

1994 1/10 ON ROAD WORLD CHAMPIONSHIPS

**MIKE HASWELL
REPORTS**

The second 1/10 On Road World Championships took place at the Tamiya Raceway at Sonneburg in Germany, from the 19th to the 24th July 1994. Quite a number of drivers went straight there from the 1/12 World's held the previous weekend in Paris, France, which was won by our very own David Spashett. The big question then was could David 'do the double'? Drivers entered from all over Europe, as well as Canada, Japan, South Africa and the United States of America, with the host nation, Germany, supplying the biggest contingent of drivers followed by the British Team (again). It was disappointing that the defending Champion, Joel 'Magic' Johnson, wasn't present to defend his title, as the Trinity Team had decided not to attend for various reasons. In fact, there was only one driver who'd made the A Final at the 1992 event in Pomona present at Sonneburg, and that was Barry 'Fabulous' Baker.

The Run-Up...

Tuesday's practice session was a virtual washout, with the track only drying late in the day, by which time most of the drivers had returned to their hotels. The wet weather didn't deter Masami though, as he stayed out testing his new Yokomo car (the YKX 10) no matter what the conditions! Masami's prototype car featured the cells mounted along the centreline of the chassis (à la Trinity Evo 10) and a twin-deck chassis. Other interesting features were: Single wishbone independent front suspension and, instead of the

usual rocking T-bar rear suspension, there was a U-piece with two pivot axes, one at either side for up/down movement of the motor pod and another pivot in the middle for the rocking movement. The pod's movement was controlled by two small 'coil over oil' shock absorbers, mounted in similar fashion to that seen on some Bolink cars (or the old Demon MF '83 1/12 car!). There will be an in-depth review of Masami's winning car very soon in RRC, so don't miss it! Apart from Masami's prototype car, the only other items of real interest in the pits were David Gale's 'Galeforce' flywheel Motor Dyno, which should be in production by the time you read this report (watch out for the review in RRC), and an 'On Road' Yokomo YZ-10 4wd car with a two-speed electro-mechanical gearbox unit, which had been designed and built by two of the scrutineers.

Wednesday and Thursday morning were given over to free practice and technical inspection, where many tempers became a just little frayed over cells. The problem was that the stated maximum pack weight only allowed four grammes for battery bars, wire and connectors (not to mention the solder used!) over that for six individual cells. Needless to say, virtually every pack failed scrutineering, so the scrutineer wanted them all stripped down! This might have been fine for the minority with good sponsorship for cells (usually in unassembled form), but as the majority of drivers were unsupported it certainly wasn't really fair to ask them to do something that we all know doesn't do cells much good at all. However, after a word with Wolfgang Peterman, the Race

David Gale's flywheel principle dyno, soon to be available from Galeforce Designs, was used to set up David Spashett's and Oscar Jansen's motors.



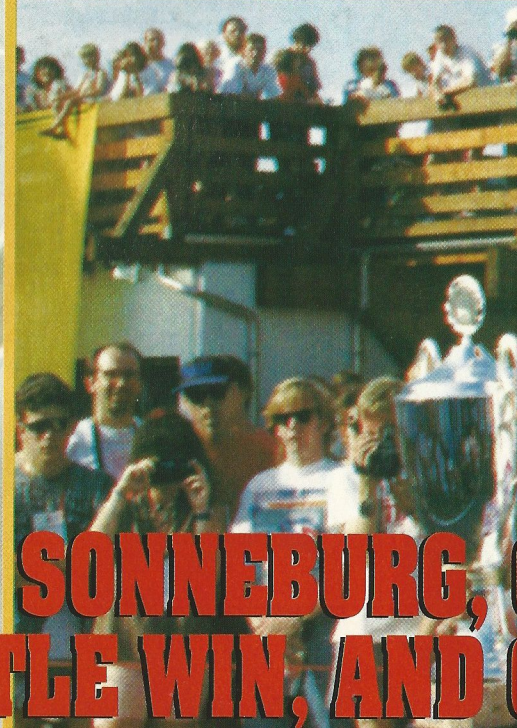
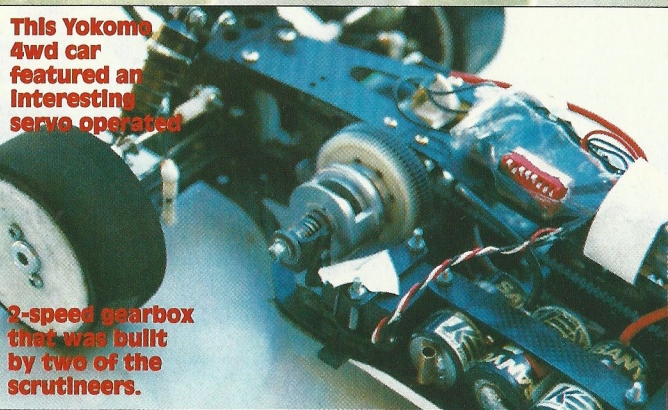
Director, and proving the point to the scrutineer, it was agreed that if the drivers took for scrutineering identical battery bars, connectors, etc., to those used on their cells, that their weight would be deducted from the pack's total weight. Everyone's cells were then passed without further problems (except for those with YD batch SCRCs!).

The Real Thing...

Thursday saw two Rounds of controlled practice to check the radios and for any frequency problems, after which the newly crowned 1/12 World Champ, David Spashett (Corally 10V), was fastest from Barry Baker (Assoc 10LS/Reedy), Masami Hirotsaka (Yokomo/Reedy) and Oscar Jansen (Corally 10V).

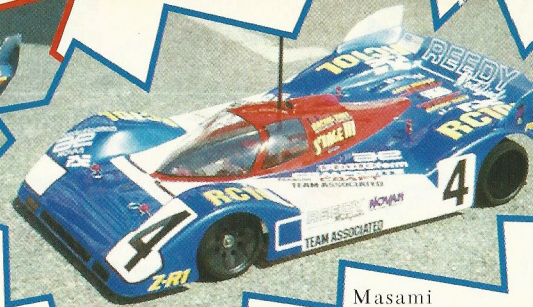
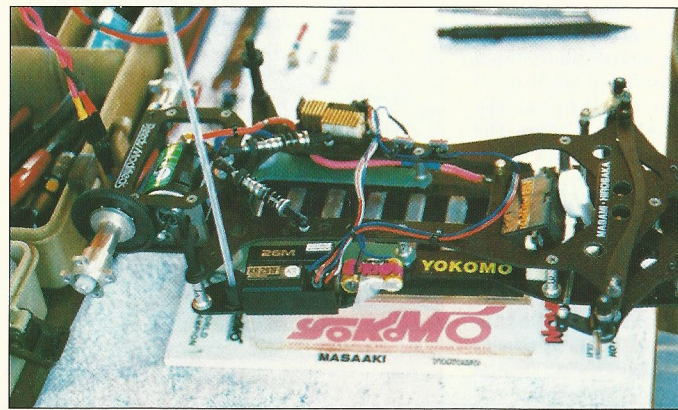
This Yokomo 4wd car featured an interesting servo operated

2-speed gearbox that was built by two of the scrutineers.



After this came the first Round of qualifying proper, which saw America's Jon Orr (Assoc 10LS/Reedy) the fastest from Germany's Martin Fliessbach (Assoc 10LS/Reedy), then the British duo of Chris Grainger (Trinity/Trinity) and David Spashett (what a performance from Chris!). We then had the drivers presentation and the Concours judging, which resulted in a win for

Masami's winner looks totally unlike a conventional Pro 10 car with its twin deck chassis design. The GRP U-piece with its arms projecting forwards, looks to operate in a similar fashion to the side bars on the Corally 10V, and with its centrally mounted cells, twin rear shock arrangement and castor reducing front end, makes use of proven design principles seen in use on other successful cars.



Masami (an omen?) from Britain's Paul Isaac and Martin Fliessbach, with some very nice silver trophies being presented to them.

Friday morning saw the start of four qualifying Rounds, and after Round 2 Masami was leading from David Spashett, with America's Kevin Jelich (Assoc 10LS/Reedy) in third with a time which would ultimately see him in the A Final (albeit in 10th). Kevin has a habit of putting in just the one good run, as he pulled off the same performance at both this year's 1/12 World's and the previous event in the U.S.A. It gets him there though!

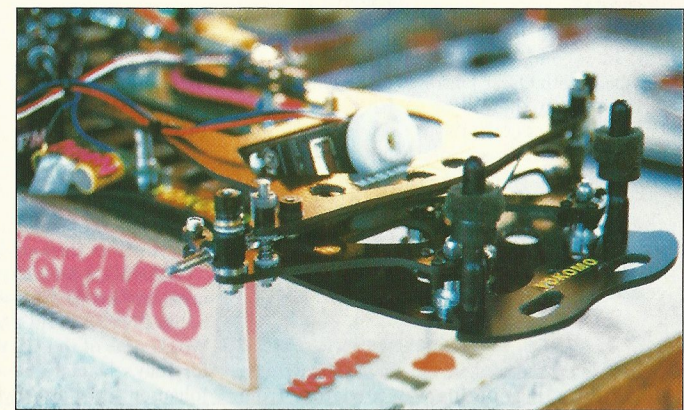
The rest of the day's qualifying saw little change to the order, so at the end of the day Masami still held pole from David Spashett, Kevin Jelich and Jon Orr, with Chris Grainger still there in the top ten. The Heats were rescheduled for Saturday's last four Rounds, together with another controlled



practice Round to ensure there weren't any problems.

Round 6, the first on Saturday, saw the times really come tumbling down, with Masami incredibly knocking nearly four seconds off his FTD time (!) to retain his lead from Barry Baker and David Spashett. David responded in Round 7 to go back up to second ahead of Barry, with Jon Orr now up to fourth ahead of Martin Fliessbach, whilst quite a few other drivers put in very fast times. Round 8 saw David S. really going for pole

The front end of Masami's winning Yokomo YKX10 car featured a wishbone arrangement with the pivots arranged to give a reduction in the castor angle during compression, with a graphite link presumably to act as an anti-roll bar.



The World's best on the podium: Masami Hirotsaka (Japan) 1st, David Spashett (GB) 2nd, and John Orr (USA) 3rd.



THE TAMIYA RACEWAY IN SONNEBURG, GERMANY, SAW MASAMI HIROSAKA TAKE YET ANOTHER WORLD TITLE WIN, AND IN HIS FIRST ATTEMPT TOO!

position, setting the fastest lap of the meeting at 14.69 seconds along the way, but he was unfortunately thwarted by a back marker getting in the way.... The last Round saw every driver really going for it, but at the end of the day Masami held on to his TQ position, although by less than a second thanks to David Spashett's last gasp effort. Barry Baker wound up in third ahead of Joshua Cyrul (USA-Asso 10LS/Reedy) and Jon Orr.

Holland's Erik Jonk (Corally 10V) was the unlucky eleventh qualifier, missing the A Final by just one hundredth of a second! Chris Grainger was the best of the other British drivers in eighteenth spot, and was also the top Trinity Evo10 driver. Two more seconds would have seen Chris make the A Final....

With qualifying over, it was now time for the banquet at which a few more presentations were to be made. First of all there was a trophy for the fastest lap which went to GB's David Spashett, then there were the Endurance Trophies. These were for the drivers who completed the most laps in qualifying, the winner being David Spashett, who'd recorded 16 laps in each of his qualifying runs. In second, two laps down, came Martin Fliessbach with Oscar Jansen in third, whilst GB's Chris Grainger showed his consistency in sixth place. The banquet itself was okay when the free beer was taken into account (some drivers over-indulged and felt the worse for wear the following morning), but most of the British Team piled into the local Chinese Restaurant afterwards.

Let Battle Commence...

The J Final saw Belgium's Michael Friedman win all three legs on his way to victory from France's Michael Borghese and Poland's Wojciech Bukryj. The I Final saw wins for Austria's Christoph Stoiber,



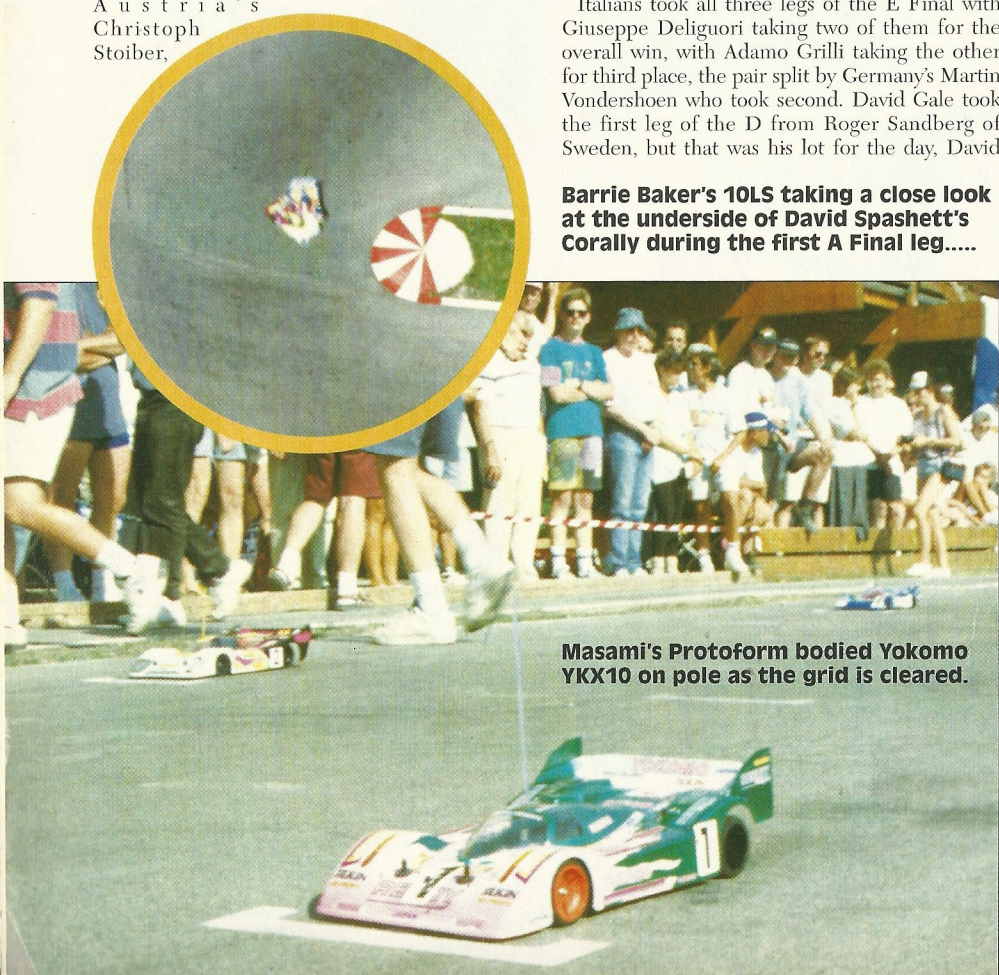
These GM Racing cell discharging and storage boxes are rather neat!

Britain's Mike Haswell and Denmark's Tonni Anderson, with Tonni taking the overall win from Christoph and Mike. The first leg of the H saw a win for Stefan Schenk of Germany from the British duo of Neil Mead and Mark Cousins. The second leg saw a win for Mark from Neil, whilst the third leg saw Neil just take the win after a good scrap with Mark! Neil took the overall win from Mark, by virtue of his higher third leg score, with Austria's Herman Bohz in third.

Graham Creasey led every leg of the G Final until the last lap, but ended up finishing second behind Switzerland's Martin Eberle, with Matt Wojtkowiak of the USA in third. There were wins for Italy's Daniele Crociani, Denmark's Thomas Johansen and Germany's Markus Mober in the F Final, with Marcus taking the overall win from Thomas and Daniele.

Italians took all three legs of the E Final with Giuseppe Deliguori taking two of them for the overall win, with Adamo Grilli taking the other for third place, the pair split by Germany's Martin Vondershoen who took second. David Gale took the first leg of the D from Roger Sandberg of Sweden, but that was his lot for the day, David

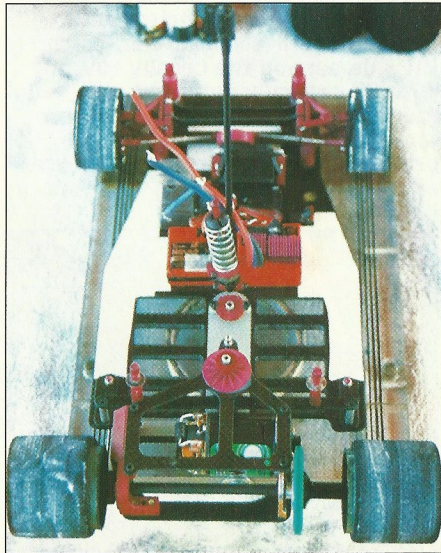
Barrie Baker's 10LS taking a close look at the underside of David Spashett's Corally during the first A Final leg....



Masami's Protoform bodied Yokomo YKX10 on pole as the grid is cleared.

not really having had a good time at this meeting to say the least.... The second leg went to Finland's Timo Saarinen from GB's Paul Isaac and Roger Sandberg in third, whilst the last leg saw Roger, now fully recovered from the previous evening's revelry, take the win from Germany's Thomas Hechfelner to take home the trophy from Timo

Joshua Cyrul's Associated 10LS. The white coating on the tyres is suntan lotion!



	Name	Nat	Best Round
1	Hirosaka, Masami	J	16 4.03.69
2	Spashett, David	GB	16 4.04.61
3	Baker, Barry	USA	16 4.07.25
4	Cyrul, Joshua	USA	16 4.07.54
5	Orr, Jon	USA	16 4.08.16
6	Fliessbach, Martin	D	16 4.09.72
7	Jansen, Oscar	NL	16 4.10.41
8	Helbing, Ralf	D	16 4.10.46
9	Konig, Reto	CH	16 4.10.94
10	Jellich, Kevin	USA	16 4.11.35
11	Jonk, Erik	NL	16 4.11.36
12	Kyrolainen, Petri	SF	16 4.11.74
13	Bergbauer, Werner	D	16 4.11.82
14	Paul, Constant	NL	16 4.11.98
15	Lautenbach, Jurgen	D	16 4.12.16
16	Ahoniemi, Sakke	SF	16 4.13.07
17	Busener, Frank	D	16 4.13.08
18	Grainger, Chris	GB	16 4.13.43
19	Simila, Juha	SF	16 4.13.70
20	Wilhelm, Klaus	D	16 4.14.10

British Team Positions:

18	Chris Grainger	16-13.43
36	David Gale	15-2.08
39	Paul Isaac	15-2.30
43	Robin Hammett	15-2.75
53	Gareth Orris	15-5.47
54	Clive Stockham	15-5.61
57	Adam Stephenson	15-6.15
61	Graham Creasey	15-7.64
71	Terry Stockham	15-11.22
74	Andy Norley	15-12.35
77	Neil Mead	15-13.67
80	Mark Cousins	15-13.97
82	Mike Haswell	15-14.96
88	Marcus Epstein	15-25.77
90	Richard Mee	14-3.33

and Thomas. Ralf Krause took the first two legs of the C Final to take home the spoils despite failing to get off the line in the third leg. Mike Lefuso of America took the win in the last leg for second place, whilst Germany's Marek Kaminski collected third. Germany's Werner Bergbauer took the first leg of the B Final from Sakke Ahoniemi of Finland and Klaus Wilhelm in third. Sakke then took the second leg from Jurgen Lautenbach and Chris Grainger, with the final leg win going to Erik Jonk from another Finnish driver, Petri Kyrolainen. So Sakke took the overall win from Werner and Petri, whilst Chris finished in eighth. Sakke and Petri really made names for themselves at this year's 1/12 Euro's by both making the A Final, and they certainly did very well indeed at this event!

The A Final

The start of the first leg saw Masami leading away from David and Barry, but this all changed at the end of the first lap when Barry ran into the back of David's car at the hairpin going back onto the straight, the tangle neatly promoting Joshua Cyrul and Jon Orr up into second and third. David then gritted his teeth and put on a charge, and had just taken third place when he clipped the chicane at the end of the straight which lost him any chance he might have had of taking second. Masami ran out the comfortable winner, whilst Jon Orr and Ralf Helbing were both able to get past a slowing Joshua Cyrul on the last lap for second and third respectively.

The second leg saw David pass Masami at the end of the straight for the lead, but then after just one lap Masami's car came to a halt with what later turned out to be a hooked-up motor brush.

This put Martin Fliessbach into second, followed by Oscar Jansen, Jon Orr and Ralf Helbing. Oscar then really started putting the pressure on Martin, eventually getting up the inside of Martin going onto the straight to take second place which he held until the last lap, when he clipped the first chicane allowing Martin to get back past, and then dumped, allowing Jon Orr to out-drag him coming out of the second chicane to the finishing line.

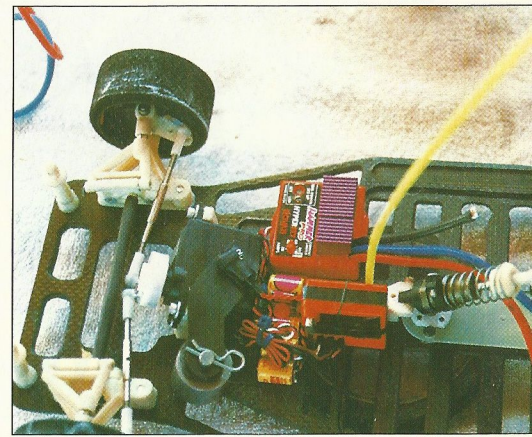
So after two legs, Jon Orr was leading overall on points, with a win apiece to Masami and David.

The third and last leg saw Masami go straight into the lead from David, Joshua and Barry. David managed to get by Masami momentarily going onto the straight, but then Masami, with a sudden burst of speed which made me think he was running a 'turbo' button, easily took it back. David then unfortunately clipped a dot, putting his car on its roof and ending his Championship aspirations, and putting Joshua up into second ahead of Barry Baker. David wasn't about to give up though, and went back up to second when Joshua and Barry tangled. Masami ran out the winner followed by David and Barry, and so collected yet another World Championship title to add to his collection. David took a fine second overall, with Jon Orr in third.

After the dust had died down the first three

Barry Baker's 10LS featured a double thickness front section to the chassis plate and a new Novak Hammer Pro touch programmable speed controller.

drivers had their motors run through the dyno and then stripped. This threw up some interesting results: David's Corally motor was in excellent condition, whilst Masami's Reedy was in dire need of a rebuild. Having had a look at the gearing Masami was pulling on the tech chart, he must have been using a 'turbo' button occasionally, then driving otherwise quite gently to last the race distance. Doing this can wear a commutator out quite quickly, and goes some way to explain why Masami's car always slowed towards the end of a race — it wasn't the cells dumping, but the motor going off....



Driver	Team	Car	Nicads	Motor	Speed Cont	Front Tyre	Rear Tyre	Radio	Servo	MM per rev	Body	Qual	Final	Thanks To	Sponsors
Masami Hirotsuka	Yokomo Reedy/KO Nat. J Age 24	Yokomo YKX-10	Yokomo SCRC	Reedy 11 Quad	Tekin Speed Star Pro	Ellegi 24	Jaco White TRC	KO Esprit II	KO 2001	5.2 61m 36.85	Protoform Nissan	1	1	Masaki, my dad Mike Reedy	Ellegi Jaco Protoform Orion
David Spashett	Corally Orion Nat. GB Age 18	Corally 10V	Orion SCRC	Corally 11 Dbl	GM 3000	Ellegi 30 Jaco Pink	Corally Green	KO Esprit II	Sanwa ERG-XS	32.8	Andy's Nissan Trim Tab	2	2	D. Gale dad, Piet Goemans	Jaco Ellegi GM Racing
Barry Baker	Associated Reedy, Jaco Nat USA Age 24	Assoc. 10LS	Reedy SCRC	Reedy 11 x 5	Novak Hammer Pro	Jaco Pink	Jaco White	Airtron. 94151	Airtron. CS2P	24/120 2.3"	Andy's Nissan	3	7		BRP, RCPS Kimbrough
Joshua Cyrul	Associated Reedy, TRC Nat USA Age 16	Assoc. 10LS	Reedy Stage III SCRC	Reedy 12 x 5	Novak 410HPC	TRC Red	TRC Pink	KO EX-1	JR 3025	24/120 2.2"	Protoform Nissan Side Dams	4	9	Mike & Gene, Mike Drescher Mum, Dad	Stage III Paragon Composite Craft Comp Elec
Jon Orr	Associated Reedy, Jaco Nat USA Age 22	Assoc. 10LS	Reedy SCRC	Reedy 11 Quad	Novak 410HPC	Jaco Pink	Jaco White	KO EX-1	Airtron. 94143	23/120 58mm	Protoform Nissan Side Dams	5	3	Mike & Gene	Protoform Power Push Composite Craft
Martin Fliessbach	Keil, Assoc., Reedy, Jaco Nat D Age 25	Assoc. 10LS	Keil SCRC	Reedy 11 Quad	Novak Hammer Pro	Jaco Pink	Jaco Green	KO EX-1	Robbe RS700	35.5	Assoc. Nissan	6	8	All my sponsors & girlfriend	
Oscar Jansen	Corally, PK Orion, Du-Mor Nat NL Age 24	Corally 10V	Orion SCRC	Corally 11 Dbl	GM 3000	Ellegi 28 Jaco Pink Corally Gold	Corally Green	Sanwa ERG-XS	Sanwa	32.8	Andy's Mercedes Trim Tab	7	6	Constant, Bert, David Spashett Philippe	Helbing, GM Racing Jaco Ellegi
Ralf Helbing	Assoc., GM Racing, Keil Nat D Age 27	Assoc. 10LS	RH High Speed SCRC	Evolution 12 x 3	GM 3000	Ellegi 28	Assoc Green	Multiplex EX-10	KO 1001	34.0	Racecraft Nissan Trim Tab	8	4	Mr Gandini Mike Reedy GM Racing	Ellegi
Reto Konig	Corally, Peak Nat CH Age 20	Corally 10V	Orion SCRC	Peak 12 Dbl	Novak Hammer Pro	Corally Gold Star	Corally Green	Futaba Mega	Futaba 9401	35.5	Andy's Nissan Trim Tab	9	10	To all who helped me!	
Kevin Jellich	Associated Reedy, KO Nat USA Age 22	Assoc. 10LS	Reedy SCRC	Reedy 11 x 5	Novak Hammer Pro	Jaco Pink	Jaco White	KO EX-1	Airtron. 94737	23/120 2.28"	Assoc. Nissan Trim Tab	10	5	Frank Calandra Mike & Gene	Jaco Protoform I.R.S. Kimbrough