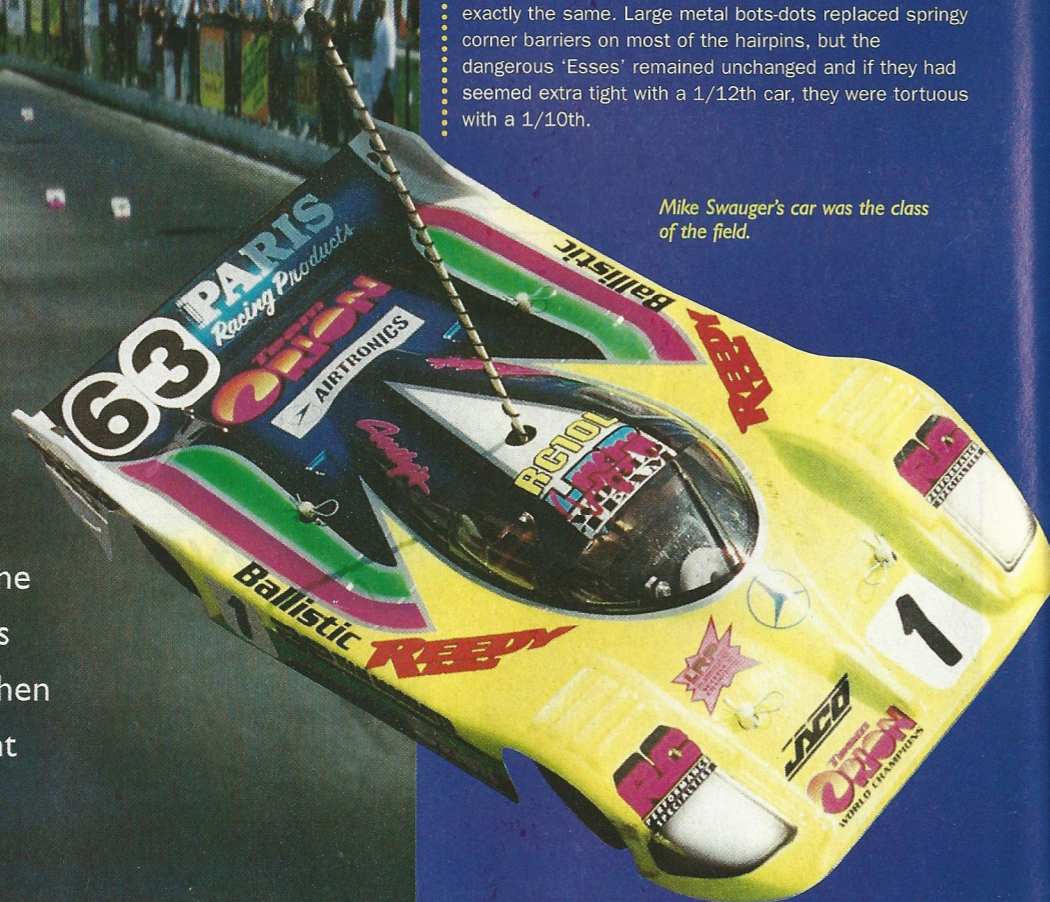


Swauger's Sunshine Success

What would you do after an exhausting week of World Championship racing? Relax on the beach for a few days to recover? Lounge around in the hotel swimming pool to keep cool? Or even just stay in bed and sleep a lot? After a whole week of racing at the highest level, you certainly wouldn't want to go through all the hassle of competing for another seven days. Not unless you race electric on-road that is. Insanity seemed to have become infectious in California, for while a few sensible souls decided to go home and relax, the vast majority of the 1/12th scale crowd decided to stay for another week, eager to display their prowess with a Pro-10 car. There was no rest, no recovery, just lots more racing.

At least the bleary eyed competitors had a wider track to race round this time - didn't they? Well, not exactly. Having endured a tight and twisty 1/12th circuit, substantial changes were expected for the Pro-10 week, but in the end only a few corners of the Revelation Raceway were modified and the overall layout remained exactly the same. Large metal bots-dots replaced springy corner barriers on most of the hairpins, but the dangerous 'Esses' remained unchanged and if they had seemed extra tight with a 1/12th car, they were tortuous with a 1/10th.

Mike Swauger's car was the class of the field.



Is size important? Pro-10 drivers in California got the chance to find out at July's World Championships, when tiny 1/10th scale cars went head-to-head with their conventional cousins

Oh well, at least the cars were bigger and easier to see. Ah, wrong again. When practice started early Monday morning it was immediately obvious that some manufacturers had been busy doing their homework. Anticipating a tight and twisty circuit, Californian companies Associated and HPI had each built miniature Pro-10 cars that complied with the absolute minimum 1/10th scale dimensions. With specially made small Nissan bodyshells, the cars were tiny, very fast in a straight line and ideally suited to the twists and turns of what was still essentially a 1/12th scale circuit.

So, with the same tight track and cars only a fraction bigger, it almost seemed worth renaming the IFMAR 1/10th scale Worlds to "1/12th scale week two". Thankfully, it didn't take too long for things to take a turn for the better. For starters, the small cars didn't prove to be quite as competitive as the manufacturers had originally hoped. Many looked absolutely ballistic during free practice, but when scrutineering started and weight limits had to be met, their incredible pace 'mysteriously' dropped off and the performance gap to the wide cars narrowed significantly.

The tiny cars did do a great job of psyching everyone out though; not least the drivers who owned both small and wide versions. Most of Team Associated fitted into this category, and throughout practice their drivers were continually switching from one chassis to the other in an attempt to work out which scale was quickest. For many this uncertainty continued into qualifying where, unusually for a major event, drivers were not restricted to running one chassis for the course of the week. Team Trinity decided to join in the fun too. They had only brought big



cars along, so they decided to psyche themselves out in a different way by switching between 'in-line' and 'saddle-pack' layout chassis instead.

Masami Hirosaka had to be the favourite for victory in this event. The 1994 Pro-10 World Champion was coming straight from a magnificent 1/12th scale win and was well dialled in to the Revelation Raceway track. But with 114 other drivers to beat, victory wasn't a certainty, and in round one of qualifying Masami could only turn the ninth quickest time, finding himself at the bottom of the A-main alongside team-mate Barry Baker. The top of the qualifying list was headed by Associated's Mike Swauger, Mike setting a devastating 11-4:03.10 lap score. His time was almost three seconds faster than everyone else, which probably doesn't sound that much until you realise it amounts to around a quarter of a second per lap. There was cause for celebration in the

British camp too, for after a character building week of 1/12th scale competition, our former World Champion David Spashett held a secure second place overall in 1/10th, just ahead of our latest on-road superstar Craig Drescher.

From now on you would have expected everyone's lap-times to improve and for the TQ time to be lowered, but for many drivers the improvement never came. Some drivers did go faster in the next two rounds, notably Associated's Josh Cyrul, who leapt up into second place overall ahead of the British duo. But for many more, that first round time was to prove their fastest and was to do so for the next two days of qualifying too.

Day two started with a bang as Barry Baker fired off an 11-4:05.22 to move into second place behind Mike Swauger. Josh Cyrul





fought back in found five, setting an 11-4:04.22 to reclaim the position, with the 'Magic Man' Joel Johnson also finding some pace with the new Trinity Switchblade car as he moved into fourth place overall. And where was Masami Hirotsuka at this point? In the B-final was the answer! On the track, Masami's Yokomo YRX-10 looked remarkably smooth and consistent, but it wasn't particularly quick on the straights and couldn't run 21 second laps like some of the top Associated and Trinity stars. Masami gave it everything in round six though and managed to conjure up an 11-4:05.80; good enough for fourth position. It wasn't the TQ he might have hoped for, but at least it was a safe A-final place.



Line up of cars from the racing including Craig Drescher's small Associated car (in orange).

One day of qualifying remained and Mike Swauger still held on to the top slot, even though he hadn't manage to beat his round one time. With the other drivers getting closer and closer he must have started to show some concern, but his cause was helped early Saturday morning when, horror of horrors, it rained! For once the 'Sunshine State' didn't live up to its name and the track got a thorough soaking. The climate was back to normal by the time round seven arrived, but the grip had dropped off slightly and not one of the top ten managed to improve on their best times. Traction did return for round eight, but by now the temperature had rocketed and it was far too hot for posting fast laps. So it was all down to the final round. Could anyone topple Mike Swauger's Associated from the TQ position?

The answer was 'no'. Only Finland's Sakke Ahiniemi managed to improve, moving up into eighth overall, a fraction behind Tony Neisinger's BSR sponsored Associated. Mike Swauger was left holding pole from Josh Cyrul, Barry Baker and Masami Hirotsuka, with Joel 'Magic' Johnson just ahead of our own David Spashett. Craig Drescher was left breathing a huge sigh of relief in tenth place, while Mark Pavidis was the unlucky 11th place man, missing out on the Worlds A-final by just seven hundredths of a second.

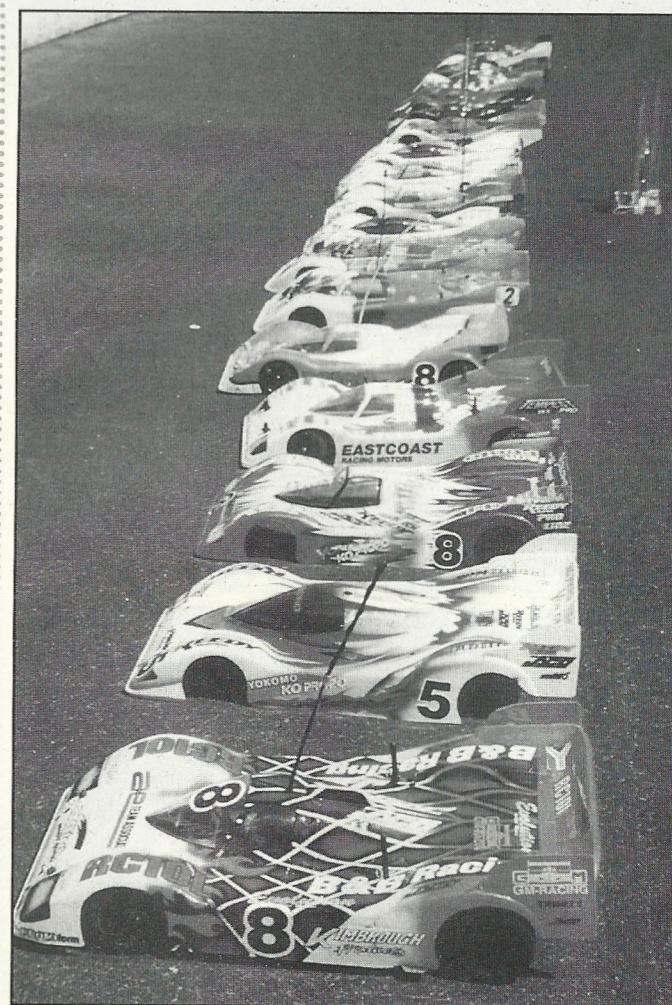
It was a great shame that track conditions and the high temperatures conspired to limit the number of opportunities everyone had to set really quick times. An early morning or late afternoon run was usually the quickest, as the incredible mid-day temperatures would cook the

cells and motors and limit the available power. But with the top eighty drivers all finishing on eleven laps, you certainly couldn't have wished for a closer qualifying session and one that proved just how competitive 1/10th electric on-road has become.

Sunday was finals day and also the last day of what had proved to be a gruelling two weeks of racing. After the first two mains it looked like the best trophies were all heading the manufacturers' way as bodysell supremo Andy Jacobson took the L-final honours and Futaba's Donn Rice wrapped up the K. The first British interest came in the J-final as 'Mad' Mike Haswell and Chris Wilkinson did battle against a motley bunch of Americans and South Africans. After a hectic few laps Mike was forced to retire with a broken car, but Chris survived the carnage to take second place behind Californian 'cool dude' Jim Walls.

U.S. Tamiya Champ Alex Guerrero dominated the I-main, with Britain's Marcus Epstein finishing a fine second overall after a busy mid-race spell spent fending off some aggressive overtaking attempts. Multiple French champion and Euros A-finalist Sylvain Cachard had to settle for victory in the H-final after a tough week, with Orlando's David Vera taking a distant second.

There were some real grudge matches in the G-main, with Brits Neil Mead and Andy Sawyer getting involved in some hectic door-banging action with Taki Dermatis, South Africa's fastest dentist, and Michigan's Jeff Brown. In the end victory went to Brian Berry, with Jeff sneaking second from Japan's Nagayoshi Yamashita and RCMC's Neil Mead. Corally duo Chris Grainger and Constant Paul both failed to turn up for the F-main, leaving Tony Raikas, Graham Creasey and Japan's Akira Ema to battle it out for the win. They set a very quick pace, with Akira taking the victory in a time that wouldn't be beaten until the A-main. Behind him, second place went to Finland's Tony Raikas after Graham's car engaged dump mode just a few feet from the finish line.



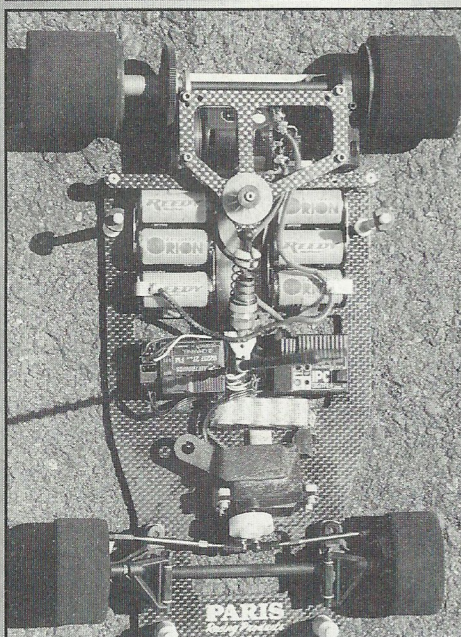
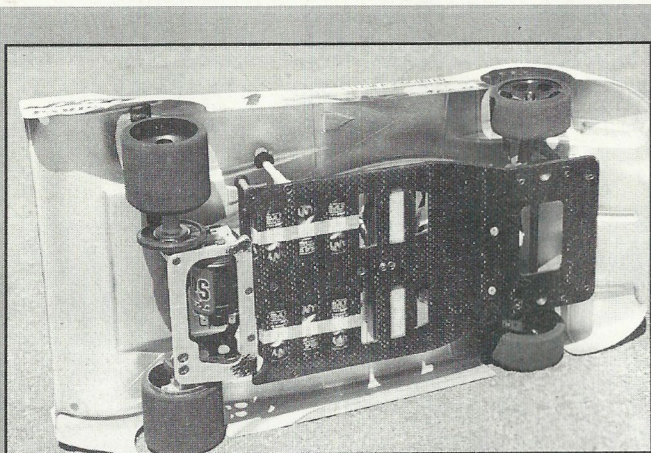
Novak's Tyree Phillips was the star of the E-final, making the most of pole position to finish five seconds clear of Finland's Juha Simila and Denmark's Soren Christiansen. Germany's Ralf Krause took an early lead in the D-final but his car mysteriously slowed after two minutes, handing the win to Reto Koenig. This time the real action occurred at the back of the field where we were treated to some of the most spectacular wipe-outs and crashes seen all week. Unfortunately Britain's two racing Andys got stuck in this fracas, Andrew Moore winding up seventh, just ahead of Andy Griffiths, in a final both would rather forget. Associated's Cliff Lett and Corally's Erik Jonk dominated the C-final, with the new European Pro-10 Champion taking a well deserved victory after an excellent drive. Cliff settled for second from Mika Simila, with Markus "Mine's a Coke please" Mobers taking fourth.

The B-final was probably the best race of the entire two weeks. It couldn't have got off to a worse start for Trinity's Brian Kinwald as his car got binned two corners into the run, but from then 'The DIRTinator' drove like a man inspired. Up to third by the end of lap two, Brian snatched second place on lap four and then flew past Mark Pavidis' leading Associated in a remarkable move to head the field. The fun was only just starting though. From then on, Mark and Brian decided to put on a show for the crowd and proceeded to swap places several times a lap in a dice that was breathtaking to watch. When Jason Ruona caught them up and joined in, the display just got better and better, and it took until the last couple of corners for racers' instinct to take over and Brian to dive past, pipping Mark for the win. The action didn't stop there though. "Who can do the best crash?" was the next priority on these racers' minds, and they located a whole row of large bots-dots on the far side of the track over which they proceeded to drive at speed, performing spectacular barrel rolls and somersaults. They may have left

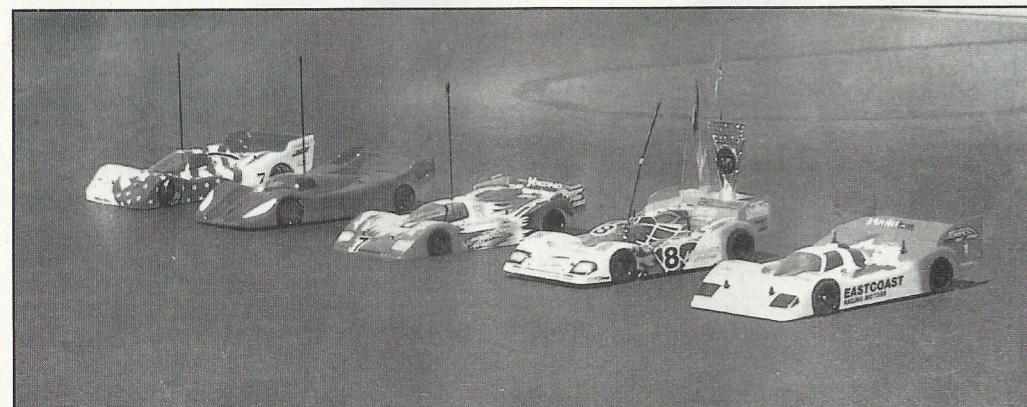
the track with battered and broken cars, but the smiles on their faces told you that these three racers had certainly enjoyed themselves.

The A-main of course was a much more serious affair. Leg one started off in a somewhat subdued manner, with a minute's silence for the victims of the Olympic bombing, followed by a prayer. When the action finally got underway, Associated's Mike Swauger grabbed the lead from pole, reeled off twelve immaculate laps, and won. No fuss, no challengers, just complete and utter dominance; a very impressive performance indeed. Thankfully the action behind him wasn't as boring. Josh Cyrul had to work extremely hard fending off challenges from Masami Hirosaka and Joel Johnson, and this took its toll on Josh's cells. As his car slowed dramatically on the final lap, Masami and Joel rocketed past, only for the two of them to collide entering the very last corner of the race. David Spashett said 'thank you very much' and nipped through to take an excellent second place with Joel recovering to snatch third from Masami.

Leg two saw domination once again, as Mike Swauger led from start to finish. Josh Cyrul managed to stay close to him this time though and was always ready to pounce should Mike make the slightest mistake. The best battle in this main was between the Yokomo pairing of Masami Hirosaka and Barry Baker. Their close quarter dicing resulting in a couple of crashes, each taking it in turn to jump over the left-hand side of the circuit. However, while Barry stopped on



Mike Swauger's car was the same car he had used at the championships two years before! The car was prepared by Ron Paris and handled the demanding track excellently.



the track to remove any advantage caused by his excursion, Masami simply carried on after his, ending up paying the price after the race with a time penalty. So it was Barry who stole third place from Tony Neisinger, with Masami finding himself relegated to sixth.

With two dominant wins, Mike Swauger was already the new Pro-10 World Champion, so he stood down from the final leg to give the other drivers a chance. This time we really did have a cracking battle for the lead, as Trinity's Joel 'Magic' Johnson took on Barry Baker in a race long scrap. This was eventually decided in Barry's favour, albeit only by four tenths of a second, with Josh Cyrul picking up third from British superstar David Spashett.

They weren't the most exciting set of Worlds A-finals we have seen, but congratulations deservedly go to Mike Swauger for a magnificent win. The hours of practice himself and Ron Paris put in prior to the event certainly paid off, and the two worked together as a team to perfect the set-up of Mike's Associated and see off the opposition in style. Barry Baker repeated his 1/12th performance with another second place, while Josh Cyrul picked up third overall from Joel Johnson and David Spashett.

Back-to-back World Championships are tough, both on the drivers and the organisers, and thanks must go to Dana Smeltzer and his Revelation Raceway team for hosting the show. At the awards banquet on Sunday evening everyone looked shattered, but a few beers in the bar helped many recover and the subsequent partying went on until the early hours of Monday morning. Two weeks of racing were over. Two World Champions had been crowned. Two years to go until we do it again.

Pit News

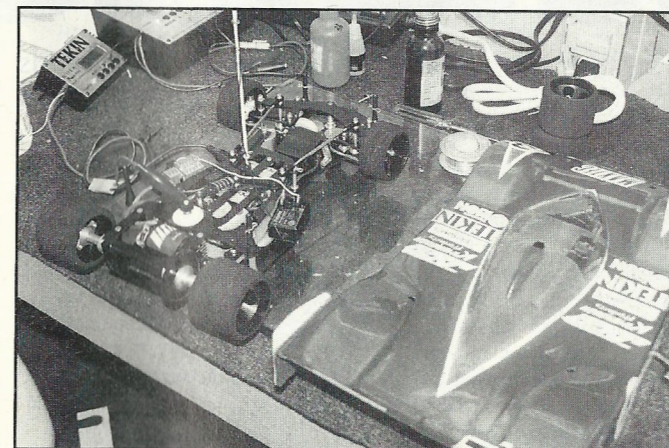
1/11th Scale Legal?

With HPI and Associated developing mini Pro-10 cars, it looked like a new class of electric racing had arrived in California. But were these tiny cars actually

tech charts

IFMAR Pro - 10 World - Revelation Raceway, California, USA

Pos.	Driver	Sponsors	Car	Front Tyres	Rear Tyres	Cells	Motor	Speedo	MMPR	Bodyshell
1st	Mike Swauger (USA)	Associated/Reedy/Orion/LRP Jaco/Andy's/Paris/Airtronics	Associated RC10LS	Jaco Pink	Jaco White	Orion-Reedy V-Max SCRC	Reedy 12x3	LRP IPC	34.5	Andy's Mercedes
2nd	Barry Baker (USA)	Yokomo/KP/MaxTec/Jaco/Orion Reedy/Tekin/Airtronics/Protoform	Yokomo YRX-10W	Jaco Pink	Jaco Pink	Orion-Reedy V-Max SCRC	MaxTec 13x2	Tekin X-9	35.2	Protoform Jaguar
3rd	Josh Cyrul (USA)	Associated/Reedy/Orion/Novak Stage III/Jaco/Du-Mor/Futaba	Associated RC10LC	Jaco Pink	Jaco White	Orion-Reedy V-Max SCRC	Reedy 12x5	Novak Cyclone	34.9	Associated Nissan
4th	Joel Johnson (USA)	Trinity/Jaco/Novak/Airtronics Competition Electronics	Trinity Switchblade-10	Jaco Pink	Jaco White	Trinity GM-VIS SCRC	Trinity 12x2	Novak Cyclone	35.2	Protoform Nissan
5th	David Spashett (GB)	Corally/KO/Orion/GaleForce/Jaco Airtronics/Novak/Protoform/Kimbrough	Corally C10-3D	Jaco Pink	Jaco Pink	Orion-Reedy V-Max SCRC	Corally 11x2	Novak Cyclone	32.1	Protoform Nissan
6th	Tony Neisinger (USA)	BSR/Orion/East Coast Motors Airtronics/Tekin/Andy's	Associated RC10LS	BSR Pink	BSR White	Orion-Reedy V-Max SCRC	East Coast 13x3	Tekin X-9	34.4	Andy's Mercedes
7th	Masami Hirosaka (USA)	Yokomo/KP/Reedy/Tekin Du-Mor/Jaco/Pro-line/KO	Yokomo YRX-10W	Jaco Pink	Jaco Pink	Yokomo SCRC	Reedy 12x5	Tekin X-9	32.1	Protoform Nissan
8th	Sakke Ahiniemi (Fin)	Associated/Peak Performance/LRP Orion/Tekin/KP/RC Piste/Jaco	Associated RC10LS	Jaco Pink	Jaco White	Orion-Reedy V-Max SCRC	Peak 12x2	LRP IPC	33.6	Protoform Jaguar
9th	Mike Lufaso (USA)	Associated/Reedy/Orion/Novak Jaco/Robinson/RCP/Racetech	Associated RC10LS	Jaco Pink	Jaco Pink	Orion-Reedy V-Max SCRC	Reedy 12x1	Novak Cyclone	33.5	Protoform Nissan
10th	Craig Drescher (GB)	Associated/Reedy/Orion Jaco/LRP/Sanwa	Associated RC10LC	Jaco Pink	Jaco Pink	Orion-Reedy V-Max SCRC	Reedy 12x3	LRP IPC	36.1	Associated Nissan



legal? According to IFMAR, yes they were. While the World Championship rule book restricts the maximum length and width of a Pro-10 car, the only minimum dimension stated applies to the wheelbase. Meet this (228mm compared to a maximum of 280mm) and the rest of the car can effectively be as tiny as you like. A loophole in the rules? Perhaps, but full marks go to the companies who exploited it. The Associated RC10LC, or 'RC11L' as it was soon dubbed, was undoubtedly the pick of the bunch as far as performance was concerned, but Trinity stole the show for the prettiest small car, arriving on Saturday morning with an immaculate one-off mini-Switchblade machine. Unfortunately this one didn't go quite as well as it looked...

Side Dam Controversy

Stick on rear side dams made their debut at the '94 Worlds with the arrival of the remarkable Protoform Nissan bodyshell. They were designed to increase straight line stability, as well as assisting with turn-in into the

corners. For World Championship events these additional pieces of plastic have to be cut down to meet a strict set of dimensions, limiting their effectiveness. But what happens when a manufacturer produces a bodyshell that has large side dams moulded in? And what if these run the whole length of the car? Associated had developed a new version of the Nissan for their 'RC11L' that came equipped with very prominent side fins, giving their small car the extra high speed stability it required. An official protest was lodged, but this was eventually overturned by IFMAR after a vote from its member Nations. Rule changes will be made though, and it looks likely that for future World Championships, a list of approved bodyshells will be published prior to the event.

1996 IFMAR Pro-10 World Championship Top 20 in Qualifying

1.	Mike Swauger	(USA)	11-4:03.10
2.	Josh Cyrul	(USA)	11-4:04.15
3.	Barry Baker	(USA)	11-4:05.22
4.	Masami Hirosaka	(J)	11-4:05.80
5.	Joel Johnson	(USA)	11-4:05.84
6.	David Spashett	(GB)	11-4:06.05
7.	Tony Neisinger	(USA)	11-4:06.64
8.	Sakke Ahiniemi	(Fin)	11-4:06.71
9.	Mike Lufaso	(USA)	11-4:06.73
10.	Craig Drescher	(GB)	11-4:06.79
11.	Mark Pavidis	(USA)	11-4:06.86
12.	Rick Hohwart	(USA)	11-4:07.30
13.	Brian Kinwald	(USA)	11-4:07.76
14.	Atsushi Hara	(J)	11-4:08.18
15.	Ryuzo Nakayama	(J)	11-4:08.35
16.	Jon Orr	(USA)	11-4:08.42
17.	Chris Tosolini	(USA)	11-4:08.64
18.	David Jun	(USA)	11-4:08.77
19.	Jason Ruona	(USA)	11-4:09.38
20.	Greg Hodapp	(USA)	11-4:09.65

A-Final Points	Leg-1	Leg-2	Leg-3	Total
1st Mike Swauger	100	100	0	200
2nd Barry Baker	92	98	100	198
3rd Josh Cyrul	96	99	98	197
4th Joel Johnson	98	91	99	197
5th David Spashett	99	94	97	196
6th Tony Neisinger	95	97	96	193
7th Masami Hirosaka	97	95	94	192
8th Sakke Ahiniemi	94	96	95	191
9th Mike Lufaso	91	93	93	186
10th Craig Drescher	93	92	92	185

