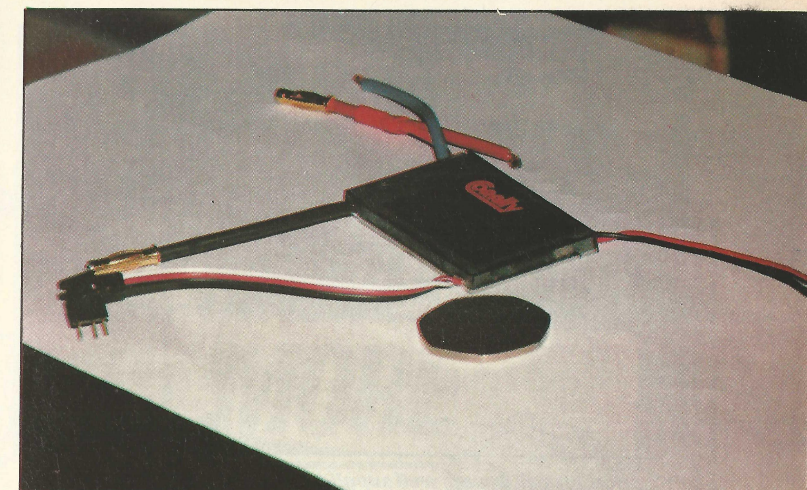
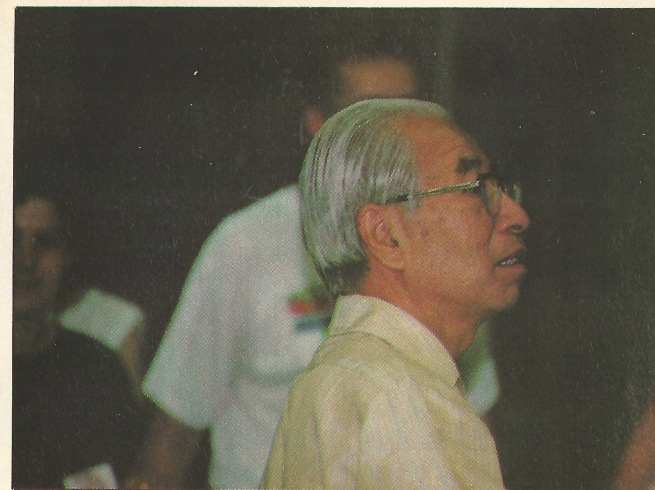
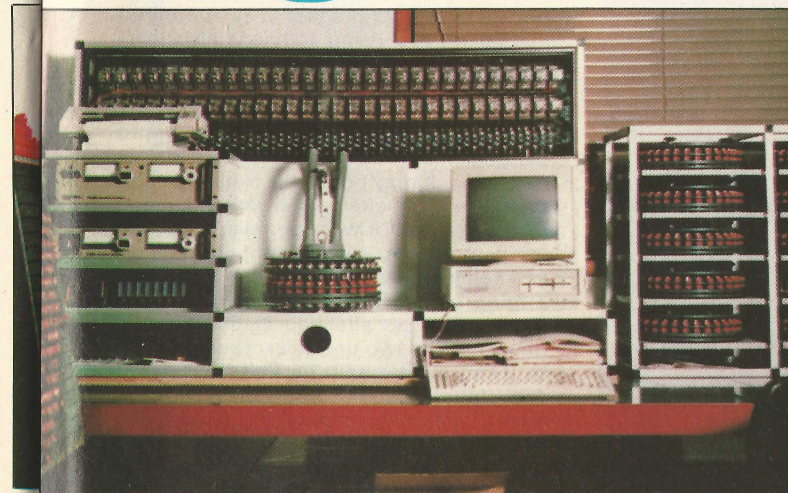


Radio Race Car visits Baarn, Holland and reports from the 1988 World Championships.



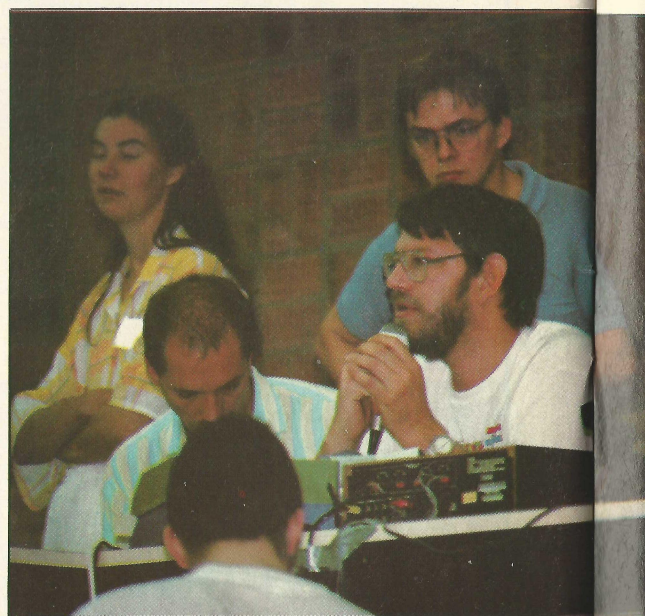
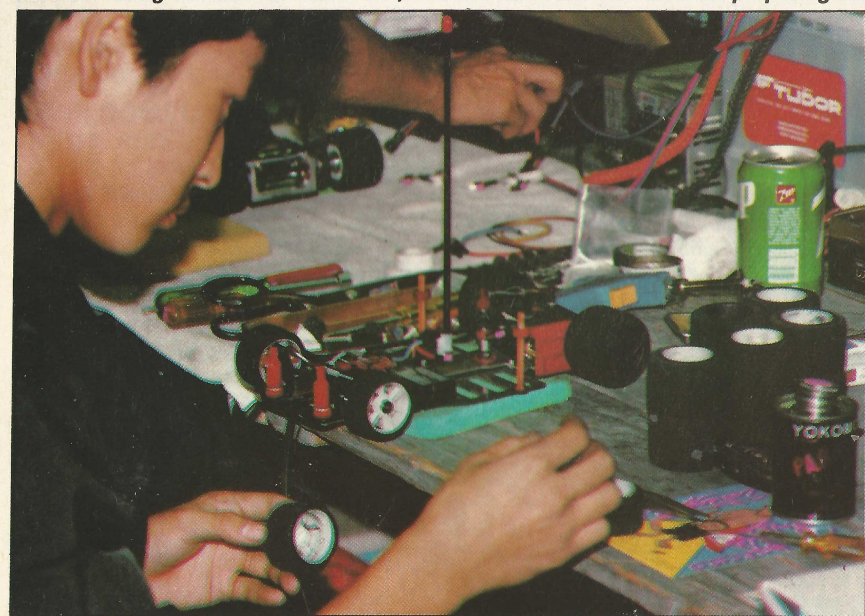
1/12 WORLD CHAMPIONSHIPS

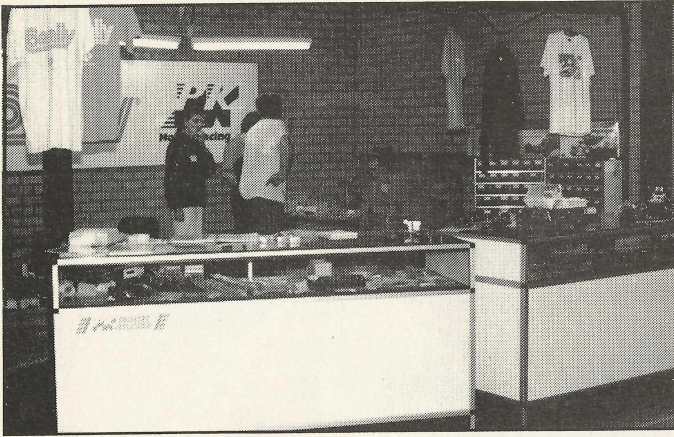
Left, to the victors go the spoils, first Masami Hirosaka, second Tony Neisinger, third Christian Keil. Above left, the man of the moment, Mr. Yokomo himself. Above right, Corally's new credit card sized speed controller as driven by several 'A' finalists. In situ, look under driver figure. Below bottom, the Schumacher team went fully prepared to do electronic battle with computerised battery and motor checkers. Below left, PK's cell mate looks a very impressive piece of equipment indeed.



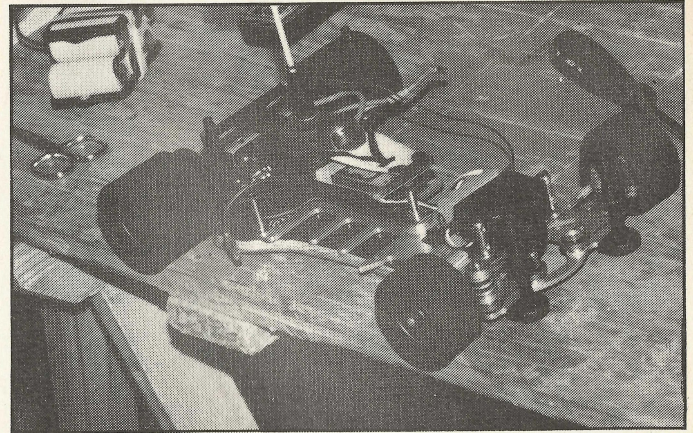
Above left, Kent Clauson after his 'A' Final qualifying run. Above left, before the 'A' Final. Below right, PK Racing's Mr. Van Kooy seen here addressing the drivers. Below left, Masami Hirosaka hard at work preparing his tyres.

Now have a dealer in central Europe, so we should be seeing a lot more of the very competitive cars soon, watch for the reivew.





PK's shop kept all drivers well supplied with any parts they needed.

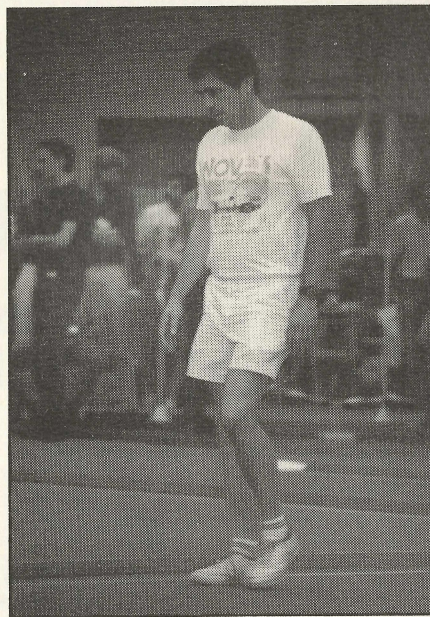
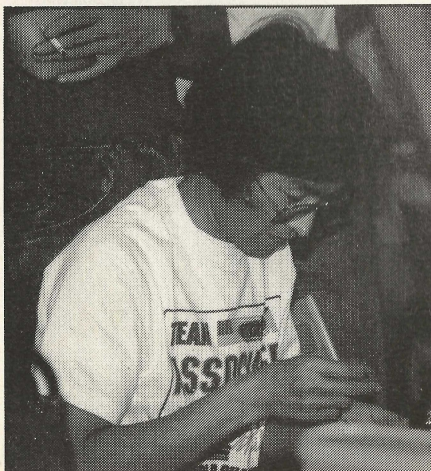


As already mentioned Corally's credit card sized speed controller in situ.

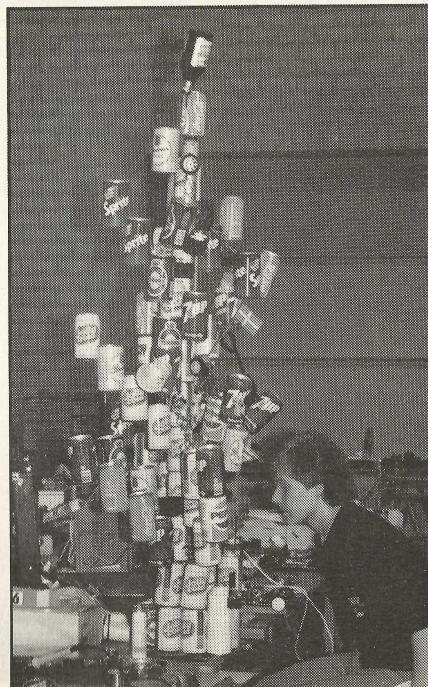
"Gentleman to your battlestations." These words will be remembered long after the dust and water, more about the water later, has settled over the Sports Hall de Trits, Baarn, Holland. That sentence was the rousing spoken overture to all three legs of the 'A' Final, three legs that one finalist described as the hardest ever! Blood, sweat, tears and Paragon tyre additive were what was needed to attain one of the ten 'A' Final places. Oh and one other element, the type of driving skills that words alone could not possibly begin to describe. Let us not forget that in order to drive your car at such an incredible pace, fourteen second laps were the order of the day on a very tight bend packed circuit, the knowledge of how to set your chassis up is also needed.

Baarn will be remembered by all who attended for two other reasons, the first and most important was the clockwork like efficiency in which everything was run, most of the more seasoned 1/2 racers were in total agreement that this had been one of the best organised and run World Championships that they had yet attended, credit for this must be shared by the Baarn home club and PK Racing the joint organisers of the event. The second event was an unusual one to say the least. All week long the weather had been changeable, that shouldn't affect 1/2 indoor racing you would think. Well it did at Baarn, during one of the heaviest cloudbursts that this reporter had ever seen the roof of the Sports Hall de Trits sprang a lead and showered

Mr Hirosaka senior works on Masami's car.



Above, Bob Novak in a pensive mood. Below, the Swedish team built this amazing sculpture mostly from empty cans.

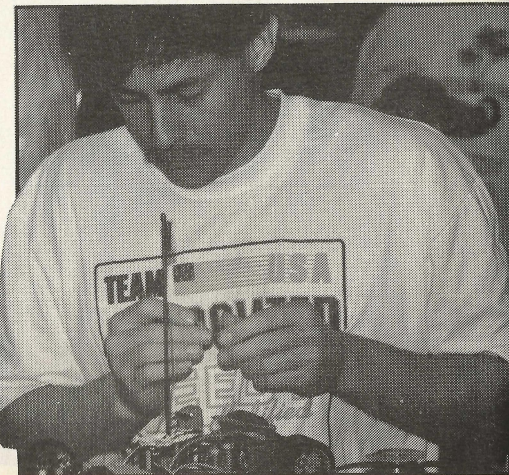


water over one section of the circuit. Even this totally unexpected problem could not shake the Dutch team of event organisers and within minutes the track was shielded, dried and back in use.

All positions were hard fought for but the one name that keeps cropping up in all electric r/c car circles is that of Masami Hirosaka. During practice it is rumoured that he set FTD using someone else's car! During the heats he did it again, this time with his own car, at this stage the rumour had changed and several people were now sure that Masami was in fact plugged into the transmitter, stood up and left to do his own thing. It may not be the truth but it did seem like it, lap after lap Masami drove the Associated as if it were on rails, always in the same place, always tight. Niessinger and Keil were also showing that they knew a thing or two about driving 1/2 cars as they turned lap after lap in the wake of Hirosaka. The two unluckiest drivers in the 'A' Final must surely be Phil Davies and Joel Johnson, both were always in the wrong place at the wrong time. None of the starts were the cleanest that anyone had ever seen but Phil and Joel always came off the worst from pile ups they did not start, both of their cars attracted other cars like magnets. Joel suffered a broken front end at one stage again through no fault of his own.

In the end though it was Hirosaka's day winning through brilliantly to take the 1/2 World Championship title and it must be said, deserving to win it too.

Tony Neisinger before the first A final leg, he needn't have looked so worried.



TRACK TALK

by Chris Evans

This was the fourth time the World Championships for 1/12 scale have been held and 1988 was to be EFRA's turn with the Micro Baarn club of Holland having the honour to stage the ultimate 1/12 meeting.

Initially the British Team was to have seven drivers Phil Davies, David Gale, Pete Farmer, Rob Roy, Glyn Pegler, Chris Evans and Tim Dakin with other countries not filling their allocation, our numbers were increased to include Matt Ford, Mark Barford, Craig Drescher, Mark Jewitt and Ian Spashett. Most of us either turned up at the Sports Hall de Trits either late Sunday afternoon or early Monday morning.

The track which greeted us was to be extremely testing with plenty of chicanes, square corners with a bot dot on every apex to act as a launch pad. The pits were laid out adjacent to the track, as was race control utilising two AMB systems for lap counting.

Before the practice rounds started each competitor booked in and was issued with a set of rules including drivers briefing, programme for the event including times for all races.

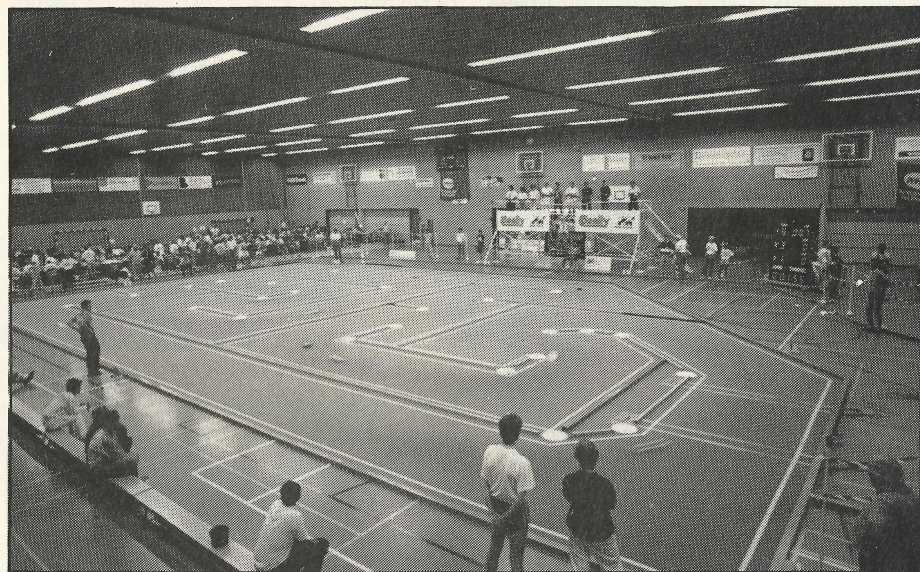
In the end 115 drivers signed into race including two times world champion Tony Neisinger of Associated and the current 1/10 Off Road World Champion (4WD) Masami Hirosaka who was also driving the RC12L.

Monday Day One

This consisted of four sessions of free practice, each session being allowed to use the circuit in a half hour period. This first day was slowly filled by the odours of oil of wintergreen and rumours that the Americans were less than happy with the apparent amount of practice the home PK/Corally drivers had had on a similar but small circuit at their test track. This unhappiness grew and by Tuesday morning a meeting of officials and team managers was called, Mike Drescher being our representative.

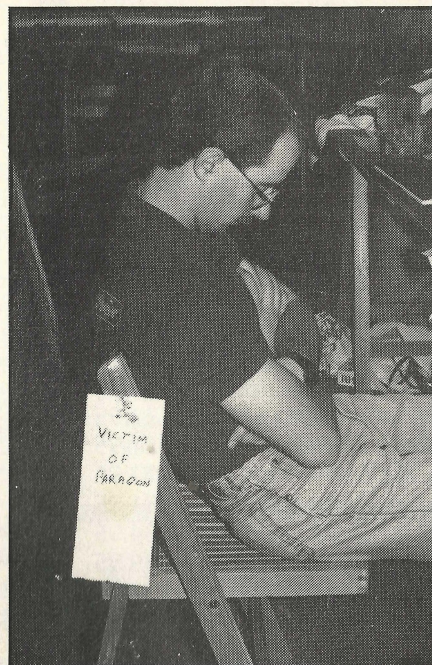
Tuesday Day Two

As I said above, the meeting took place in the morning and apparently some suggestions were to change the track or to drive it the opposite way round. In the end it was decided that the track would remain open on the evenings for uncontrolled practice and now everyone seemed happy although at this point nothing was said about the smell of wintergreen.



Above, Sports Hall De Trits, site of the Dutch Micro Baarn Club's finest hour.

Below, Phil Davies, takes a break from the mounting pressure, leaving it all to the last round.



The first day of qualifying saw a random selection of four groups of drivers. First they completed one round of controlled practice followed by three rounds of qualifying. Before the qualifying, instead of the usual drivers briefing, this was done by handing out a set of 'house rules' so everyone would have a reminder and the first rule on the second side was "it is not allowed to use tyre treatment containing or smelling like oil of wintergreen", more of this later.

Anyway after round one it was Stephan Oberle leading the field with 32 7.2, closely followed by LRP Team mate, Jurgen Lautenbach with 32 9.7, with Oscar Jansen's Corally trailing the two Schumachers with a 32 10.4, while reigning World Champion Tony Neisinger was sixth on 31 1.1.

After not recording a result in the first round, Masami Hirosaka, the current 1/10 Off Road 4WD Champion turned a 32 2.2 to push Stephan into second place with Bert Van de Vecht moving up to third with 32

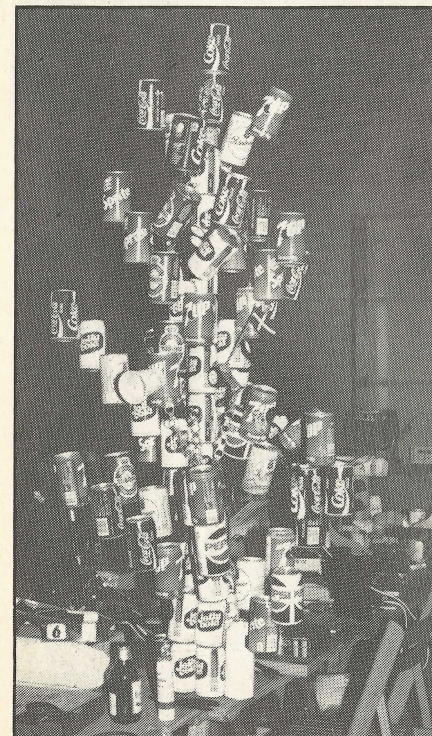


Thursday Day Four

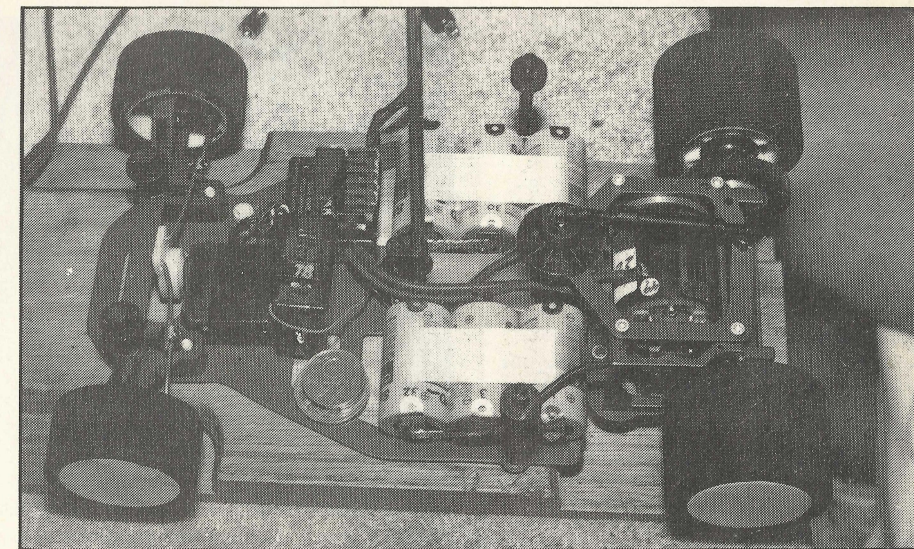
By this time we were making enquires about the purple cans of Paragon tyre additive which was the stuff smelling of wintergreen. It was only now we ourselves were getting a bit unhappy if this additive was giving others an advantage most American's had one can with them and as the rules were not applied, most were now running it. Unfortunately protests this late in the date were futile as we were halfway through qualifying so off we all went to bribe some people for some Paragon. To be honest, at the end of the day I cannot say whether the Paragon was any better than our Tractite but it was a good excuse for poor performances if nothing else.

Round seven saw four new 33 lappers produced with Tony back on top with 33 6.3, Masami second with 33 10.3, followed by Kent and Anders on 33 13.5 and 33 15.7 respectively. Round eight saw Masami reverse this by doing a 33 6.0.

Below, as at most big European meetings in the past, once again the Danes exhibited some modern art with another 'tinned' Christmas Tree.



Below, Shawn Ireland's RC12L. Note front body posts mounted on top of the front suspension arms. Just to the side of the servo is a small piece of circuitry with a potentiometer linked to the speed control. This apparently was a punch control but information was hard to come by.



Below, Peter Farmer and Mark Barford make their feelings known



Round nine had Masami and Tony going slightly slower but Oscar moved to third with 33 9.4.

Friday Day Five

This was the final day of qualifying with the last three rounds but everyone was struggling to go faster as the grip had really come up. It was suggested the heavy rain the night before and thus high humidity might have had something to do with it and I have heard this mentioned before at meetings.

Anyway the last rounds saw the top four unable to improve but in the last round Joel put in a 33 10.4 for fourth spot and our own Phil Davies produced an excellent 33 13.3 to book his final place.

So the A Final filled out as follows:

Position after twelve rounds

1	67	Masami Hirosaka	26.895	33/06.0
2	10	Tony Neisinger	75.430	33/06.3
3	103	Oscar Jansen	27.145	33/09.4
4	19	Joel Johnson	41.120	33/10.4
5	85	Phil Davis	40.915	33/13.3
6	9	Kent Clausen	75.910	33/13.5
7	25	Shawn Ireland	75.870	33/14.7
8	88	Christian Keil	27.255	33/15.2
9	8	Chris Doseck	75.750	33/15.2
10	110	Anders Nilsson	26.825	33/15.7

Q. Pos.	Name	Car	Nicad	Motor	Speed Control	Front Tyre	Rear Tyre	Radio	Servo	Body	Ratio
1	Masami Hirotsuka	RC12L Std Graphite	Reedy SCE	Reedy	K.O.	Yokomo	Yokomo	KO sticks	Futaba S35	Asso TOJ	
2	Tony Neisinger	RC12L Std Graphite	Reedy SCE	Reedy	Novak	Yokomo	Yokomo	Magnum S/wheel Novak Rx	Asso TOJ	20/100"	
3	Oscar Jansen	Corally SPII	PK SCE	Trinity (Double Wind)	Corally Motor Mmnt Sys.	PK	PK	Futaba 2LGX	Futaba 132H	Frewer TOJ	32.00 mm per rev
4	Joel Johnson	Corally SPII	Trinity SCE	Trinity	Corally Motor Mmnt Sys.	TRC Green	TRC Green	KO EXI S/wheel	Futaba 132H	Asso TOJ	25/104 49mm rears 32
5	Phil Davies	Schumacher SPC	Schumacher SCE	Reedy	Schumacher	TRC Green	TRC Green	JR Apex	Futaba 132H	Sch TOJ	33.23mm per rev
6	Kent Clausen	RC12L Std Graphite	Reedy SCE	Reedy	Novak	Yokomo	Yokomo	Magnum S/wheel Novak Rx	Futaba 135S	Asso TOJ	22/100 on 2" rears 36.56
7	Shawn Ireland	RC12L Std Graphite	Reedy SCE	Reedy 20x3	Novak	Yokomo	Yokomo	Magnum Novak Rx	Futaba 135S	Asso TOJ	21/100 on 2" rears 32.99
8	Christian Keil	RC12L Std Graphite	Keil SCE	Reedy	Novak	Yokomo	Futaba	Futaba S/wheel Novak Rx	Futaba 132H	Asso TOJ	33mm per rev
9	Chris Doseck	RC12 Std Graphite	Reedy SCE	Reedy 19x2	Novak	Yokomo	Yokomo	KO EXI S/wheel Novak Rx	Futaba S35	Asso TOJ	22/100 on 2" rears 30.52
10	Anders Nilsson	Corally SPII	PK SCE	Trinity	Corally Engine Mgmt Sys.	TRC Green	PK	KO EXI S/wheel	Futaba 132H	Asso TOJ	33.50 mm per rev

The remaining Brits qualified as follows:

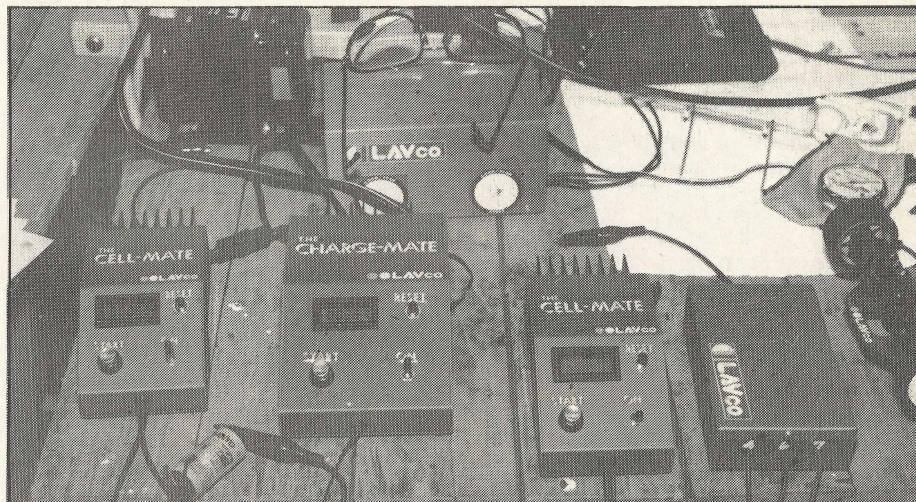
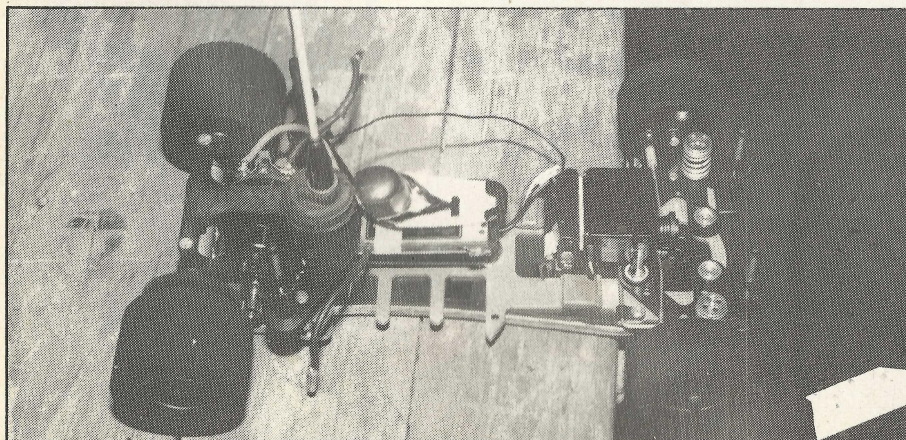
23rd Matthew Ford 32/10.7
26th Rob Roy 32/13.0
30th Pete Farmer 32/16.1
32nd Tim Dakin 32/17.1
34th Dave Gale 32/19.6
41st Glyn Pegler 31/2.3
43rd Mark Barford 31/3.3
64th Craig Drescher 31/16.5
67th Mark Jewitt 30/0.6
76th Chris Evans 30/6.6
95th Ian Spashett 29/8.3

Saturday Day Six

...and this was finals day. Everybody got one practice run and then one final, except the A finalists who had the usual three runs with two to count.

First out was Ian who managed 6th in the J followed by yours truly with 8th in the H. Our first success was Mark winning the G and Craig finishing fifth. The E final featured Mark and Glyn who ended up sixth and eight respectively. The D final was to have featured Dave with a 13 Double,

Below, the Corally SP II with the extremely small "motor management" speed control mounted on the shaker plate.



Above, the Lavco range for your nicad packs, the Cell-Mate and Charge-Mate.

SCR's charged direct from a 12 volt battery plus half a gallon of Bolink Power Plus but remember all you young drivers out there, every motor needs a set of brushes, doesn't it Dave, meanwhile Tim managed 8th. The C final was another success with Matt winning with Pete sixth and Rob seventh. Our only last hope now lay with Phil in the A.

A Final 1st Run

The cars are placed on the grid with one minute to go, and at the thirty second mark the mechanics leave the cars. At the green light Tony got the drop on Masami and Masami blows it trying to go on the inside at the sweeper leaving Tony the lead followed by Joel and Shawn. This order remained for the first two laps with Masami coolly moving up to fourth past Christian, and soon takes third from Shawn. At 1.15, Tony had the lead of half the straight from Joel, with Masami about the same distance

behind Joel. At three minutes Masami passes Joel and now Tony's lead is the length of the straight and a little later Christian passes Joel and closes on Masami. At 3½ minutes Masami clips a dot allowing Christian to catch and then Christian passes but Masami soon retakes second. At five minutes the battle for second is moving them up on Tony, meanwhile Phil has passed Joel for fourth with 2½ minutes to do, Masami clips a dot going onto the straight losing ground on Christian. Moving into the last minute Keil starts to slow and as Christian loses the rear of his car, Masami takes second but with ten seconds to go has no chance to catch Tony who clocks a 34 lapper.

A Final 2nd Run

A pile up on the first corner shuffles all the cars up and after the first lap the order is Kent, Christian, Masami and Oscar. Shortly after Masami takes Christian but the battle for second is very close. By lap twelve the order is Kent, Masami, Christian, Phil and Tony and at the five minute mark Masami had closed right up with Kent while Christian has lost contact, but a bad error by Kent going onto the straight allows the chasing two to go through. With two minutes to go Masami has a three second lead on Christian, with Kent losing ground and Tony passing Phil for fourth place, but on the entry to the second chicane before the straight some cars have started to spin out for some unknown reason. At seven minutes Christian momentarily takes the lead but Masami recovers the situation and holds on to win with a 34 lapper.

Rain Stops Play

After the second final a swarm of officials hit the track to find out why cars are spinning and the problem is the roof is leaking. A halt was called to the proceedings while the leak was cured and the track dried, and

The eventual winner, Masami receives his trophy from Ted Longshaw at the prize giving.



History in the making, the only indoor 1/12th meeting to be rained off.

as Ted Longshaw later said at the banquet, "It's the only indoor meeting he's been to where it's been rained off".

A Final 3rd Run

At the start of the final run, the race commentator Frank Killam calls the drivers to 'battle stations' and each driver climbs the rostrum and is introduced to the crowds now gathered, and the atmosphere can only be described as electric.

As they start their last run, Tony gets the start but Masami pushes him out and going down the straight, for the first time the order is Masami, Tony, Joel and Oscar. After one minute Oscar has passed Joel and is really pressurising Tony although at 1.30 Kent has moved up to third. For a brief moment Kent passed Tony but clipped a dot and lost the place. At half distance Tony is slowly moving in on Masami as is Oscar on Tony. Tony's car was far faster than Masami's down the straight but

Masami holds it through the infield. At six minutes Oscar patted Tony to the cheers of the home crowd but a "radio hit" soon after loses him the place. With thirty seconds to go Tony is going slower with Masami winning by about the length of the straight and just manages the 34 lapper to take the world crown.

The final best two times and positions are as follows:

1	67	Masami Hirotsuka	68/26.7
2	10	Tony Neisinger	67/12.4
3	88	Christian Keil	67/17.4
4	9	Kent Clausen	66/14.0
5	85	Phil Davis	66/17.2
6	25	Shawn Ireland	66/22.1
7	103	Oscar Jansen	66/22.1
8	110	Anders Nilsson	64/02.3
9	8	Chris Doseck	63/09.3
10	19	Joel Johnson	60/12.0

All that remained was the prize giving and banquet on the evening at the local television studios which rounded off what can only be described as an excellent week.

On Reflection

For a meeting as important as the World Championships, the meeting went really without many hitches. There was the problem about the amount of practice some of the home drivers had had and the use of the wintergreen smelling Paragon. I do think there should have been some referees present to watch the racing but apparently Mike Reedy felt that they were unnecessary as the meeting was being run on a very friendly basis.

On the equipment front one could write a book, unfortunately one was so busy you tended to walk round in a world of your own and not notice new ideas, especially as you grew tired through the week. The SRM team were at the hall from eight in the morning till ten thirty at night and in reflection, a good nights sleep might have been better than that one last practice.

On the battery front SCE's ruled, used with more radical winds and wet mag ultra cans. In this respect the British could have done with more experience, especially in use on such a high grip surface. Even to the end of the meeting people were unprepared to state the wind of their motor. On the tyre front the normal names were being used and all worked well but a new tyre was met, the Yokomo which apparently generated slightly less grip and was less prone to scrub off speed in the turns.

On Speed controllers, the PK/Corally team had the very thin and small prototype motor management systems. According to Matt who was using one, you didn't have quite the punch but run time on a set ratio

could increase by up to a minute. Some of the Novak speed controllers had also got a small aduster built in to control the punch which I only found out by accident and no further details were forthcoming.

A couple of the new FET servos were being used and 'boy' were these fast, and will soon be available in Britain at around £60.

Car wise, the A Final consisted of six RC12L's three Corally SP2's and one Schumacher with seven Reedy motors and three Trinity's.

The old Associated Toj body shell is still extremely popular but with whatever shell, most people were using a wing to increase straight line stability and grip into the fast corners.

At the end of the day Masami drove superbly although Tony pushed him every inch of the way. It is extremely hard to put into words all the experiences from such a week of racing for an enthusiast like myself and certainly I aim to be in Tokyo or HongKong in two years time, although I do wonder if the British Team will be anymore competitive. Certainly many of us came back with new thoughts and ideas but we must put these into action if we are going to make a better impression in the future. As a finishing note to all drivers at all levels, don't be scared to try new ideas and set-ups on your cars just because the more established drivers don't use them, remember you might have discovered an improvement, because theres definately room for some fresh ideas within the 1/2th class to bring those lap times down.



Left, the winners with their spoils after a hard week's work. 1st Masami Hirotsuka; 2nd Tony Neisinger; 3rd Christian Keil