

**W**hen the choice of World Championship tracks for the 1993 event came before the international committee of the European Federation of Radio controlled Automobiles some two years ago, the contenders were Sweden and Sicily. The tied decision was settled in favour of Sweden by the Chairman's casting vote but even those who favoured southern Italy for this event cannot have been disappointed in the eventual choice. Weather apart, and some of the time it was not good, the facilities provided by the Vast 8 club of Gothenburg on Sweden's west coast, were second to none.

Although not by any means a new track, the Torslanda racing complex dates back at least 10 years, the Vast 8 club have developed something that is without rival to the best of my knowledge anywhere in the world. Alongside the 250 metre 1/8 track can be found a superb Race Control facility with accommodation for all officials, technical inspection, referees and press fully accessible to wheelchairs via an internal ramp. A 1/10 electric Buggy track with a separate drivers rostrum and pit area with grandstand seating backs onto the 1/8 track. A large club room plenty big enough for 1/12 racing is available to keep Vast 8 members amused during the long Swedish winters and the whole area is well served with bar, cafeteria, showers, barbecue pits and plenty of tarmac car parking. It is almost too much for the average

# Cool/ Collari's Triple Crown

A magnificent setting and stunning final were just some of the highlights of the 1993 1:8 on-road World Championships. ➡

- From left; Lennart Idengren, 2nd place
- Colombini, winner Collari, 3rd Salven and Ted Longshaw at the ceremony.
- Brit to take in. The finances have taken much of the energies of organising committee Chairman and Race Director, Lennart Idengren,
- for some years, his energetic approaches to all manner of sponsors
- and local and national government have paid off handsomely.



**A decade of history**

The ten year history of the track does bring with it some disadvantages for it was felt by many drivers that the track was rather short for the potential speeds of current 4 WD cars with power in excess of 2 very healthy Horses to spread around. The top racers were turning in laps well below 13 seconds resulting in 45-46 lap times in the IFMAR format 10 minute heats. With 10 cars on the track, a car passed the pits every 1.3 seconds making the job of referees very difficult indeed. Without the benefit of the AMB auto lap counting system, it is difficult to see how laps could be counted reliably at all.

**The racing**

Drivers from 25 countries attended and following a colourful opening ceremony featuring a host of Scandinavian young ladies in the national colours of yellow and blue, the timed practice got under way to be followed by six rounds of qualifying heats spread over 3 days. Open practice had been dogged by rain and the early rounds on Wednesday morning suffered the same fate. A decision by the International Jury to count heats as "Dry" as soon as times dropped to 15 sec. per lap had everyone watching the monitors. By mid morning the magic 15 seconds was achieved and "dry" heats were the order of the day. It was decided by the Race Director to carry on after the scheduled finish time re-running the heats that had taken place in the wet so that all drivers were able to record two dry runs.

Pre race speculation had centred on Collari (BMT), could he make it 3 in a row? This talented driver is only seen outside Italy for prestige races, his last appearance being at Messina for the World Teams championship in 1992 when he was one of the winning team. On paper it looked as though the top Italians including Alessandro Aspesi (1993 European Champion), Michele Baruzzi, Alberto Picco (son of Gualtieri Picco the engine and car manufacturer) and Stefano Colombini would give the rest of the world a tough challenge with

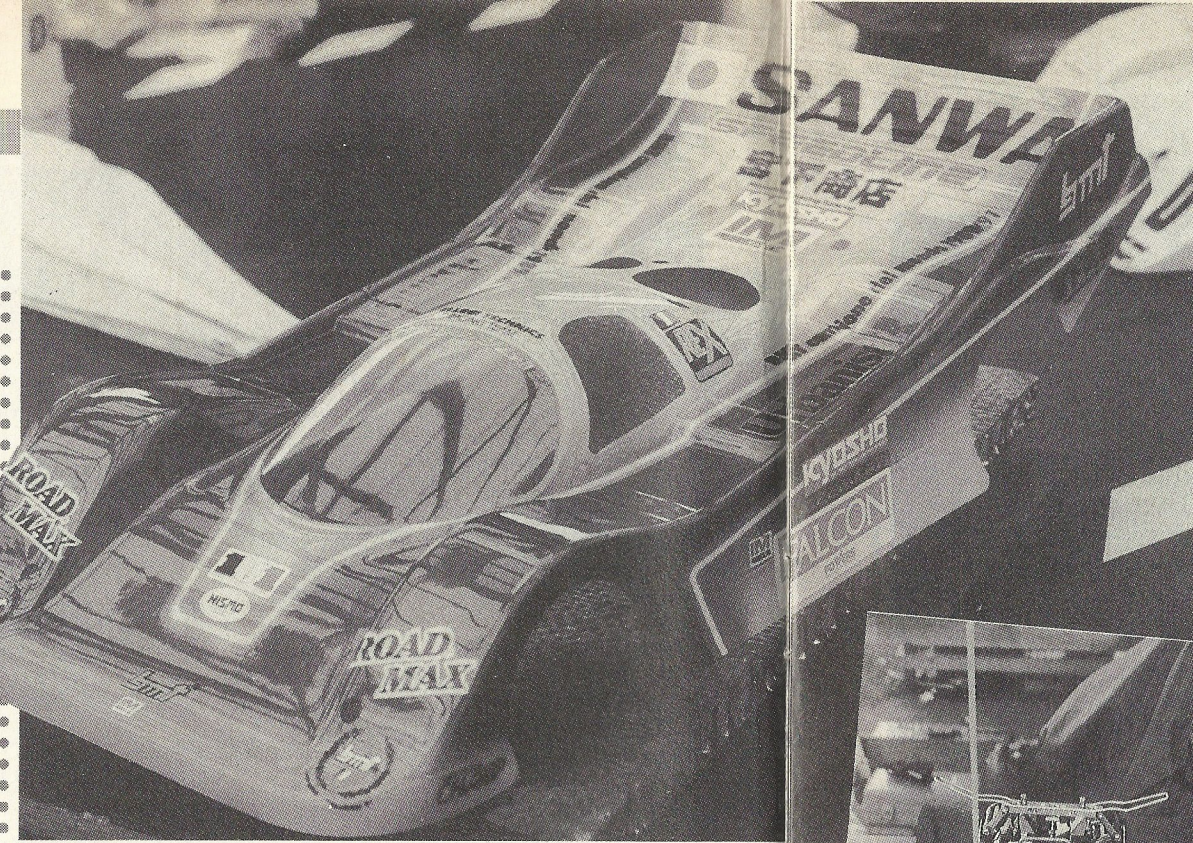
the German duo of Michael Salven and Oliver Mack probably providing the strongest challenge. Ralph Burch of the USA now driving a Picco car could not be overlooked nor our own Gary Culver (PB), James Haydon (BMT) and Nigel Sayles (PB).

**Back on top**

Collari showed just how he had built his reputation in the final heat of the very first round by producing a 46 lap qualifier which was to remain unbeaten during the two rounds of Day 1 although in the second day of qualifying Michael Salven (Serpent), who had already put up a 46 lap time only just over 0.5 second slower than Collari, was lapping fast enough to make it look as though Collari was beatable when rain intervened. Only a few spots on the track were enough to send the cars skating round the track and draw the days racing to a halt. The final heats of Day 2 were postponed until late in Day 3 when it was judged that the track conditions would be as near to Day 2 as possible. Salven was unable to match the speed of the previous day and had to remain content with his second qualifying place. To achieve a guaranteed place in the Final, 46 laps were going to be essential, by the end of Round 4, 5 drivers had achieved this with a further 10 or so on 45 laps including Gary Culver who although having 2 more attempts was almost a lap down and an average of 0.5 sec a lap slower.

**Tough competition**

Other British drivers were finding the competition tough too. Young Mark Green (BMT) and James Haydon drove very well to achieve 44 lap times but were not on the pace for better than 1/4 Final places. Lack of competitive driving at this level is a definite disadvantage that no amount of national racing can make up for. When qualifying finished, it was as the form books might have predicted Colari (Italy), Salven (Germany), Baruzzi (Italy) and Mack (Germany) going straight through to the one hour Final, only Picco and Schouten (Holland) managing to achieve 46 laps. The semi-final



places were covered by quite a spread of 14 seconds with a further half dozen drivers on 45 laps close behind.

The Finals were due to start on Saturday morning but weather intervened forcing a decision to delay the start. It soon became obvious that come what may, the Finals were going to be started on a very wet track although the prospects were good for better weather during the course of the day. Conditions were in that difficult intermediate state where full wet weather gear was not really necessary but neither were the best of foam tyres providing grip. The 1024th finals were slow and sorry affairs won by Rathapipat (Thailand) and Mastrettat (Mexico). Carnoux World Champion, David Lecat (France) found himself in the 512th B Final in which he struggled to take 3rd place behind Gary Soltys (USA) and Jose Pallares (Venezuela) to put himself in the 256th B Final which featured no less than 2 past World Champions as the best that Arturo Carbonell could manage in qualifying was 41 laps. The first British driver, Stephen Scott, to feature in the finals made as slight an impression as his more illustrious companions, neither of whom were to progress any further. On a drying but by no means dry track, Gareth Bell was the next British interest who at last gave some encouragement to our hopes by taking a good second place in the 1/64th B to earn car number 9 in the 1/32nd B. A sensible drive in his next race brought Gareth forward to join Nigel Sayles in the

**One of the excellent Japanese bodysells entered for the concours.**

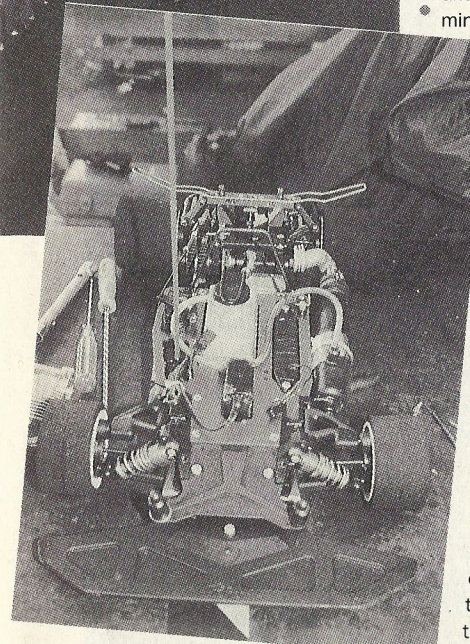
last 72 this was to be as far as Gareth was to progress. Nigel Sayles fared better, in closely contested race Nigel settled for 2nd place a few laps from the end and joined veteran Bob Errington in 1/8th B. Both Bob and Nigel were unlucky for although on the pace, Bob had a couple of minor incidents which lost him time, neither moved up to the 1/4 Finals. So ended the first day of finals, only James Haydon, Mark Green and Gary Culver remained to uphold British hopes.

**Concours winner Tsuyoshi Sasai with his BMT.**



RADIO CONTROL MODEL CARS

seconds were the exception. The top 5 places were closely contended but after 30 minutes of racing, Jacky Mouton, Christophe Aygon and Milko Tenthof claimed places in the Final. The last British hope, Gary Culver took the track for the warm-up period and tried several sets of tyres in quick succession none of which seemed to offer the that he needed to grasp one of the coveted top 3 positions and a place in the Final. With only a minute or so to go before the start of the Semi, a Delay was requested and the drivers finally came to the line at 2.00pm. The mechanics topped up the tanks as the 10 second count down started and Culver blipped his throttle whereupon to the amazement of all concerned, the nearside front tyre flew from the wheel and bowled off down the track. In spite of excellent pitwork and a rapid return to the race, a self-imposed penalty of that nature was never to be overcome. The attempt showed that even under the pressure to gain a World Champs final place, Gary could still keep his cool and drive fast but not foolishly. As the track dried Gary's times fell to the point where he was lapping consistently as fast as eventual semi winner Aspesi. Even now, some time after the event, Gary refuses to reveal how the unglued tyre came to be put on the car at all, someone sure feels sorry though!

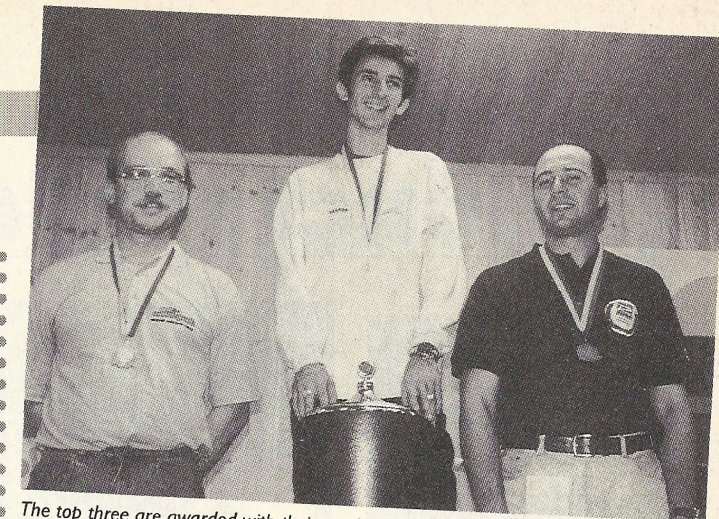


Latest Serpent less engine...

**Racing on the Sunday..**

A very wet track greeted arrivals on Sunday morning but nonetheless, the drivers for the first 1/4 Final were out on the track without delay. Tyre selection remained critical and with some suspicion that illegal tyre additives could be tried, it was announced that all additives were banned to dissuade such experiments and the racing started in a very tentative manner. Milko Tenthof made all the running in 1/4 A although lap times were well down, his car lapped steadily very rarely deviating more than inches from his chosen line. A very smooth touch on the steering and progressive application of the throttle nursing the car round the track. The second 1/4 final was marginally quicker but neither James Haydon or Mark Green had the right tyres for the job and both finished well down the field.

And so to the semi-finals. Still the track remained wet and once the race started laps below 20



The top three are awarded with their trophies and medals.

mark rarely varying more than 2 tenths of a second from lap to lap. Meanwhile Michael Salven had settled and started to lap faster catching the leading group of cars as Oliver Mack still snapped at the heels of Collari. It is not always incident that makes a race exciting, indeed little in the way of incidents occurred, Collari seemed to have all the rest of the field totally at his mercy and it was totally absorbing to see how whenever threatened during the race, he was able to effortlessly speed up by as much as 0.5 seconds a lap and maintain his lead. Most of the drama came towards the end of the race where it became apparent that with Collari 3 laps ahead, the race for the finish was between Salven and Colombini. with less than 5 minutes to go the computer showed Colombini in front with Salven trying very hard to make up ground eventually crossing the line apparently in 3rd place. In fact the unofficial result gave Colombini 2nd place but the time keeping official Sander de Graaf was given cause to carefully examine the lap charts when an alert spectator asked Sander how come Colombini had beaten Salven when he had to his mind not passed Salven. It then appeared that during the final frantic few laps, Salven had gone wide of the time keeping loop

following a collision entering the main straight and had missed being counted. Careful questioning of marshals, referees and other officials confirmed that the extra long lap time on Salven's chart was "too extra-long" and a lap had indeed been missed. The Official Result the put Salven in front of Colombini with an incredibly popular 4th place for Mikael Fransson.

**Italy on top**

So ended the 1993 World Champs with Lamberto Collari of Italy driving a BMT car taking his third successive World title. It remains to be seen whether one of the rising stars such as young Oliver Mack or the more mature Salven can present him with a real challenge in 1995 in Phu Ket, Thailand, already selected for the next confrontation.

Car	Points
Parsec	3
BMT	61
Serpent	63
Picco	8
PB	4

Engines	Points
Nova 2000	31
Picco	7
Mega	32
Rex	25
Top	28
OPS	3
Mondiale	3
RB	3
OS	1

Pos	Name	Country	Laps	Car	Engine
1	Lamberto Collari	Italy	269	BMT Nova	2000
2	Michael Salven	Germany	266	Serpent Mega	
3	Stefano Colombini	Italy	265	Serpent Top	
4	Mikael Fransson	Sweden	257	Serpent RB	
5	Oliver Mack	Germany	255	Serpent Rex	
6	Christophe Aygon	France	244	BMT Nova	2000
7	Michele Baruzzi	Italy	241	Serpent Nova	2000
8	Alessandro Aspesi	Italy	211	BMT Nova	2000
9	Jacky Mouton	France	207	Parsec Rex	
10	Milko Tenthof	Holland	201	Serpent Mega	
24	Gary Culver	GB	PB	Nova	
35	Mark Green	GB	BMT	Top	2000
37	James Haydon	GB	BMT	Top	
40	Bob Errington	GB	BMT	Top	
42	Nigel Sayles	GB	PB	Nova	
58	Gareth Bell	GB	BMT	Rex	2000
114	Stephen Scott	GB	B	Nova	2000

Top Qualifier Lamberto Collari 46 laps 10:05.67