

Take one hundred of the best Pro-10 drivers in the World, give them a fast track to race on, some glorious weather and a big crowd to cheer them on, and what do you get? The 1994 Pro-10 World Championships. This time it was Europe's turn to host the bi-annual event, the magnificent Tamiya Raceway in Sonneberg, Germany, providing a superb venue for the best to try to beat the rest.

From a British point of view, we had a very good chance of doing well. Our sixteen strong team included the new European Pro-10 champion, David Gale and the new 1/12th World Champion, David Spashett. Add a very on-form Chris Grainger and Paul Isaac and the trophies began to look in sight. Against us was the type of racing though, four minutes with Wintergreen based tyre additives. The grip was awesome, the smell was horrible and motors and cells were to get very hot indeed.

The temperature wasn't a problem at the start of the week though. Proceedings kicked off with a torrential downpour, leading to a roaring trade in Tamiya Caps and cries of disbelief from those who had never seen a Pro-10 race round in the wet before. Meanwhile the pits really did become the pits, as the water flooded in from the off-road track, leading to some frantic digging of trenches to divert the wet stuff away from the electricity supply. Thankfully, the sunshine came out for the second day of practice and it was back to the dry set-up on the cars, and out with the shorts and the suntan cream for the drivers. This glorious weather was to continue for the rest of the week, but unfortunately it did little to improve conditions in the pit area. Within a couple of days this had turned into a dust bowl, covering everything in sight with a fine powder. This, combined with the awful stench of the tyre

additive, made working on your car something of an endurance test.

Out on the track, the action was fast and furious. Timed practice gave the first chance to check out who was hot and who was not, and passing with flying colours came David Spashett, Masami Hirosaka and Chris Grainger. These three repeated their form in the first set of qualifying rounds and by the end of round four we had Masami heading the score sheets with a 16:307.43, a couple of seconds clear of David Spashett, with Kevin Jelich holding third place from Jon Orr. Things really hotted up in round six though, perfect track conditions suddenly producing a rash of best times, with Masami knocking a further four seconds off his TQ time in an absolutely astounding run. The 'fabulous' Barry Baker bounded up into second place, his car apparently "awesomely quick down the straightaway", while David Spashett found himself relegated to third. Martin Fliessbach was fourth at this stage, having already won the prize for the best looking mechanic, with fellow German, Ralf Helbing in fifth. Unfortunately, our new found superstar Chris Grainger

was now in the B-final, still the top Trinity driver but lacking the World class cells and motors needed to claw back a place in the top ten.

David Spashett got his own back on Barry Baker in round seven, pushing his Corally up into second place to close to within three and a half seconds of Masami's time.

Jon Orr too posted a good run, slotting in behind Barry but ahead of the two Germans. After a slow round eight, this left drivers with one last chance to make the grade, and what a cracking round it turned out to be. Star of the show was undoubtedly David Spashett, giving it everything as he went for

Masami's TQ. Unfortunately, he was to miss out by less than a second, which handed pole position for the A to the mild mannered chappie from Japan and his unique Yokomo car.

Saturday evening's banquet gave those who had done well the chance to celebrate their success,

Masami Hirosaka may have been the only Yokomo entry at the 1:10 on road World Championships but made the most of his skills to snatch the World crown...



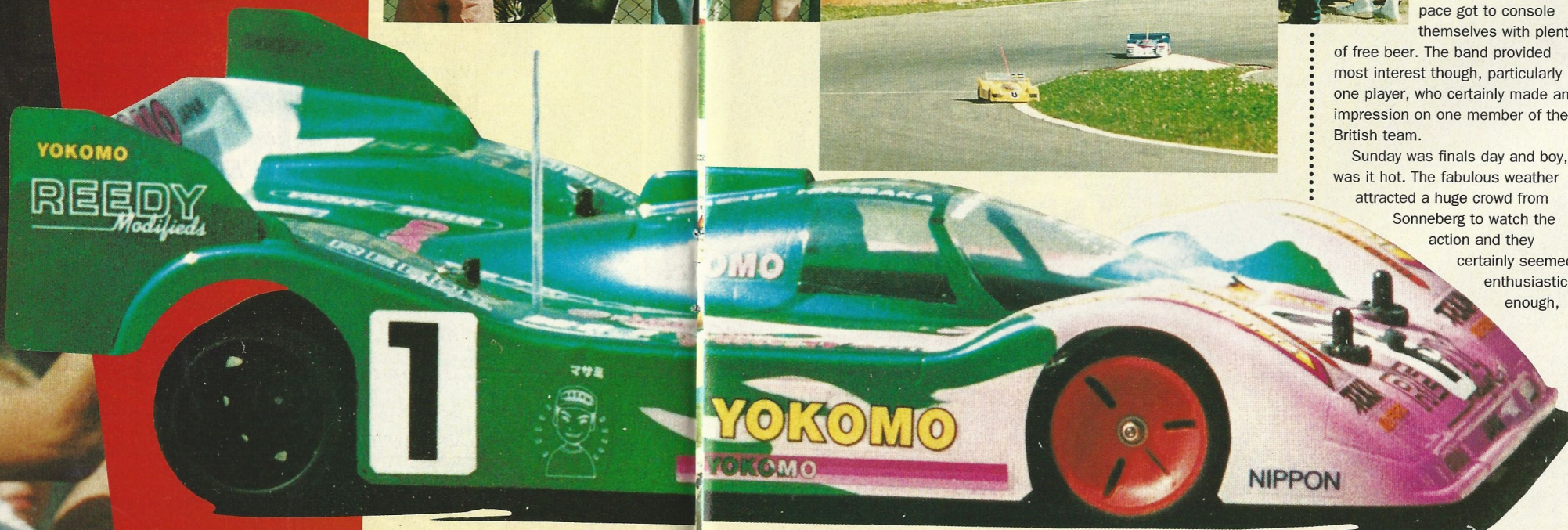
while those who hadn't found the pace got to console themselves with plenty of free beer. The band provided most interest though, particularly one player, who certainly made an impression on one member of the British team.

Sunday was finals day and boy, was it hot. The fabulous weather attracted a huge crowd from Sonneberg to watch the action and they certainly seemed enthusiastic enough,

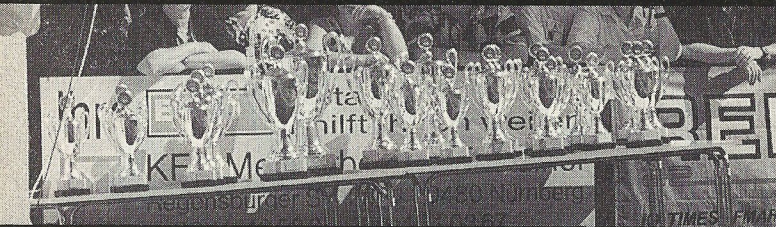
cheering every overtaking manoeuvre, particularly if it involved a German driver taking the lead! Every driver got a practice final and then three races, with the best two points scores counting. Britain's only success outside of the A-final came in the H-final where Neil Mead managed to hold off the challenge of Mark Cousins to take a well deserved victory. It was the A-final that caught the imagination though and every one was a real joy to watch.

Masami took a convincing win from David Spashett in the practice

Masami Hirosaka stormed to yet another World title this time driving a Yokomo on road car.



Masami Magic Show



age on his side, who's to say that David won't get his own back and win the title next time?

Teams

It may be every driver's dream to win the World Championship, but the ultimate prize is just as important to the model car manufacturers. A victory at this level can do wonders for sales, as Trinity found out after storming the 1992 Worlds with their revolutionary Evolution car. Sadly,

the Trinity team were not at Sonneberg to defend their title. Politics it seems, contrived to spoil the show, resulting in no Joel Johnson and no Brian Kinwald. Motors appeared to the cause of the dispute, IFMAR not legalising the new Team Kinwald winds until a ridiculously late stage, giving the team next to no time to organise themselves for the main event.

One famous American team may have been missing, but that other stalwart of US on-road racing, Team Associated, was present in force. Their strong line-up of US

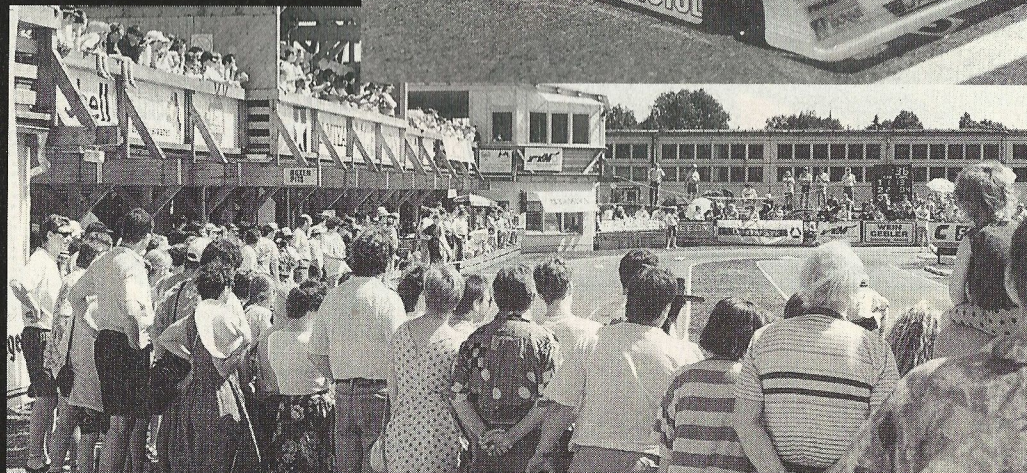
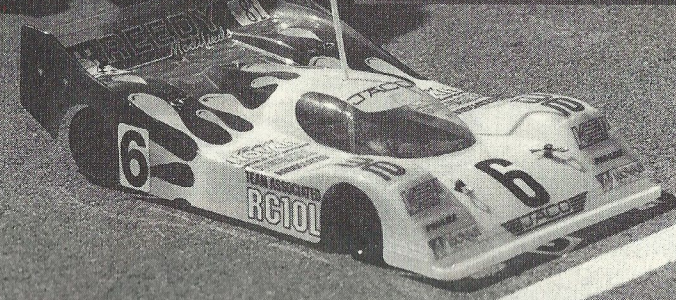
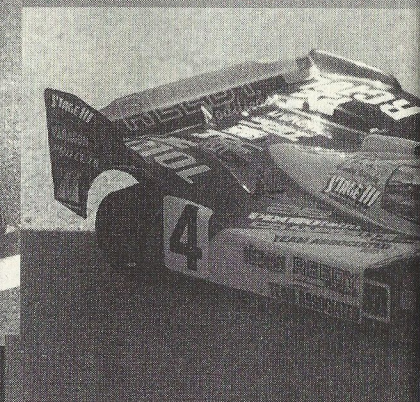
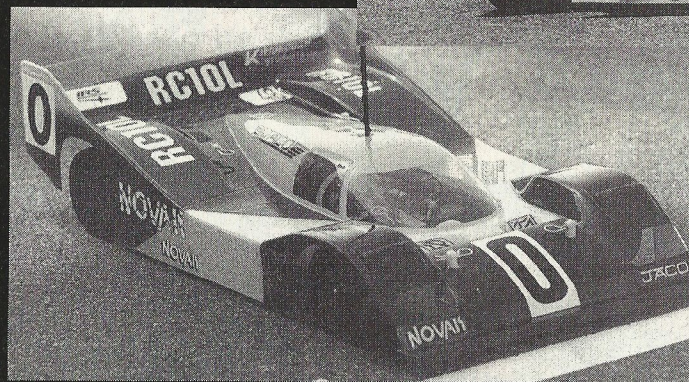
A-final, although a bad battery dump from Masami's car on the last lap left David optimistic for the main finals. His luck wasn't to last for long in the first A-final though. Masami got away cleanly, while David was punted by Barry Baker at the race control hairpin, albeit after turning in very sharply indeed. This allowed Joshua Cyrul and Jon Orr to sneak through and do battle, while Masami pulled away steadily at the front of the field. David Spashett charged back to fourth, only to get the left hand chicane completely wrong and end up on the grass, ending his chances of a good result in the first leg. In the end, the race saw an easy win for Masami, with Jon Orr a distant second from Ralf Helbing and Joshua Cyrul.

Masami made a lightning start to the second leg, but was to lose out to David Spashett a few corners later when David pulled off a fantastic overtaking manoeuvre. Almost immediately, Masami put his car on the grass and pulled out of the race, blaming a sticking motor brush for his sudden demise. This left Martin Fliessbach in second but he had Oscar Jansen closing rapidly on him. Before long, Oscar had dived past Martin, only for Martin to get him back on the last lap when Oscar's car went into dump mode. A superb win for David Spashett then, and the perfect situation for a dramatic showdown with Masami in the final race. Whichever of these two drivers won the last leg would win the World Championship.

A clean run through the first sweeper set us up for a cracking final leg, and the action came quickly as David Spashett tried to overtake Masami's Yokomo at the left hand hairpin. He actually clipped the rear of Masami's bodyshell but neither car was affected by the incident and by the time the two cars reached the sweeper they were nose-to-tail once again. Unfortunately, David went a little too tight this time and brushed the grass, slowing slightly and allowing Masami to open up a gap. The gap remained fairly static

until the half way stage, when David Spashett started to up his pace. Soon he was flying round the track, only to come to grief on one of the bot-dots and start flying through the air. It was all over now, Masami reeled off the remaining laps with some ease to take the win and with it yet another World Championship. David Spashett meanwhile benefited from a last lap collision between the second and third placed cars, to snatch second place in the final, with Barry Baker taking third from Kevin Jelich.

This gave the overall victory to



tech chart

IFMAR Pro-10 Worlds Tech Chart - Sonneberg, Germany

Pos.	Driver	Sponsors	Car	Front Tyres	Rear Tyres	Cells	Motor	Speedo	MMPR
1st	Masami Hirotsuka (J)	Yokomo/Reedy/KO Associated/Tekin	Yokomo YKX-10	Ellegi 24	TRC Green	Yokomo SCRC	Reedy 11x4	Tekin Speed Star Pro	36.8
2nd	David Spashett (GB)	Corally/Orion/KO Intronics/Galeforce	Corally SP10V	Ellegi 30	Corally Green	Orion SCRC	Corally 11x2	GM 3000	32.8
3rd	Jon Orr (USA)	Associated/Reedy Jaco/Novak/RCPS	Associated RC10LS	Jaco Pink	Jaco White	Reedy SCRC	Reedy 11x4	Novak 410 HPC	34.9
4th	Ralf Helbing (G)	Associated/GM Racing Helbing/Keil/Multiplex	Associated RC10LS	Ellegi 28	Associated Green	RH High Speed SCRC	Evolution 12x3	GM 3000	34.0
5th	Kevin Jelich (USA)	Associated/Reedy Novak/KO/Kimbrough/IRS	Associated RC10LS	Jaco Pink	Jaco White	Reedy SCRC	Reedy 11x5	Novak Hammer Pro	34.9
6th	Oscar Jansen (NL)	Corally/Orion/Sanwa Intronics/PK	Corally SP10V	Ellegi 28	Corally Green	Orion SCRC	Corally 11x2	GM 3000	32.8
7th	Barry Baker (USA)	Associated/Reedy/Novak Airtronics/Jaco/Kimbrough	Associated RC10LS	Jaco Pink	Jaco White	Reedy SCRC	Reedy 11x5	Novak Hammer Pro	36.7
8th	Martin Fliessbach (G)	Associated/Reedy Keil/Novak/Jaco	Associated RC10LS	Jaco Pink	Jaco Green	Keil SCRC	Reedy 11x4	Novak Hammer Pro	32.5
9th	Joshua Cyrul (USA)	Associated/Reedy TRC/PSE/Novak	Associated RC10LS	TRC Red	TRC Pink	Reedy SCRC	Reedy 12x5	Novak 410 HPC	35.1
10th	Reto Konig (Swi)	Corally/Orion Peak Performance/Novak	Corally SP10V	Corally Gold Star	Corally Green	Orion SCRC	Peak P. 12x2	Novak Hammer Pro	35.5

and Canadian drivers was ably supported by the very professional Associated Germany team, giving an awesome collection of driving talent.

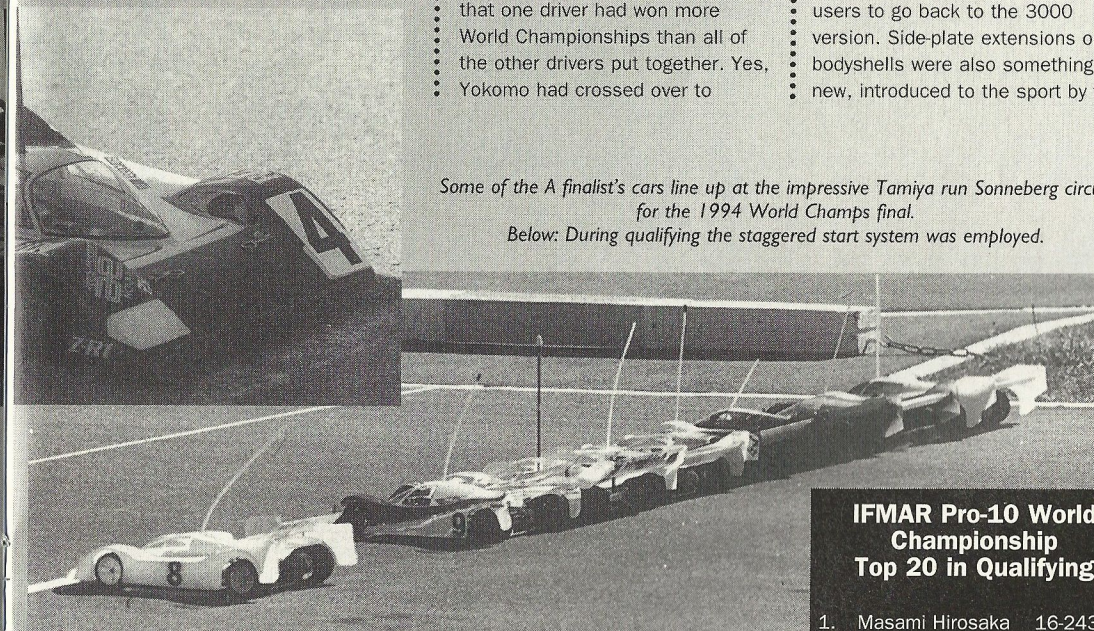
tuning, success looked almost inevitable. There was still one team left though. It wasn't a very big team, indeed it only had one driver, but that one driver had won more World Championships than all of the other drivers put together. Yes, Yokomo had crossed over to

sophisticated. Ralf Helbing had cleverly built this feature into his latest speedo, the Helbing 4000, but it was quickly outlawed by the International Jury, forcing 4000 users to go back to the 3000 version. Side-plate extensions on bodyshells were also something new, introduced to the sport by the

unique Protoform Nissan shell. Sticking these lexan plates to the rear bodyshell fins gives increased rear-end stability, which comes in very useful at a fast track like Sonneberg. After some discussion, side plate extensions were allowed on all bodyshells, although the dimensions of these were enforced rigorously by scrutineering.

In fact, scrutineering managed to rigorously enforce just about every rule in the book, although many of the decisions made seemed somewhat non-sensical. One driver had his car shunted from behind in a qualifying heat, which bent the side of his bodyshell out. In post-race scrutineering it was claimed that his bodyshell was now too wide and therefore his time had to be disqualified!

Some of the A final's cars line up at the impressive Tamiya run Sonneberg circuit for the 1994 World Champs final. Below: During qualifying the staggered start system was employed.



Europe has its own share of champions though, and most of these seem to drive for Team Corally. Fresh from their remarkable success at the 1/12th Worlds, Corally's confidence was high, particularly for their new superstar David Spashett. In Germany, David was ably supported by 1/10th Euro Champ David Gale and 1/12th Euro-Champ Oscar Jansen. With the added backing of Team Orion for cells, some special tyre additive and the use of David Gale's superb new Gale Force dyno for motor-

1/10th on-road with their new YKX-10, and with Masami Hirotsuka on the sticks they were going to be tough to beat.

Rules, rules, rules

When knocking a couple of seconds of your best time can jump you twenty places up the score sheets, anything that can make you car handle that little bit better has to be worth trying. Of all the tweaks, traction control was undoubtedly the most

IFMAR Pro-10 World Championship Top 20 in Qualifying

1.	Masami Hirotsuka	16-243.69
2.	David Spashett	16-244.61
3.	Barry Baker	16-247.25
4.	Joshua Cyrul	16-247.54
5.	Jon Orr	16-248.16
6.	Martin Fliessbach	16-249.72
7.	Oscar Jansen	16-250.41
8.	Ralf Helbing	16-250.46
9.	Reto Konig	16-250.94
10.	Kevin Jelich	16-251.35
11.	Erik Jonk	16-251.36
12.	Petri Kyrolainen	16-251.74
13.	Werner Bergbauer	16-251.82
14.	Constant Paul	16-251.98
15.	Jurgen Lautenbach	16-252.16
16.	Sakke Ahoniemi	16-253.07
17.	Frank Busener	16-253.08
18.	Chris Grainger	16-253.43
19.	Juha Simila	16-253.70
20.	Klaus Wilhelm	16-254.10

British Team - Final Positions

2nd	David Spashett
18th	Chris Grainger
36th	David Gale
38th	Paul Isaac
48th	Robin Hammett
56th	Clive Stockham
59th	Gareth Orriss
60th	Adam Stephenson
62nd	Graham Creasey
71st	Neil Mead
72nd	Mark Cousins
79th	Terry Stockham
80th	Andy Norley
83rd	Mike Haswell
87th	Marcus Epstein
89th	Dickie Mee