



150 competitors and mechanics from 22 countries.

number two, perhaps better referred to as Gofer No 1!

The British team drove an assortment of cars listed as follows: one Mantua Unika, three Kyosho Infernos, three Cronos, two Mugen Supersports, and one Super Pirate, the drivers: Justin Mackey, Tony Miller, Tommy Chung, Mark Stitson, Ian Oddie, Anthony Williams, Ralph Allum, Stewart Wilcox, Derek McLarney, Mike Craddock, Adrian Fulcher, Paul Entwistle, Kevin Blears, Ian McLarney.

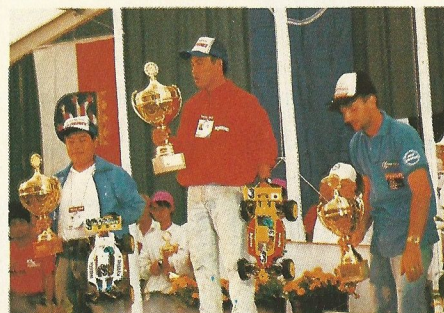
The journey for me started at 4 a.m. on Sunday June 28 from Bicester, Justin's home. We travelled briskly down to Dover for the 6.45 ferry to Calais. Most of the British team travelled on the same ferry and a calm crossing was to follow with a hearty breakfast on board. Reaching

1/8 WORLD CHAMPS

USINGEN, GERMANY



Look how the new World Champion (no.3) finished the race!



Yoshida, Toge, Monesi.

Calais, we split and headed for our own routes to Germany. The Kyosho team that I was part of were the best organised in that we had C.B.s on board the two vehicles to allow for accidentally getting split up and/or lost. However there was no need to worry, as I had not only been nominated as Chief Gofer, but had also been elected navigator.

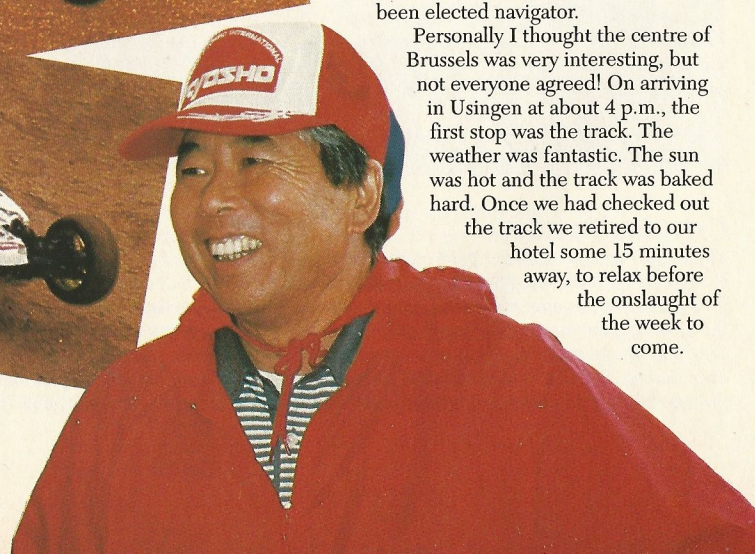
Personally I thought the centre of Brussels was very interesting, but not everyone agreed! On arriving in Usingen at about 4 p.m., the first stop was the track. The weather was fantastic. The sun was hot and the track was baked hard. Once we had checked out the track we retired to our hotel some 15 minutes away, to relax before the onslaught of the week to come.

The World Championships for 1/8 Rallycross are held every other year. The last championship was in Bangkok in 1990, where there was not too big a contingent of British drivers. This year the championships were to be held in Germany, at Usingen which is about 25km north of Frankfurt.

The event was organised by the Deutscher Minicar Club or D.M.C. for short. Their approach to the organisation of such a prestigious event can only be described as superb! The event follows rules laid down by the International Federation of Model Auto Racing and there were 22 countries taking part, with a total of 150 drivers, the biggest contingent being from Japan whose team consisted of 17 drivers — a force to be reckoned with!

Great Britain however had 14 places which were all taken. I was guest mechanic to one of Britain's top drivers — Justin Mackey whose father Dave Mackey is his regular mechanic, so I was

Mr Suzuki (Mr Kyosho) looking very pleased with the result.



Morning arrived hot and sunny and we arrived trackside at 8.30 a.m. for open untimed practise. As can be seen from the photos, the marquee for pitting was enormous. Once every conceivable piece of racing gear was in we quickly booked in for practise. Everyone was to have three sessions each, of ten minutes duration. What soon became obvious was the enormity of the track and the difficulty of judging the jumps on the far side of it.

Another big difficulty for most drivers was the fact that there were 15 drivers to a heat, which would be ten minutes throughout the week. After some time, lunchtime began. Lunchtime is two hours long in Germany and everything stops. The organisers had laid on another huge marquee for the racers and mechanics to sit and eat in, so everyone retired there. The afternoon's racing continued after the break, but at 6.30 it was to finish with some of the drivers not having had their third practise, so Tuesday would start with these drivers having their turn.

On the Tuesday, as promised, the day started with these drivers having their free practise, then timed practise was to follow. This was to allow the organisers to sort the heats for qualifying over the following three days. After the days timed practise, the French team took the first five places.

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|---|-------------------|----------------|
| 1 | Phillipe Boeri | Super Pirate |
| 2 | Frederic Veyseyer | Kyosho Inferno |
| 3 | Eric Lappierre | Kyosho Inferno |
| 4 | Alexandre Privat | Mugen |
| 5 | Olivier Daniere | Mugen |

The top British driver was Tommy Chung with his Mugen in 20th place. So back to our hotel to strip, clean and rebuild the cars for Wednesday and the first day of qualifying. An early night was called for as the first heat was due to start at 8.20 a.m. We had breakfast at 7 a.m. and then were off to the track. Justin was in heat one and overnight it had rained so all the tyre testing that had been done over the last two days had just gone out of the window. A quick chat to Kris Moore from America, gave us an insight into tyre choice. 'Try BSW 47, the Micro Dot type tyre'. 'O.K. Kris — let's go'. A quick tyre change that Nigel Mansell would have been proud of and they worked!

After round one, the French had dropped out of the top five places, and Japan took four out of five places with one Italian sandwiched in the middle.

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|---|--------|----------------|
| 1 | Sanada | Mugen |
| 2 | Kanai | Kyosho Inferno |
| 3 | Manesi | Kyosho Inferno |
| 4 | Yagi | Kyosho Inferno |
| 5 | Kondo | Kyosho Inferno |

So Mugen led, but Kyosho were snapping at their heels. Round two saw Olivier Daniere up to fourth place to put two Mugens in with the Infernos'.

Thursday arrived with racing starting at the more civilised hour of 9.40 a.m. By lunchtime everybody had raced once, but still no-one could match Sanada's second round time of 14 laps in 10.34. Yes lads, that is all they were doing in ten minutes! The fastest lap was 43 seconds so you can imagine the size of the track — huge! Japan now held the top three places and France the next two. The top British driver was now Tony Miller who was 20th driving his Mantua Unika.

In to round four and still drivers were favouring the BSW 47 Micro Dots or the Mugen equivalent. Still Koji Sanada held onto the number one spot, but Yiuchi Kanai closed the gap to within seven seconds. Kokushi Toge was third, then Maurizio Manesi fourth and Olivier Daniere fifth. The top British driver now was Justin Mackey up in 18th place — superbly assisted by an absolutely brilliant pit crew.

So the Friday would bring the last two chances of improving, Thursday night however was for relaxing. In the food marquee there was to be a Kareoke evening, all the tables were removed and a disco set for the night's entertainment. Well, if Great Britain couldn't take the number one spot in the racing, they certainly romped away with the Kareoke competition with their star singer and dancer, your very own John Travolta, Mike Craddock, with his backing group, the Hill Billies, Paul and David Hill. They not only took first prize, but second as well. Congratulations Mike, Paul and David!

Friday dawned and another damp morning. Could Sanada be beaten? Sanada had obviously had an early night and had not been dancing the night away like so many others for in his first run he absolutely flew, and improved his time with a 14 lapper Kanai with his Inferno replied with his personal best but was still about 14 seconds slower than the still current world champion.

The final round of heats started at 3 o'clock in the afternoon and none of the top five improved. Kris Moore from the U.S.A. however, did. He went seven seconds faster to put him in seventh place. He looked well pleased and his teammate Jack Johnson shot up from 35th to 15th. What a marvellous job the organisers did when they built the track, for by now it had had five full days racing over it and it still looked great, although it was repaired at night in places with clay and

had to be at trackside to hand our transmitters in at 8.30 — so no lie-in. I must admit, although I never would have thought it possible, but going to work seems easier than racing, for we had raced or prepared cars all week, getting up at 6.30 in the morning, down to breakfast, then off to the track every day, not returning until 8.30 at night after stripping and rebuilding the car to check for any possible damage that the car may have incurred during that day — so Saturday was quite a bonus!

Britain's first driver to race was Ian McLarney, who had had the most awful time during qualifying with engine problems, but it was hoped that these were cured, but Ian was out of luck, having to retire after 15 minutes, so his day was finished. Next to race was Kevin Blears, who had not expected to race but at the last minute he had managed to snatch a reserve place. With no cars prepared he suddenly found himself being offered a Crono drive by Paul Dudley. Kev jumped at the chance and was immediately in full swing, but Kev had also not had a good time during qualifying and started on Saturday in the 256th finals. Kev suffered engine problems which were later traced to a split pressure pipe, but not soon enough, so another Brit driver bit the dust...the next two to retire were Paul Entwistle and Adrian Fulcher, both failing to go through although they both completed their respective races.



RRC reporter - Kevin Griffin, Kokushi Toge - the new World Champion and Dave Mackey - Britain's top Kyosho mechanic.

Next to race for Great Britain was Mike Craddock. Mike was looking good until a front universal drive shaft sheared at 12 minutes so his chances had gone. With every race being of 20 minutes duration today, the time was flying by. Our next racers to run were Mark Stitson, the British team's gerbil, as he seems to be continually eating (mind you — the whole Mantua team seem to be continually eating come to think of it), and Derek McLarney driving a Unika and a Crono respectively.

Derek was unlucky for although he completed the 20 minutes, he failed to finish in the top three, however Mark absolutely romped away, in a class of his own. Having lapped everyone up to third place and being half a lap up on second place, his car looked well dialled into the track and he drove it superbly. Next out to race was Stewart Wilcox. Stewart had qualified 53rd so was to race in the 1/16th finals for 19 minutes of the 20 minute race. Stewart hung on to the third place that would assure him a place in the 1/8th and then Kunihiro Mikami from Japan, who was

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|---|-----------------|--------|-------|
| 1 | Koji Sanada | Mugen | Japan |
| 2 | Yiuchi Kanai | Kyosho | Japan |
| 3 | Kokushi Toge | Kyosho | Japan |
| 4 | Maurizio Manesi | Kyosho | Italy |

All the other drivers would have to fight it out through Saturday and Sunday to rise through the finals, with the top three progressing each time to the next branch of the Christmas tree format.

Saturday morning arrived, and for myself and Dave Mackey, Justin's pit crew, it meant a relaxing day because Justin had qualified straight into the quarter finals and would not be racing until the Sunday. The only snag was that we still

NAME	QUAL. POS.	FINAL POS.	COUNTRY	AGE	CAR	ENGINE	SERVO'S USED		TYRES USED	
							STEERING	THROTTLE	FRONT	REAR
Koji Sanada	1	8	Japan	29	Mugen Supersport 92	Nova Rosso 2000	Sanwa ERG XB	Sanwa ERG HC	Mugen Micro Dots	
Yuichi Kanai	2	6	Japan	26	Kyosho Inferno	OS RXB	Sanwa ERG XB	Sanwa ERG HB	Kyosho BSW 47S	
Kokushi Toge	3	1	Japan	35	Kyosho Inferno	OS RXB	Sanwa ERG XT	Sanwa ERG XS	S/L.D. Mondial	
Maurizio Monesi	4	3	Italy	25	Kyosho Inferno	OPS	Futaba 9302	Futaba 9302	Kyosho BSW 47	
Katsunori Kondo	5	9	Japan	35	Kyosho Inferno	OS RXB	Futaba 9302	Futaba 9302	Kyosho BSW 47S	
Tohru Hirao	6	10	Japan	24	Mugen Supersport 92	Nova Rossi 2000	Sanwa ERG XB	Sanwa ERG HC	Mugen Micro Dots	
Noriyuki Yagi	7	5	Japan	22	Kyosho Inferno	OS RXB	Sanwa ERG XB	Sanwa ERG HB	Kyosho BSW 47	
Anton Doppler	8	7	Austria	32	Kyosho Inferno	Picco	Futaba 9302	Futaba 9301	Kyosho BSW 47	
Kazushige Yoshida	9	2	Japan	31	Kyosho Inferno	OS RXB	Sanwa ERG XT	Sanwa ERG XS	Kyosho BSW 47	
Georg Horninger	10	4	Austria	17	Kyosho Turbo Burns	OPS	Futaba 9302	Futaba 9401	Kyosho BSW 47	

obviously desperate to qualify, flew high and long off the triple jump along the far straight and hit Stewart's Inferno hard in the side as he was taking the high banked curve. It was one of the best T-bone take-outs that I had seen all week, but the referees decided that Mikami would not be disciplined over the offence and he went on to take Stewart's third place. Stewart retired to the pits at the end of the final, a little distraught,

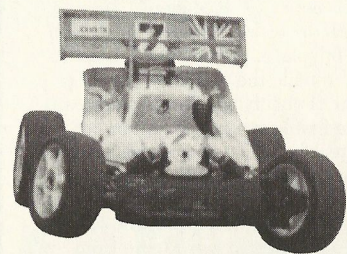
problems and failed and finally Justin Mackey, although third for most of the race, just couldn't hold off a very hard chasing Eric Lapierre who passed Justin with about four minutes to go.

The semi's were next and the most unlucky driver in this was Kris Moore, one of the American drivers, for his race was lost when he called in at his first fuel stop. It took nearly 30 seconds. The Americans were using a gun type

Mugen. Kanai who qualified second dropped back to last on the first lap because of a pile up on the long sweeper. Slowly he made his way back up the field, by now it was pouring with rain and the majority of the cars were sporting the Micro pin type tyres. By the end of the first lap, Sanada led with Toge driving an Inferno in second. These two pulled out a gap on the rest of the field.

1/8 WORLD CHAMPS

USINGEN, GERMANY

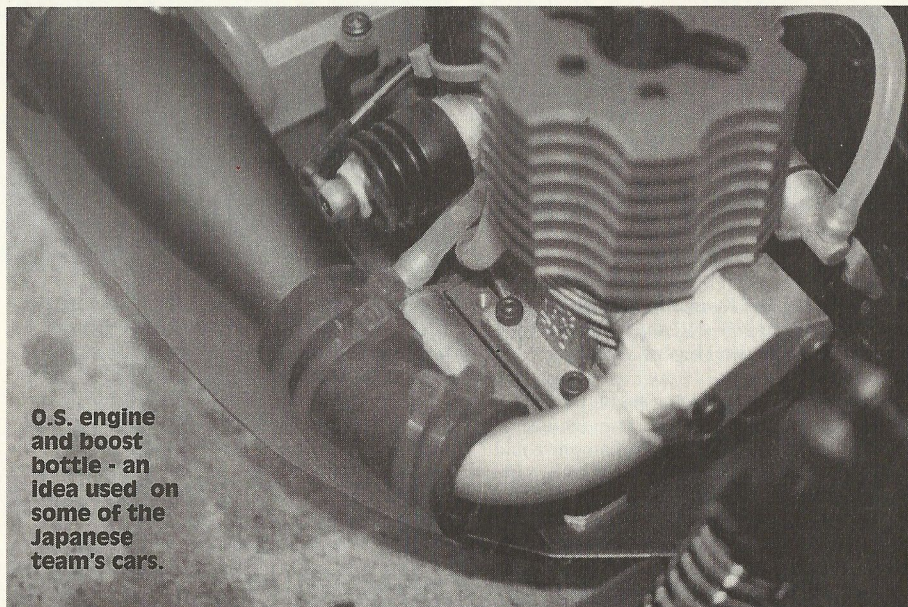


knowing that he had been so close.

The final race for the Saturday would be the 1/16th A. Mark Stitson was eighth on the grid. Could he make it to the front? The car had been thoroughly checked over — Mark had had a couple of ham rolls and a bottle of orange juice, so he was ready. Again he drove faultlessly and his Unika was more than a match for the three Mugsens, four Kyoshos, a single Impulse and a Corsair. Much to the British contingents delight, Mark sailed home first again, so Mark was the only driver to move forward to Sunday to make a total of seven British drivers left.

Sunday arrived with a very dull morning — the forecast said rain and I think they could be right! The first race was the 1/8th B final. The only British driver in this was Tommy Chung with his Mugen. Tommy managed to qualify through to the 1/4 finals. The next race was the 1/8 A, in which we had four drivers, namely Anthony Williams, Ian Oddie, Ralph Allum and Mark Stitson. Ian was the unlucky driver to finish fourth so just missed out, so too did Anthony Williams and Ralph Allum, who must have missed out on his special orange juice sight enhancer this morning. However, young Mark Stitson was right in there. He was to continue the Mantua Unika run and was in the 1/4 finals.

The 1/4 finals were the downfall of remainder of the British team. Mark Stitson looked set to make the semis when his throttle servo failed — something that cannot be checked beforehand, so he was most unlucky. Tommy Chung failed to go through, choosing the wrong tyres and not having the necessary grip. Tony Miller had handling



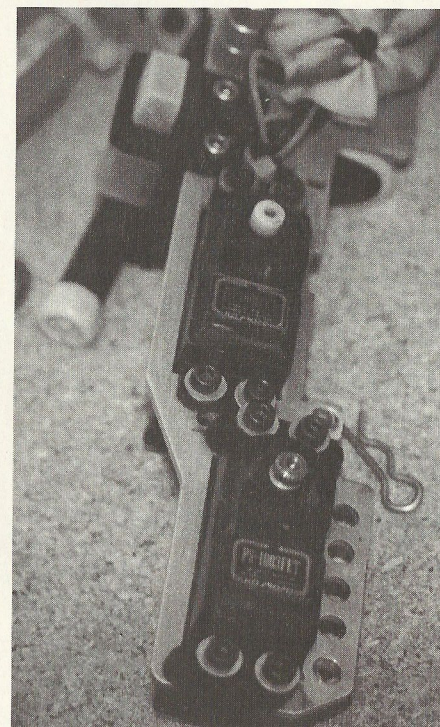
O.S. engine and boost bottle - an idea used on some of the Japanese team's cars.

refuelling device and it jammed. Gary Kyles, his mechanic finally got the fuel into the car, but Kris had an impossible task. He did recover to fourth place, but if he had not had the problem, he would most certainly have made the A final.

All that remained was one hour of racing and it had started to rain. Before the start all the drivers were presented to the crowd, then the race started. Sanada led the field away with his

Sanada made a number of mistakes, but Toge was never quite near enough to take advantage. At about five minutes, Kanai had come back to third place and at seven minutes he had moved up to second place and was right on Sanada's rear wing. Fuel stops were now due. Who would come in first? At seven and a half minutes Kanai came in for fuel, so Sanada had a breather. On the next lap Sanada went in for fuel and lost the lead to

The new KO 1003 servo used here for steering.



Kanai.

On exiting the pit lane, Sanada made a number of mistakes giving Kanai a lead of some 100 yards, but there were still over 50 minutes to race. At the next fuel stop Kanai called in first and on leaving the pit lane, Sanada was right on his rear wing. Going over the big triple jump Sanada retook the lead but he still had to go in for fuel, so once again Kanai retook the lead.

At 20 minutes Kanai still held the lead. Sanada with his Mugen was trying everything he knew, then Kanai's car slowed. It had cut it was rushed to the pits and restarted, but he had lost a lap, so Toge had moved back to second with Yoshada third.

At 22 minutes Tohru Hirao retired with irreparable damage to his Mugen — so eight Kyoshos against one Mugen. At 30 minutes, the Mugen, still sounding sweet, went up the straight in front of the rostrum but continued straight on into the catch fence. The problem? Water in the radio equipment. Sanada left the rostrum, then Kanai's Inferno cut again, so the weather was taking its toll.

At the 40 minute mark, Sanada rejoined...but over 20 laps adrift. In front was Toge, followed by



The massive marquee that housed the pits.

Yashada, then Monesi in third. With about ten minutes to go Toge's one front shock absorber broke, a quick pit stop and it was removed, so he was to drive the final 10 minutes with only three shocks, but he had about a lap lead on Yashada, who in turn was some five laps up on Monesi. Then as Yashada reeled in Toge with about five minutes to go, his car started to behave very oddly. It looked as though his receiver batteries were dying. Yes, at 57 minutes, Yashada had to retire with a flat receiver pack. At 59 minutes, the leader retired with an engine problem, so who would win? Well, as the hooter sounded to finish the race, the score board showed that Toge had won with a three lap lead over Yashada who in turn had beaten Monesi by one lap. What a way to finish!

So the new World Champion 1992 is Kokushi Toge from Japan. The car, a Kyosho Inferno, powered by an O.S. RXB engine running on British fuel. Yes the whole Japanese team used Model Technics Dynaglo fuel so a 1st for Britain, what's more is that Toge was not a Kyosho sponsored driver, but just an ordinary competitor, but I'm sure that it won't be long before he is offered sponsorship.

So Kyosho are the new World Champions, as I seem to remember saying earlier in the year, Kyosho would be there at the finish and what a finish! Kyosho came first to seventh.

Congratulations Toge — and Kyosho.

Commiserations to Mugen and Koji Sanada. I believe that the 1994 World Championship will take place in Singapore, so I hope to see some of my new found friends there.

The results of the British team are as follows:

British Drivers

	Qualified	Finished	Car Type
1 Justin Mackey	26	26	Kyosho Inferno
2 Tony Miller	28	29	Mantua Unika
3 Tommy Chung	34	36	Mugen 92
4 Mark Stitson	69	37	Mantua Unika
5 Ian Oddie	41	40	Pirate
6 Antony Williams	35	42	Mugen 9
7 Ralph Allum	45	43	Mantua Unika
8 Stewart Wilcox	58	53	Kyosho Inferno
9 Derek McLarney	71	77	Crono
10 Mike Cradock	90	92	Kyosho Inferno
11 Adrian Fulcher	98	103	Mantua Unika
12 Paul Entwistle	111	116	Mantua Unika
13 Kevin Blears	112	118	Crono
14 Ian McLarney	135	141	Crono

Engines used by the drivers:

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

Radio controls used by the drivers:

Futaba	61
Graupner	3
JR	8
KO	14
MPX	19
Robbe	4
Sanwa	36
Simprop	4

Cars used by the drivers:

Big Show	1
BMT	3
Bycno	2
Corsair	6
Crono	12
Impuls	5
Jamara	1
Kyosho	59
Mantua	4
Mugen	31
Pirate	10
Poker	1
Probe	2
RST	1
SG	2
TAC	4
Yankee	4

Next stop is Spain for the European Championships next weekend, so I can't stop as we have 1200 miles to drive and the French lorry drivers strike to contend with!