

# 1/12 WORLD CHAMPIONSHIPS



## Mark Barford reports for RRC from Singapore.

The fifth 1/12th scale world championships were held in Singapore during late July/early August. The race was held at the Ngee Ann Polytechnic in a hall that is mostly used for Badminton and Basketball. The hall was slightly small but it had the great advantage of being air conditioned, a very welcome luxury especially when

◀ **The competitors!** (Photo by Chen F. F. Eddie).

# 1990

you consider that outside the temperature and humidity were both in the high 90s!

The 1/12th scale world championships have been dominated in the past by Associated. Indeed only two other manufacturers, Delta and Parma have achieved world championship wins. However many people, especially the Europeans, thought that 1990 might be the year in which Associated maybe put under the greatest pressure they had yet experienced. The source of this pressure was of course Corally, who were fresh from their European Championship win, courtesy of Jurgen Lautenbach.

The threat from Corally was perceived to be serious enough by Associated to justify the design of a new 1/12th scale car. This new car, as yet unnamed, was basically

very similar to the old 12L but the batteries had been moved closer together, the damper post was now braced and a hydraulic damper had been attached to the rear pod, in the style of their 10L car.

Associated's main drivers were Masami Hirosaka, Phil Davies, Chris Doseck (powered by CAM), Shawn Ireland, Kent Clausen and Christian Keil. Pitched against these in the Corally camp were Joel Johnson, Oscar Jansen, Anders Nilsson, Jurgen Lautenbach and Constant Paul.

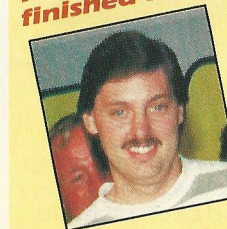
The track itself was laid on a brand new carpet (green) using pieces of white 2" x 2" wood as track markings stuck to the carpet using some very effective double sided plastic (Blue Peter eat your heart out!). The green carpet, which had apparently been bought in Belgium was one sided and had also been stuck to the floor using double sided tape. This eliminated the problem of cars spinning out on the tape that tracks are usually stuck together with, but it also made it very difficult to stretch the carpet, therefore the track was rather too bumpy in places.

The most outstanding feature of the carpet was the enormous



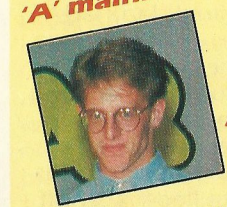
◀ **Chris Doseck — 1990 1/12 world champion!**

◀ **Defending champ Masami Hirosaka finished second.**



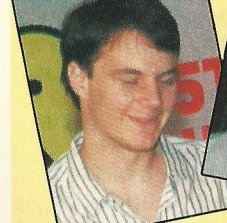
◀ **Ralph Burch Jr — third.**

◀ **Phil Davies — second T.O. and fifth in the 'A' main.**



◀ **Anders Nilsson — highest placed Corally driver.**

◀ **Joel "Magic" Johnson**



◀ **Christian Keil**



◀ **Kent Clausen**

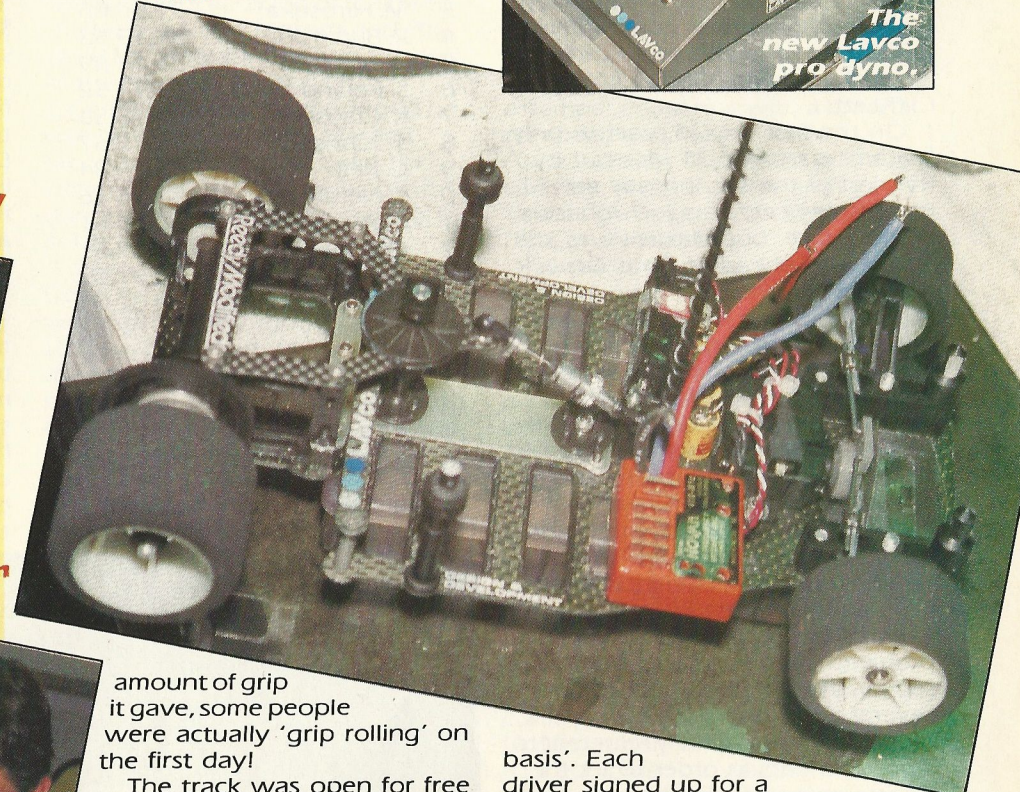


◀ **The ten fastest drivers in the world (Front left to right: 3rd Burch Jnr, 1st Doseck, 2nd Hirosaka. Rear left to right: 4th Neisinger, 5th Davies, 6th Ireland, 7th Nilsson, 8th Johnson, 9th Keil, 10th Klausen).**



◀ **Kent Clausen's prototype 12L.**

The new Lavco pro dyno.



amount of grip it gave, some people were actually 'grip rolling' on the first day!

The track was open for free practice for two days before the heats started. Free practice was carried out on a 'slot

◀ **David Spashett was a brilliant 16th overall!**

basis'. Each driver signed up for a specific time slot then came back and practiced when that time arrived, thus preventing any time wasting. This system was new to the Europeans but the Americans familiarity with

the system was demonstrated by the ease with which some of their drivers were able to gain about twice as much track time as they were theoretically able to!

The actual racing began on Wednesday. The heats were organised so that each heat featured two or three fast cars with the other seven or eight drivers either being unknown quantities or known slow drivers.

Unfortunately this system was not the same as in Holland two years ago, ie the top 30 drivers being placed together and then the next 30 etc.... The outcome of this was that the backmarkers in each heat were to have a very direct influence upon the final 'A' main line up. The top drivers were having to play 'Russian roulette' with the slower drivers as they decided which way they were going to move in order to let the faster cars past.

However by the end of the first day the top three qualifiers had taken on a very familiar look with Masami Hirotsuka leading ahead of Phil Davies with Chris Doseck in third place. The top ten places consisted totally of Associated and Corally cars, with especially commendable drives coming from Ralf Krause (using his own "Dingo" motors), and the "Buggy Master" Cliff Lett.

On the first day of practice only Masami managed 31 laps but by the end of the second day the 31 lappers went as far as Joel Johnson in fifth place, but Masami was still in the lead ahead of Chris Doseck and Phil Davies.

The American Associated camp had begun to get into its stride and many of their cars were now going really well and the Reedy motors were beginning to dominate with only the CAM motors of Chris Doseck for competition. The Trinity drivers were finding it hard to go fast enough for long enough and the LRP drivers appeared to be lacking top speed in relation to the top Reedy's.

Thursday also saw the start of the problems with the hall's electrical supply. The mains supply cut off several times and the race organisers were initially reluctant to stop the heats in order to let the drivers charge their batteries, they were only concerned that the meeting should run on time! This rather short sighted attitude was cured however when race control also lost their power supply!!

Fortunately the fault was traced

to a faulty earth and the problem did not occur again.

So, on to the final day of qualifying. The two questions on everyone's mind was "could Masami hold on to the top qualifiers spot, and just how fast would you have to go in order to book a place in the 'A' final?"

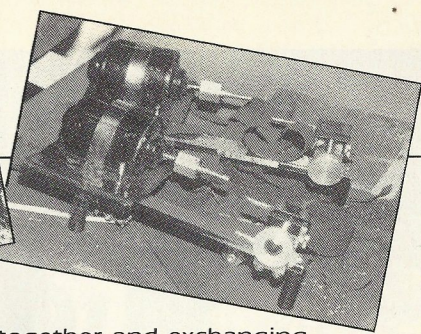
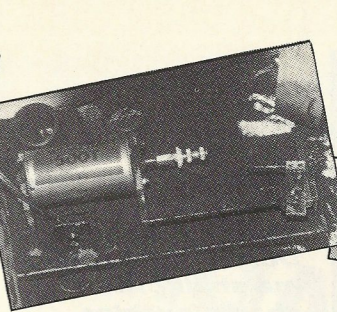
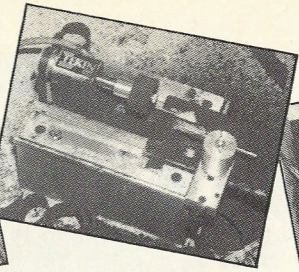
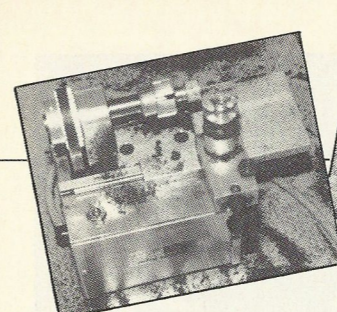
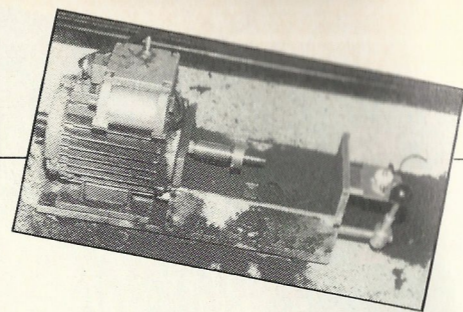
Yet again Masami, Phil and Chris demonstrated their superiority over the other drivers as they swapped the fastest time amongst themselves, but at the end of the day it was Chris Doseck who took the T.O. spot with a superb run. Chris was a whole four seconds faster than Phil in second place who was only just ahead of Masami.

In the end a 31 lapper was necessary to make the 'A' final. The top ten drivers were separated by some 12 seconds, a relatively large amount but the largest proportion of this was due to the large gap between first and second place (four seconds) and between third and fourth place (five seconds).

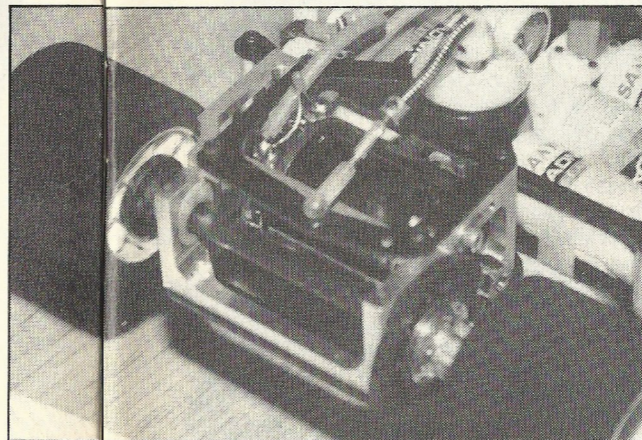
So, after five days of practice (and racing for 13 hours a day!), the top 20 qualifiers looked like this:

1	C. Doseck	31.04.15
2	P. Davies	31.08.34
3	M. Hirotsuka	31.08.86
4	R. Burch Jnr	31.13.53
5	A. Nilsson	31.13.89
6	S. Ireland	31.14.52
7	K. Clausen	31.15.58
8	J. Johnson	31.15.67
9	C. Keil	31.15.84
10	T. Neisinger	31.16.16
11	C. Paul	30.00.61
12	O. Jansen	30.01.51
13	T. Krause	30.01.83
14	J. Lautenberg	30.02.03
15	L. Leblanc	30.02.33
16	J. Rosas	30.04.92
17	C. Lett	30.05.13
18	T. Phillips	30.05.76
19	S. Lawrence	30.05.96
20	D. Spashett	30.08.19

Commiserations must go to Constant Paul who qualified in 11th



**There was a wide variety of tyre truers seen at Singapore. Some more elaborate than others!**



**Tony Neisinger's "Cindial" car.**

consequently he finished eighth in his final and 58th overall.

In the 'E' final Chris Hardisty was yet another British driver to suffer problems. Chris only completed 19 laps and finished in seventh place. Chris was the British team manager and official team 'Dad' for the whole trip. He put in a great deal of time to organise the British team's trip to the worlds and I am sure that the other British drivers would like to join me in thanking him for his efforts.

Mark Jewitt did very well in Singapore, both to qualify for the 'D' final and to sell Corally's to half of the Australian team! The 'D' final proved to be a very fast race and Mark finished where he had qualified, in fifth place.

The 'C' featured two English drivers, Rob Roy and Mark Barford. Rob was on pole position and was very unlucky not to make the 'B' final. Mark Barford, driving the only Kawada M300 at the meeting was back in sixth place on the grid. The race was won by Dutchman Bert Van Der Vecht with Rob in third place and Mark fourth.

The 'B' final turned out to be the best race of the whole week with Oscar Jansen beating Ralf Krause by 0.07 seconds! Cliff Lett finished third in only his third 1/12th scale meeting! The British eyes were all focussed on David Spashett who drove very well to finish sixth and sixteenth overall.

place for his second consecutive world championship, and congratulations must go to David Spashett, a place in the top 20 at his first world championships was a superb result!

The British team qualified as follows:

2	Phil Davies	31.08.34
20	David Spashett	30.08.19
21	Rob Roy	30.08.90
26	Mark Barford	30.15.22
35	Mark Jewitt	29.01.59
46	Chris Hardisty	29.09.45
57	Tim Biggs	28.00.80
81	Ian Spashett	27.03.78
93	Michael Tuson	27.25.37

## The Finals

The first British driver on was young Michael Tuson who won his final by a lap. Michael had been plagued all week by duration problems otherwise he would have easily qualified higher than the 'J' final.

The second driver up was Ian Spashett in the 'I' final. Ian had spent all week fighting interference during his own races and then fighting the urge to dance around the track when watching his son David drive. Unfortunately Ian's interference continued on into his final so he sensibly pulled his car off after only five laps, hence his lowly ninth place.

We now jump up the 'F' final which contained British interest in the shape of Tim Biggs. Tim, driving the only Schumacher SPC at the meeting, was another driver to suffer from interference. Despite help from Bob Novak, Tim could not cure the problem. The resulting lack of confidence in his car caused him to 'chunk' a tyre in the final and

## The 'A' Final

The 'A' final was run over three legs with the best two times being added together to give a final score. Unfortunately IFMAR still won't change to a system based upon places rather than times.

As the first final began hopes for a British win were high as Phil Davies sat in second place on the grid and on the inside of the T.O. man Chris Doseck. Unfortunately Phil did not make it through the first corner unscathed. Chris got away into a lead he was not to lose. The fastest cars on the track however were those of Masami Hirotsuka and Phil Davies who were able to come back through the field after bad starts. Masami climbed all the way back up to second place which was later to become first when it was discovered that Chris had forgotten to put a driver figure in his car.

The second 'A' final was to feature the best racing of the three 'A' finals as Chris, Masami and Phil dived for the lead. Towards the end of the race however Chris's superior battery power told and he was able to win with Masami second. Phil who had been the victim of many "racing incidents" during the eight minutes could only finish in sixth place.

Going into the third final Chris Doseck had to be favourite for the world title, although Masami was still in with a good chance. This time the first three on the grid got away cleanly but there was no catching Chris Doseck who stormed away to win easily from Masami with Phil third.

Overall positions:

1	Chris Doseck	63 16.12.28
2	Masami Hirotsuka	63 16.14.78
3	Ralph Burch Jnr	62 16.21.81
4	Tony Neisinger	62 16.24.79
5	Phil Davies	62 16.27.46
6	Shawn Ireland	61 16.14.10
7	Anders Nilsson	61 16.17.53
8	Joel Johnson	60 16.01.81
9	Christian Keil	60 16.12.80
10	Kent Clausen	58 16.09.81

On the technical side the most obvious feature was the dominance of the Reedy/Associated drivers. The Associated 'machine' was again seen to work with all of the main Associated drivers sitting

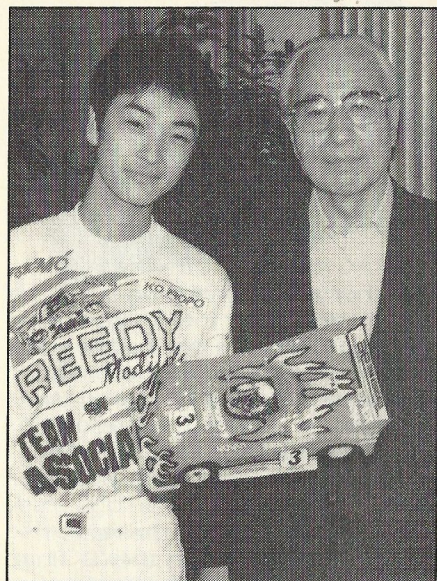
together and exchanging information. Over the length of the meeting their cars got better and better and when the good motors and batteries were put in on the Thursday and Friday the results were devastating, with seven out of the top ten driving Associated cars!

Corally, with two of their cars in the 'A' final and six in the 'B' final were the next most successful manufacturer. The cars were initially plagued by a tendency to roll over on the very high grip surface, but this problem was solved by using a combination of Grand Prix 'C's on the front (trued down to their minimal size) and raising the 'T' piece up from the chassis. Anders Nilsson (Corally) drove superbly to make the 'A' final. He was unable to compete however with the straight line speed of the other cars in the final.

The other car in the 'A' final was the 'Cindial' as used by Tony Neisinger. The car appeared to be a combination of the TRC and Associated cars with an Associated front end, widely spaced cells and a damper at the rear with a braced damper post à la the new Associated car. Tony's car was also used by Andy Dobson after Andy had to give up the battle to make his Corally handle.

Virtually all present day 1/12th scale manufacturers were at the meeting with 'Agitator' driver Joe Lawrence making the 'B' final and the Kawada of Mark Barford making the 'C' final. These two along with the Cindial cars of Neisinger and Dobson were the only other cars to break the Associated/Corally domination of the top thirty.

On the motor and battery front the most impressive performance without a doubt came from the CAM motor and CAM/ACEPILOT batteries of Chris Doseck. Chris's car was still going quicker at the end of the race than most people could go at the beginning! Unfortunately with only Chris using this equipment it was hard to tell how much of his tremendous win was down to his very smooth driving style (he was running a 17 turn motor on a gear ratio some three teeth higher than Masami was able to pull on his Reedy 17 turn motor).



◉ **Masami and Mr Yokomo.**

Chris drove in the classic 'American style', ie very smooth sweeping lines and his car always looked perfectly set up.

Despite CAM's victory, Reedy's dominated the final. Mike was using a new can with stronger magnets and these were also used for the winning CAM motor and also in the Twister motors. These

◉ **Mark Jewitt receives an engraved bent Corally chassis as a trophy from Chris Doseck for being the best marshall of the championships.**

new stronger Yokomo magnets were up to the strength of the Sagami cans as used by LRP and Trinity.

LRP were disappointed to have only one driver in the 'A' final but I feel that this is a reflection of the depth of quality of the Americans rather than any lack of performance of the LRP motors.

Trinity appeared to be suffering with duration problems as Tony Neisinger (double world champion) could only just manage to scrape into the 'A' final on his last run. Indeed Tony was lucky to make the 'A' final at all as his time was not recorded on the AMB computer but was worked out manually. The problem was not whether Tony had done the time as he had been separately hand recorded by several people in the pits, but the problem arose due the fact that the



back up AMB system (all European and World Championships have two lap counting systems) had stopped counting, therefore there was no way of proving his time. This was not the only example of this but of course it was the most relevant example as it lifted Neisinger from the 'C' to the 'A' final.

The lap counting fault was really the only organisational fault of the whole event as the local club and the people of Singapore in general made the drivers very welcome, especially in the case of Rob Roy!!

The next 1/12th scale world championships are due to be held in America and will be, as was this year a superb event. I certainly intend to be there, what about you?

Driver	Car	Nicads	Motor	Speed Controller	Front Tyre	Rear Tyre	Tyre	Radio	Servo Additive	Body	Qual	Final
Chris Doseck	Associated 12L Prototype	Cam Ace Pilot	Cam 17x4	Novak	Yokomo Dual	Yokomo	Paragon Ground Effect	KO FX1	Airtronics	Associated TOJ	1	1
Phil Davies	Associated 12L Prototype	Gale Force	Mr K 16x4	Novak	Yokomo	Yokomo	Paragon Ground Effect	JR Apex	Airtronics	Schumacher TOJ	2	5
Masami Hirosaka	Associated 12L Prototype	Reedy	Mr K 16x4	Novak	Yokomo Dual	Yokomo	Yokomo	KO Esprit	KO Fet	Associated TOJ	3	2
Ralph Burch Jnr	Associated 12L Prototype	Reedy	Mr J 17x4	Novak	Yokomo Dual	Yokomo	Paragon Ground Effect	Futaba PCM	132H	Associated TOJ	4	3
Anders Nilsson	Corally SP12	LRP	LRP	Corally MMS 8 Minute	Grand Prix 'C' Hard	P.K. Gold	Paragon Ground Effect Front Paragon Fx II Rear	KO	132H	Schumacher TOJ	5	7
Shawn Ireland	Associated 12L Prototype	Reedy	Mr J 17x4	Novak	Yokomo Dual	Yokomo	Paragon Ground Effect	Futaba PCM	Airtronics	Associated TOJ	6	6
Kent Clausen	Associated 12L Prototype	Reedy	Mr J 17x4	Novak	Yokomo Dual	Yokomo	Paragon Ground Effect	Futaba PCM	Airtronics	Associated TOJ	7	10
Joel Johnson	Corally SP12	Trinity	Trinity 17x4	Corally MMS Prototype	Grand Prix 'C' Hard	Trinity Magic Rubber	Green Dot	KO EX1	132H	Andy's TOJ	8	8
Christian Keil	Associated 12L Prototype	Keil	Mr J 17x4	Novak	Yokomo Dual	Yokomo	Paragon Ground Effect	KO	Airtronics	Associated TOJ	9	9
Tony Neisinger	Cindial	Trinity	Trinity 17x4	Tekin 411	Trinity Magic Rubber	Trinity Magic Rubber	Green Dot	Futaba PCM	132H	Associated TOJ	10	4