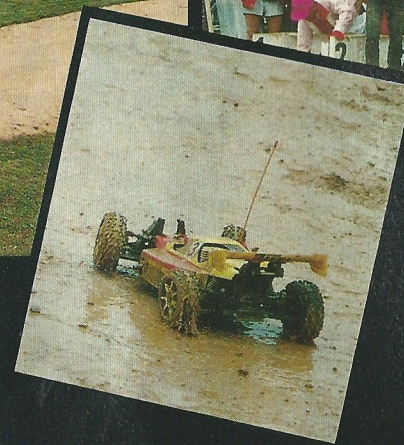
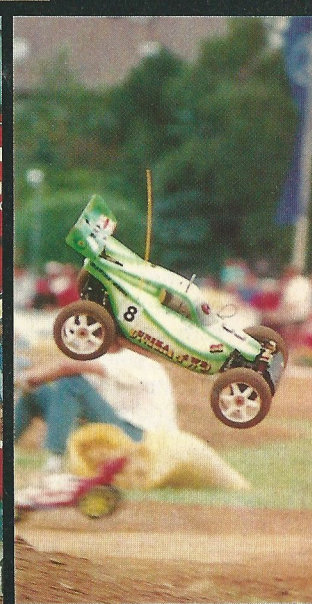
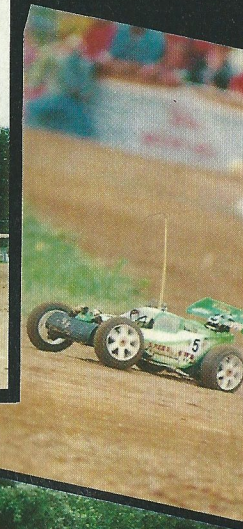
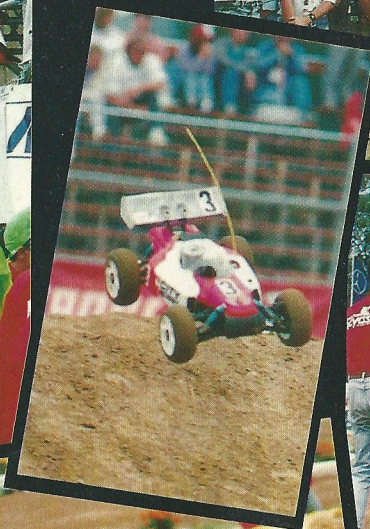


**Paul Hill reports  
from the 1:8  
World  
Championships  
in Germany and  
victory for  
Kyosho...**

*The final for the World Championships was held mainly in the rain - the winner actually not on the track as the final buzzer went! The event was beautifully staged with excellent facilities and pin sharp timing.*



# KYOSHO dominate!

The date is the 29th June, the country is Germany, the venue is Usingen and the event is the 1/8 Off Road World Championships 1992. It was here at last, the contest that a 150 drivers had made it too from 22 countries worldwide from Australia with two drivers up to Japan with by far the largest team with eighteen drivers. The British Team led by Richard Stitson was this time much bigger than in Bangkok two years ago. We had fourteen drivers the joint 3rd biggest entry.

We reached the circuit on Monday morning, the day of free practice. The track had been re-laid from 3 years ago when Germany had held the European Championship and it was a dusty surface but harder stony type ground below. It incorporated a triple jump in the centre of the back straight onto a banked bend into another jump this time a double one. Both the triple and the double jumps would prove to be taken flat out rather than just driven over but at owners risk.

Practice began with everybody booking three slots for the day, these runs were also timed as this would decide the second days practice heats order. After practice was over Philippe Boeri of France driving a Pirate was top. The highest Brits were Tommy Chung with a Mugen and Justin Mackey with an Inferno in twelfth and fifteenth respectively.

**Qualifying**

Wednesday 1st July was the day it really all began in earnest with the first two of six rounds of qualifying. The problem was rain, overnight it had poured down and the

circuit was soaked, which put the tyre choices from practice out of the window. Many found that the change from SLD to Micro pins did the trick and off we were again.

Tommy Chung put in a quick twelve lapper which would place him fourteenth at the end of the first round but drop him to twenty-seventh at the end of the second. Stewart Wilcox was twenty-ninth at the end of

round two with his Inferno, then Ian Oddie was thirty-second with a Pirate and Anthony Williams thirty-fifth with a Mugen. Top slot after two rounds was Koji Sanada from Japan again with a Mugen plus Nova Rossi power plant. Somewhere he would prove to stay into the finals on Saturday, although beating his own score in later rounds at reasonable margins. Sanada was in fact the only driver to obtain 14

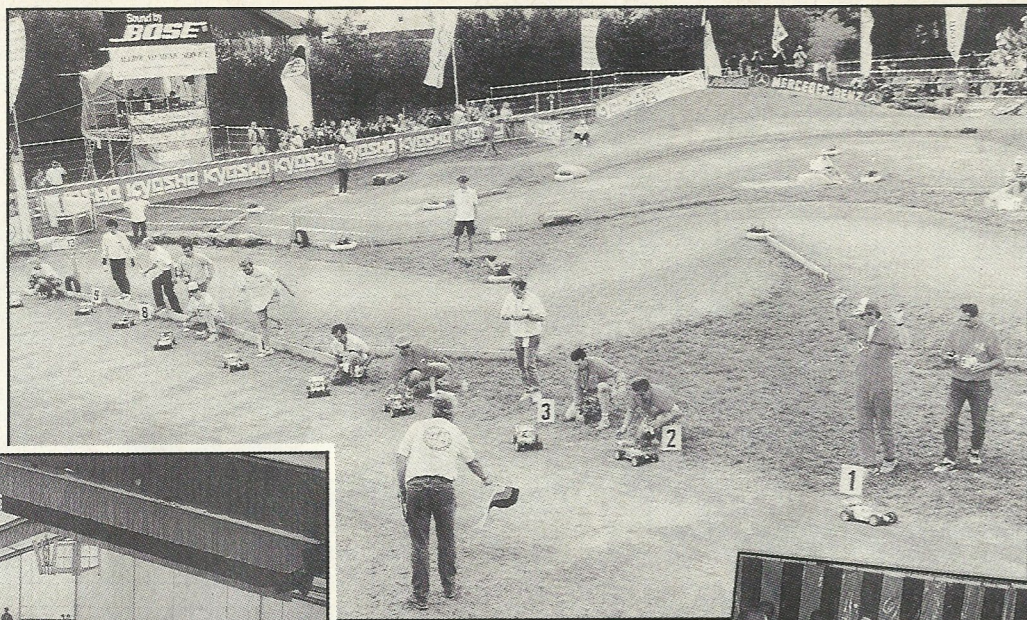
laps in qualifying plus doing it three times amazing!

On Wednesday evening after practice the opening ceremony took place. After everybody had rushed out onto the circuit behind their respective flags clutching their cars the German dancers arrived did an energetic display in front of a massive crowd of spectators. Then came each of the National anthems and finally various speeches by



the organisers which if you could understand German was fine, if not you could not understand one word. Ted Longshaw through the IFMAR President did speak the Queens English at the end so we were OK again.

Before the organised banquet Thursday contained the next two rounds by the end of it Japan were now occupying the top three spaces, Sanada - Mugen -

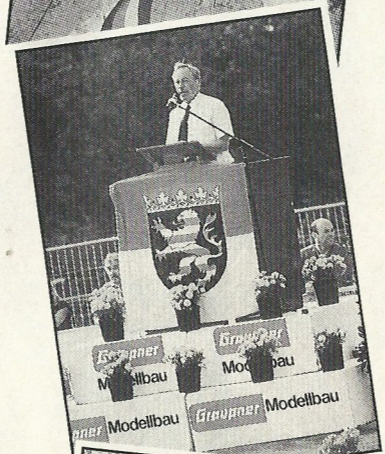
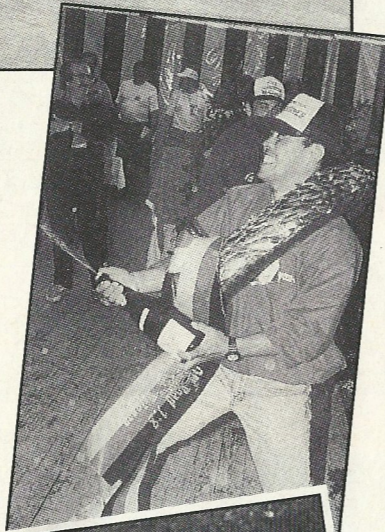


**The start line at the worlds was controlled by a flagman for each final. Right; Kokushi Toge celebrates his win.**

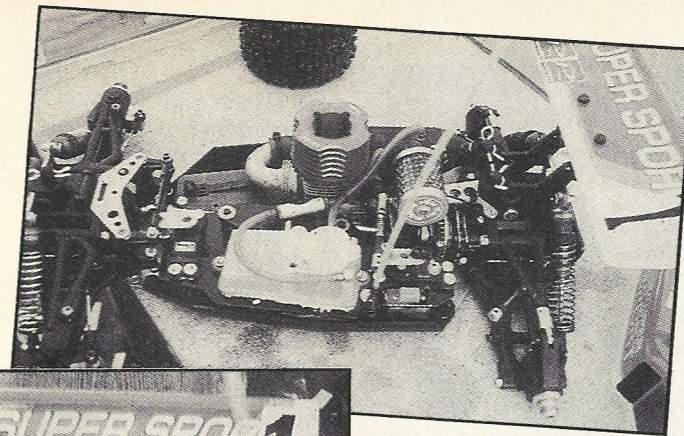
would go straight into the main final on Sunday they were the man Sanada of Japan with his very well prepared Mugen second was Yuichi Kanai with an Inferno plus OS engine. Third was Kokushi Toge also with an Inferno and OS and fourth was a person who is always near the top Maurizio Monesi from Italy driving Inferno and OPS engine. Entertainment was supplied by group Happy Sound on Friday evening so most of the campers went swimming in the nearby lake instead.

Saturday arrived and so did the spectators from far and wide knowing that this is where Competition on the track took over from competition on the lap times. All 150 drivers were to qualify in races of 20mins each. you had to be in the top three of each race to move up to the next so somebody in last could make it to the final although unlikely, the problem is all finals even the lower ones are like A Finals in speed and talent. Track repairs had taken place overnight to bring the circuit up to scratch.

Mike Craddock was our first driver to move up a final he was on pole position in the 128B final and drove a very steady race with minimal mistakes which was difficult especially as the circuit was now quite dug up in places but he



RADIO CONTROL MODEL CARS



**Two works Mugens made the final but although fast didn't go the distance.**

another win at the final flag. Well done Mark, up another final - fantastic.

That was the end of Saturdays racing and well one man shone through, Mark Stitson and he was joining six other British drivers in the final day competition.

After everybody had completed their cars for Sunday it was off to the catering marquee for a Karaoke night. Many staff but the crowds had accumulated for the star guests of the evening and then they were on stage Mike, David and Paul Gibb or more well known as the Bee Gees with their hit number Staying Alive it was judged at the end and the Bee Gees won so well done Mike Craddock, David Hill and well, me.

So Sunday was here, the final day and it contained

managed a third placing which was good enough for tenth on the grid in the 64B but unfortunately that was as far as he went.

Mark Stitson was next out in the 32B final. He was in the middle of the grid but by the end of the first bend his Unika was in last but he took up the tempo and by half a lap he was fifth and 2 laps down he was second. Twelve minutes into the race the Unika was flying, smooth quick and just handled the jumps with no problem whatsoever, with five minutes to go Mark took the lead where he stayed until the end. So Mark was up to 16th finals.

Stuart Wilcox was very unlucky in his 16th final he pushed his Inferno to its best but unfortunately missed moving up by three seconds only finishing 4th.

Mark Stitson was now out again in his second run. From the start he was again last out of the first bend but slow progress up the field being third at the halfway point, second at fifteen minutes and again taking

seven races starting with the 8th finals. In the first we had Tommy Chung, his first outing since qualifying on Friday. The cars were brought to the line with Dad Dave Chung holding the Mugen and all of a sudden the front wheel dropped off. Disaster he quickly dashed to the pits replaced the nut and just managed to line before the flag dropped. Throughout the race Tommy battled with Magnus Amilon of Sweden and it was a joy to watch but Magnus won at the end with Tommy second which put him into the quarter finals.

The second 8th final contained four British drivers Ian Oddie, Anthony Williams, Ralph Allum and that man Mark Stitson. At the first corner Mark was again last but by the end of the lap he was back to 5th. Ian Oddie suffered an engine cut but was holding 7th and Anthony Williams' Mugen plus Ralph Allum's Unika were still up there on the pace. Mark was still making progress and eventually hit the front where he was to stay. Ian Oddie's Pirate moved on up to 5th with Anthony 7th and Ralph 8th. So Mark was through again. is there no stopping him?

The first quarter had three British cars, Tony Miller, Justin Mackey and Tommy Chung. Justin Mackey was holding onto third place with his Inferno for sometime but then problems struck and he fell to 5th, Tony ended up 7th and Tommy 10th. Bad luck chaps.

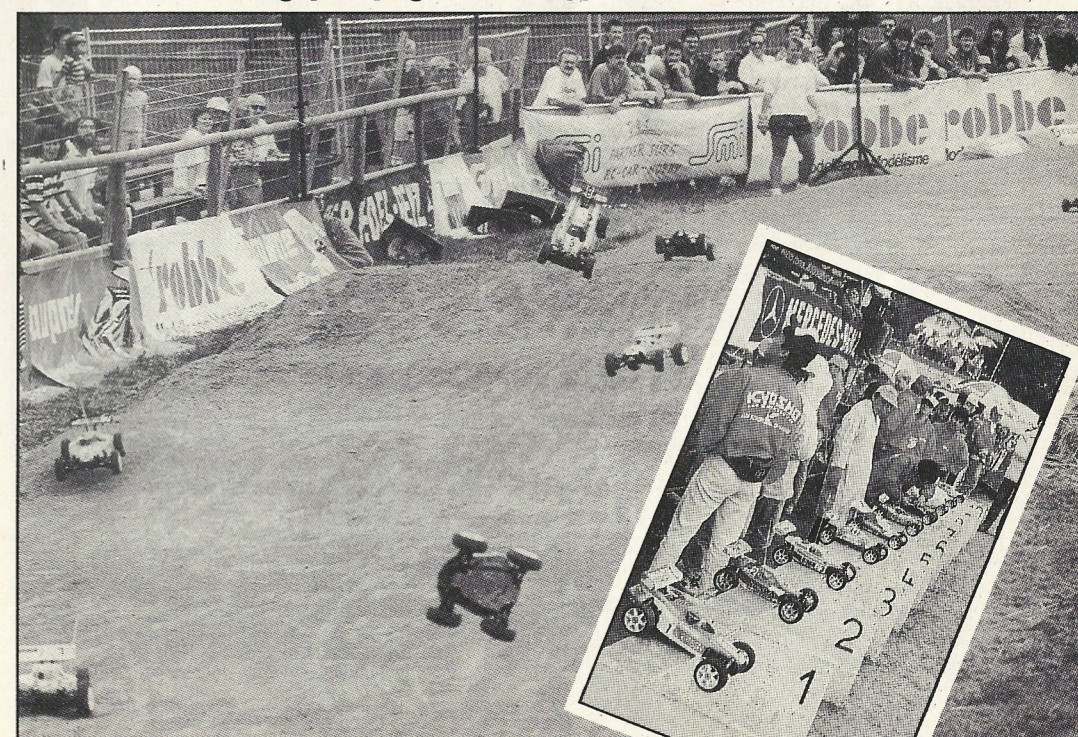
Then it was Mark Stitson time again. From the start he would hold third until around the twelfth minute when the car just came to a halt, unfortunately the throttle servo had packed up, bad luck but well done for coming through.

Radios Used by Drivers	
Futaba	61
Graupner	3
JR	8
KO	14
MPX	19
Robbe	4
Sanwa	36
Simprop	4

### Semi Finals

We had now reached the semi finals. Unfortunately no British drivers had made it to the semis, but this didn't mean that the racing had lost its excitement. The first semi had Alex Laffranchi of Italy on pole position with a now pretty rare Yankee which has been the car at

**It was all action during qualifying as the bumpy track tested drivers skill to the limit.**



### Cars Used by Drivers

Big Show	1
BMT	3
Bycno	2
Corsair	6
Crono	15
Impuls	1
Jamara	56
Inferno	3
Burns	4
Mantua	31
Mugen	10
Pirate	1
Poker	2
Probe	1
RST	2
SG	4
Tag	4
Yankee	4



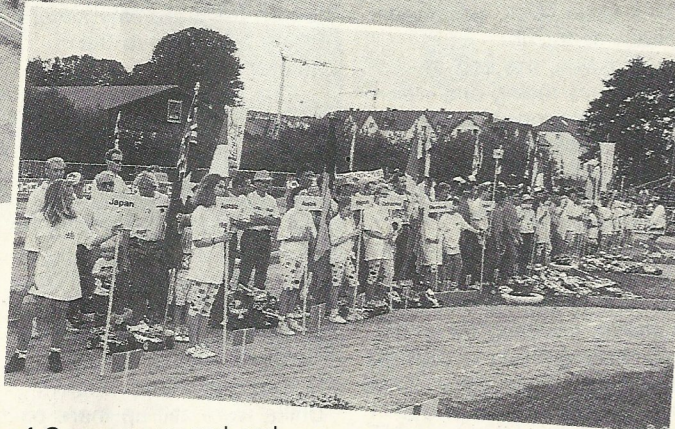


**The opening ceremony was a great success with all the teams joining in.**

the top for years in the past but now dying. The race began with Georg Morninger of Austria taking to the front of the field with a Turbo Burns showing that the old Kyosho is still very much on the pace. Isshiki from Japan had his Mugen in 2nd and 3rd Kono also Japanese with an Inferno. Kondo then began to make progress on first and second and took the lead two laps later.

Twelve minutes gone and Isshiki's Mugen in second hit trouble going through the infield he lost all transmission. This allowed his fellow countryman Yoshida into the top three driving an Inferno powered by an OS RXB. Daniere from France always one who seems to make Euro and World finals wasn't going to get there this time due to his Top engine not giving him the reliability needed to reach the top three. Kondo had pulled out all the stops and as the semi came to the end he had nearly lapped second and third, so Kondo was in the final with Yoshida second and Morninger third, Inferno, Inferno, Burns.

The second semi had a broad band of countries including two Americans of only three present in Germany - well done. Anton Doppler of Austria took his Inferno from pole position into the lead, with Reckward



of Germany second and Noriyuki Yagi third with his Inferno. Kris Moore of the USA was fourth with his Inferno. At around five minutes Kris Moore came in for fuel, the Paris Picco looked a thirsty motor but the pit crew were very slow and he left the pits in last. The German driver in second then came to a halt leaving the pits it was pushed back to his mechanics, engine still running. It looked as though the throttle servo had packed up but still a lot of arm waving was going on with a rush to get the car back on the track, but he was out. Yagi while this was going on had taken the

#### British Drivers Finishing Places

26	Justin Mackey	Inferno
29	Tony Miller	Unika
36	Tommy Chung	Mugen
37	Mark Stitson	Unika
40	Ian Oddie	Pirate
42	Anthony Williams	Mugen
43	Ralph Allum	Unika
53	Stewart Wilcox	Inferno
77	Derek McLarney	Crono
92	Mike Craddock	Inferno
103	Adrian Fulcher	Unika
116	Paul Entwistle	Unika
118	Kevin Blears	Crono
141	Ian McLarney	Crono

sixth on the grid.

Then drama with around half an hour to go the heavens opened. It absolutely poured down and as it did SLD's were changed to Micro spikes tyres. After the drivers were introduced to the thousands of spectators it was a few practice laps to get used to the new saturated circuit before the cars were brought to the line.

Sanada the 29 year old FTD man took his Mugen into the lead from pole position and began to extend his lead. Kanai was second with an Inferno and Kokushi Toge third also driving an Inferno. Not really a great deal was going on on the excitement side the race was in fact quite boring to watch. The three referees were still overlooking proceedings, Maurizio Calvari of Italy, Thomas Grogg of USA and our own Mick Hill making sure nobody broke the rules but racing was clean and warnings rare. Sanada the leader then struck problems, his radio gear had failed due to water getting in and he was out for the time being. Kanai took the lead but not for long as he began to suffer cuts from his OS which would plague him for the rest of the final. Toge was now leading and began to pull out a substantial lead over now second Yoshida. Monesi was third driving his OPS powered Inferno although it was difficult to workout what cars they were due to the covering of German mud on the bodyshells.

Cars were in and out of the pits continually due to

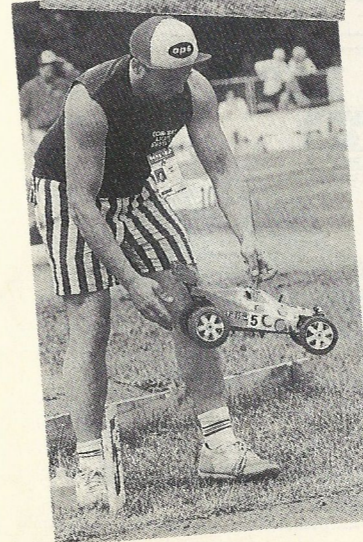
#### Engines Used by Drivers

Bergonzoni	5
Brat	3
De Ridder	1
Drastic	1
JR 21	1
Mondial	1
Nova Rossi	16
OPS	21
OS	23
Paris	22
Picco	2
Rex	18
Rossi	18
RP Pex	3
Serpent	1
SG Force	8
Taiwan Proto	1

mechanical failures, either cuts or radio problems caused by the rain which was still bucketing down. The leader took a very bad landing off of the triple jump and completely broke off the front suspension so he would have to hobble around for the last five minutes. The extra drag on his engine took its toll and Toge would soon suffer two cuts in succession but he was so far ahead it didn't matter he was World Champion through reliability more than skill. Second was Yoshida who also suffered a cut near the end and Monesi finished third. So that was it a final where nobody stayed running the whole length of one hour and an Inferno one, two and three.

After the technical inspection the prize giving took place in front of a packed marquee with champagne galore and congratulations to a worthy World Champions 1992 Kokushi Toge of Japan.

#### UK man Paul Dudley places a Crono on the circuit.



OCTOBER 1992

#### SEMI FINAL A - DURATION 20 MINS

Qual	Name	Country	Car	Engine	Fuel	Trans.	Ster servo	Thro servo	front T	rear T	Weight	F. Pos
8	Katsunori Kondo	Japan	Inferno	OS	Model Technics	Futaba 30 CP	Futaba 9302	Futaba 9302	Micro Spike	Micro Spike	3508	1
5	Kazushige Yoshida	Japan	Inferno	OS RXB	Model Technics	Sanwa Exerd	ERG XB	ERG XB	Micro Spike	Micro Spike	3545	2
6	Georg Morninger	Austria	T Burns	OPS	Tornado	Simprop Car prof.	Futaba 9301	Futaba 9301	Micro Spike	Micro Spike	3430	3
9	Eric Lapierre	France	Inferno	Top	Tornado	Futaba 30 CP	Sanwa ERG X	Sanwa ERG X	Micro Spike	Micro Spike	3418	4
4	Mats Johnson	Sweden	Inferno	Top	Tornado	MPX EX9	Futaba 9302	Futaba 9302	Micro Spike	Micro Spike	3380	5
3	Hiramitsu Kimoto	Japan	Inferno	OS RXB	Model Technics	Sanwa M.Zechs	Sanwa ERX XT	Sanwa Contest HB	Micro Spike	Micro Spike	3602	6
7	Vincent Moray	Belgium	Pirate	S Power	Tornado	Sanwa M.Zechs	Robbe RS1000	MPX D530	SLD	SLD	3540	7
2	Oliver Daniere	France	Mugen	Top	Tornado	Futaba FF3	Futaba 9302	Futaba 9302	Micro Spike	Micro Spike	3645	8
1	Alex Laffranchi	Italy	Yankee	Bergonzoni	Roga	Futaba FF3	Futaba BB	Futaba BB	SLD	SLD	3590	9
10	Tsutomu Isshiki	Japan	Mugen	Nova Rossi 2000	K&B	Sanwa M	Sanwa XB	Sanwa MC	Micro Spike	Micro Spike	3450	10

#### SEMI FINAL B - DURATION 20 MINS

Qual	Name	Country	Car	Engine	Fuel	Trans.	Ster servo	Thro servo	front T	rear T	Weight	F. Pos
9	Tamru Hirao	Japan	Mugen	Nova Rossi	K&B	Sanwa Exerd	Sanwa XB	Sanwa MC	Mugen Micro	Mugen Micro	3430	1
4	Noriyuki Yagi	Japan	Inferno	OS RXB	Model Technics	Sanwa	Sanwa ERG Tx	Sanwa	Micro	Micro	3370	2
1	Anton Doppler	Austria	Inferno	Picco	Rossi	MPX EX9	Futaba 9301	Futaba 9301	Kyosho Micro	Kyosho Micro	3425	3
2	Kris Moore	USA	Inferno	Paris Picco	Special	Ko	Ko 1001 Fet	Ko 1001 Fet	Boss	Boss	3336	4
3	Sebastien Chaffardon	France	Mugen	Top BTR	Tornado	Ko	Futaba 9301	Futaba 9302	Micro	Micro	3300	5
10	Philippe Heidhard	Switzerland	Mugen	OS	Hopesint	Sanwa	Sanwa MM	Sanwa ERG-XB	SLD Imperial	SLD Imperial	3310	6
5	Didier Boulmier	Switzerland	Corsair	OPS	Micro Racing	MPX EX	Futaba 9301	MPX BBS	Kyosho Mini	Kyosho Mini	3600	7
7	Philippe Boeri	France	Super Pirate	Mondial	Mecca Fuel	Futaba	Futaba 9301	Futaba 9301	SLD Imperial	SLD Imperial	3580	8
6	Jack Johnson	USA	Inferno	Paris Picco	2090	JR	Futaba 9302	JR 2135	Boss	Boss	3256	9
8	Daniel Reckward	Germany	Mugen	Rex	IL 20	Futaba FF3	Futaba 9301	Futaba 9302	Mugen Micro	Mugen Micro	3460	10

#### MAIN FINAL - DURATION 1 HR

Qual	Name	Country	Car	Engine	Fuel	Trans.	Ster servo	Thro servo	front T	rear T	Weight	F. Pos
3	Kokushi Toge	Japan	Inferno	OS	Model Technics	Sanwa M.Zechs	Sanwa ERG XB	Sanwa C Contest HB	Micro	Micro	3602	1
9	Kazushige Yoshida	Japan	Inferno	OS	Model Technics	Sanwa Exerd	ERG XB	ERG XB	Micro	Micro	3545	2
4	Maurizio Monesi	Italy	Inferno	OPS	Klutz	Futaba FF3	Futaba 9801	Futaba 9802	Micro	Micro	3250	3
10	Georg Morninger	Austria	T Burns	OPS	Tornado	Simprop Car Prof.	Futaba 9301	Futaba 9301	Micro	Micro	3430	4
7	Noriyuki Yagi	Japan	Inferno	OS	Model Technics	Sanwa	Sanwa ERG Tx	Sanwa ERG TX	Micro	Micro	3370	5
2	Yuichi Kanai	Japan	Inferno	OS	Model Technics	Sanwa Exerd	Sanwa ERG XB	Sanwa Contest HB	Micro	Micro	3520	6
8	Anton Doppler	Austria	Inferno	Picco	Rossi	MPX EX9	Futaba 9301	Futaba 9302	Micro	Micro	3428	7
1	Koji Sanada	Japan	Mugen	Nova Rossi 2000	K&B	Sanwa M.Zechs	Sanwa ERG XB	Sanwa Contest MC	Mugen Micro	Mugen Micro	3370	8
5	Katsunori Kondo	Japan	Inferno	OS	Model Technics	Futaba 30 CP	Futaba 9302	Futaba 9302	Micro	Micro	3508	9
6	Tamru Hirao	Japan	Mugen	Nova Rossi 2000	K&B	Sanwa Exerd	Sanwa XB	Sanwa HC	Mugen Micro	Mugen Micro	3430	10