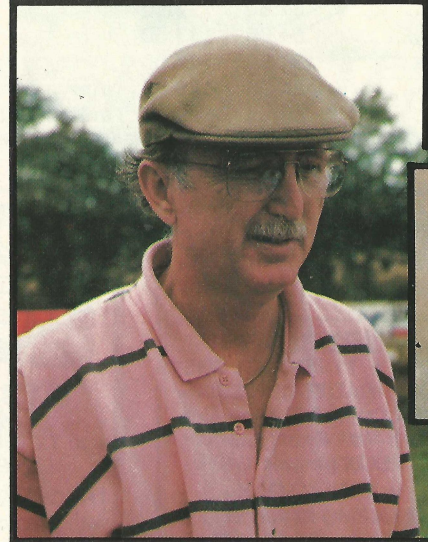
Ron Rossetti turned the volume up on these trousers.



MIP 2WD Associated RC10



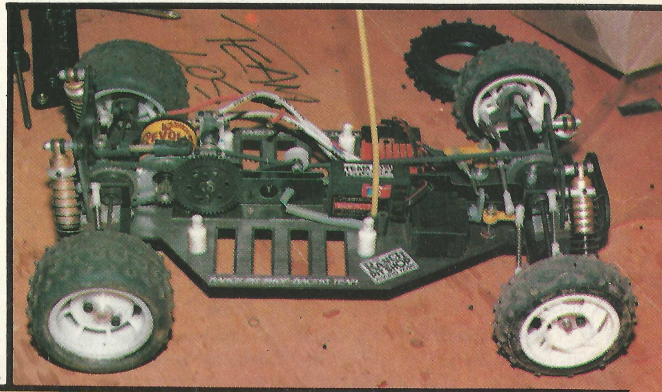
Optima on the line.



Left, the motor man himself Mike Reedy.

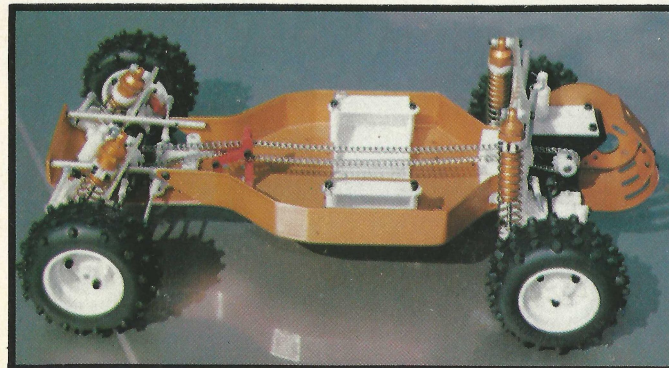


The unnamed new Yokomo.

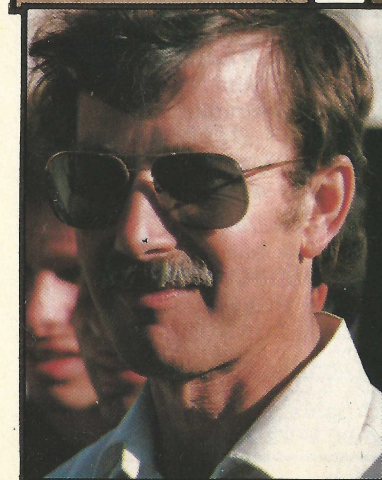


Pole C.A.T.

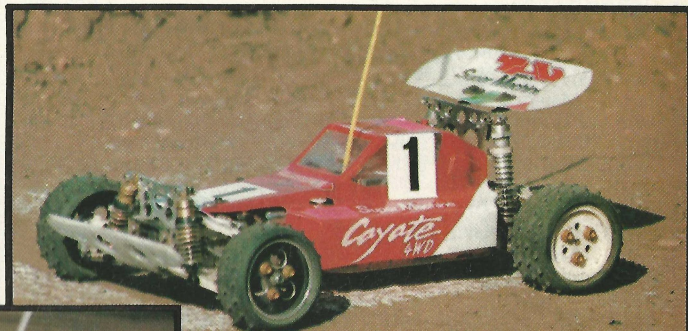
MIP's, 4WD RC-10 a super conversion from Eustace Moore.



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



Left, Cecil Schumacher, a happy man.



The new T.A.G. Coyote.

