

Viva Las Vegas!

1/8th Rallycross Worlds 2000

At 2.30 a.m. on a Sunday morning I really didn't viva much at all! For this was the time we finally booked into our hotel. Seven hours later and we were at the track, the event was due to start at 8 a.m. Monday, but there was still a terrific amount of work to do.

The main man stateside was Jim McKenna. Jim had been the one responsible for the logistics of getting everything together at the Silverton Hotel, on the outskirts of Las Vegas. The track had been designed, by Mark Pavidis and the Track manager was Richard Saxton, who lived just down the road. The track was all dirt brought in from a dried up river bed and laid, a total of 24 jumps had been constructed using diggers, these were anything from a single or tabletop through to an enormous triple. A truly awesome track, a real

shock basher.

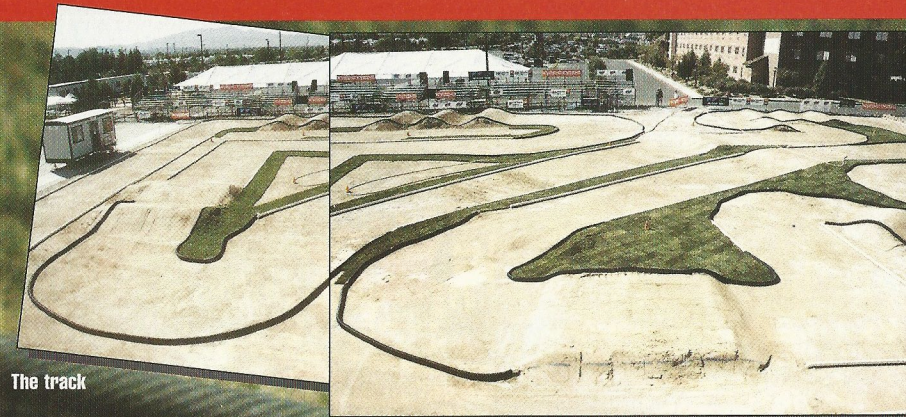
Race timing was controlled by Rob Nelson from BBK of the UK, whereas the rest of the event was run by six British organisers, a Frenchman, an Australian woman and two American commentators, along with a Finnish lady and an Austrian lady. To be honest the event would not have happened if it hadn't been for these workers.

Monday morning arrived and by about 8.30 a.m. the two main offices opened. Technical inspection commenced, managed by two of the British contingent, Neil Cooke the official BRCA scrutineer and ably assisted by Pete Crawley, the UK's European team manager. They were soon in the thick of it with a queue a mile long waiting in the very hot sun.

One hundred and fifty competitors were here

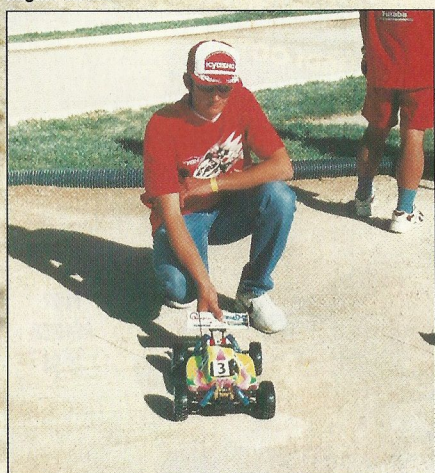


Mark Pavidis in action

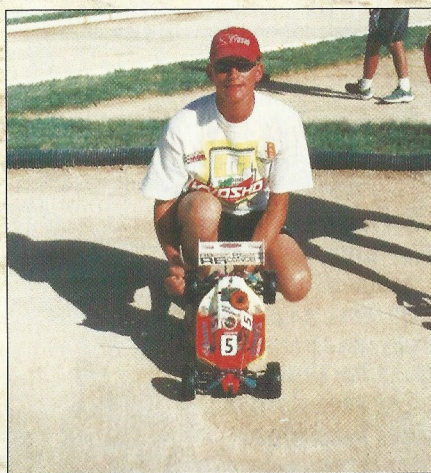


The track

Miguel Matias



Daniel Reckward



to race and all 150 had to pass scrutineering before they could do so. A number of Americans were being failed on fuel tanks, as they were too large. This did not go down well, but rules are rules.

Practise

Practise would be held in heat formation and be of 10 minutes duration with untimed on Monday and timed, to help to re-seed the drivers, on Tuesday. With 15 heats it doesn't take a lot of mathematical ability to work out it would be dark before we finished. This proved not to be a problem as this track had been built on the hotel car park, which was floodlit so racing in the dark was possible.

The jumps were proving a real car breaker, shock absorbers were being pulled apart, fuel tanks were splitting with the heavy landings and chassis were bending.

Practise - top ten

1 Mark Pavidis	USA	Kyosho
2 Greg Dogani	USA	Kyosho
3 Atsushi Kawqmotot	Japan	Kyosho
4 Austin Dvorak	USA	Kyosho
5 Yichi Kanai	Japan	Kyosho
6 Dave Henry	Canada	Kyosho
7 Matteo Dapporto	Italy	Kyosho
8 Yannick Aigoin	France	Thunder Tiger
9 Yuni Fututa	Japan	Kyosho
10 Chad Bradley	USA	Kyosho



The British Team

Qualifying - Wednesday

Wednesday morning and the start of qualifying. A total of six rounds of qualifying would be held, two rounds per day. The heats and starting order would be rotated in every round. Round one would be in normal heat rotation 1 through to 15. Heat one would consist of the top ten drivers after the practise re-seeding.

Mark Pavidis blitzed the entire field, a cool 12 seconds quicker than second place driver Kenzi Osaka driving a Mugen. Third was Brian Kinwald with a Kyosho. Daniel Reckward was tenth again driving a Kyosho.

Surprise, surprise Mark Pavidis dominated round 2, second was Billy Easton from America driving a Thunder Tiger, third was Yuni Furuta from Japan with a Kyosho. For the British pack we had a fantastic result, with Trevor Cadby finishing fifth in the round. The first day of qualifying was over and the track had held together very well.

Qualifying - Thursday

Thursday 8 a.m. and again two rounds of qualifying.

Round three and Mark Pavidis does it again with the rotation of heats between rounds, heat one wasn't due on the track until late morning, but he was still able to complete the round faster than anyone else. Billy Easton came in a close second less than 1/2 second behind Mark, driving a Thunder Tiger. Third was Brian Kinwald with another Kyosho.

In the afternoon, this is becoming a bit repetitive, but it was Mark Pavidis yet again that set the fastest time. Mark could now sit back and relax, as he had gained the overall FTD with an absolute perfect score. Second in round four was Billy Easton, so a good day for Thunder Tiger, third was Yuichi Kanai the designer of the Kyosho MP7.5. Two days of qualifying down and one to go.

Qualifying - Friday

Friday morning and 2 rounds to go and what a way to start the honeymoon (Well you can't visit Las Vegas without...!), but at least the sun's shining and it's another lovely day.

Round 5 on the line just after 8 a.m. and perhaps Mark Pavidis luck is about to change, as he breaks the suspension on his MP 7.5. Brian Kinwald is number one for Heat 5, second Kenji Osaka, who remember was second in round one, and third was Atsushi Kawqmoto

Mick Hill (middle) seen here with the two British scrutineers, Neil Cooke and Pete Crawley, really held this Worlds event together



Qualifying - The final top 10

1 Mark Pavidis	620	USA	Kyosho
2 Yuichi Kanai	609	Japan	Kyosho
3 Brian Kinwald	603	USA	Kyosho
4 Atsushi Kawqmoto	601	Japan	Kyosho
5 Billy Easton	596	USA	Thunder Tiger
6 Jason Ashton	589	USA	Kyosho
7 Jeremy Kortz	587	USA	Kyosho
8 Jared Tebo	586	USA	Thunder Tiger
9 Greg Degani	582	USA	Kyosho
10 Kenji Osaka	577	Japan	Mugen

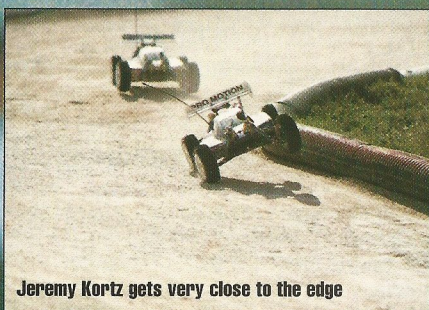


Mark Pavidis MP7.5 with dish wheels and metal servo arms much favoured in the USA

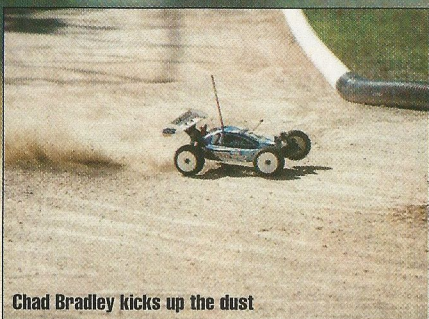




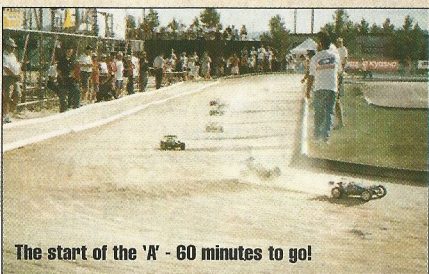
The double jump with a table top in the middle



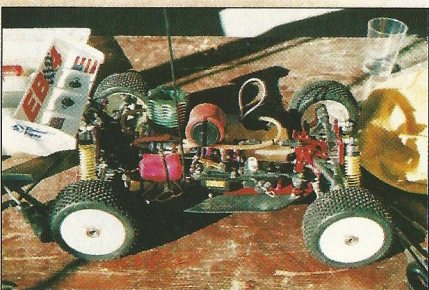
Jeremy Kortz gets very close to the edge



Chad Bradley kicks up the dust



The start of the 'A' - 60 minutes to go!



Billy Easton with his Thunder Tiger/Nova Rossi/Proline car

who had finished third in the two practise runs. So a one two for Kyosho, third place to Mugen.

The last round, this would be run backwards Heat 15 would start the round and Heat One would be the last one to be run. Yuichi Kanai was in Heat 5 and blew the field away, he was a cool ten seconds quicker than second place Jeremy Kortz. Mark Pavidis came in third. All three using the MP 7.5b.

How did the British pack fare?

16th	Trevor Cadby	Crono
58th	Mike Cradock	Kyosho
68th	Steve Haynes	Mugen
71st	Lawrence Harris	Mugen
75th	Stewart Wilcox	Mugen
81st	David Crompton	Crono
86th	Danny Conway	Kyosho

Finals

First final on the line was the 1024th B. Our first driver for Great Britain was Danny Conway. Danny was on pole position for the 1/128B due to start at 11.30, due to a few minor glitches with the race program earlier in the day we were running about 40 minutes behind schedule. Danny completed his warm up period and made a good start, driving with his brain firmly in gear. He led the race for the entire 20 minutes to win by 15 seconds from Austin Gossard, who had already raced for 1 hour, this was his 4th final and third was Ron Bechard. So Kyosho 1st and 3rd, 2nd place went to Thunder Tiger. Danny had 35 minutes before he was due to race again this time in the 1/64th B.



Again Danny drove very well, finishing 2nd, just five seconds behind the winner Brian Lavigne from Canada, third was Ruben Arballo. Over to the 1/64th A and two British drivers in this one Stewart Wilcox on row two and David Crompton on row 5.

Stewart made a good start and was looking good to finish third, but as he came in for his last fuel stop the lid of his tank caught a side guard and didn't want to close, he lost about four to five seconds and third spot. He tried all he could to close the gap and got to within 3 seconds of third place but time ran out.

David Crompton lost it before he even started. The car had been stripped and rebuilt but someone had forgotten to tighten the grub screws that retain the shock pins into the wishbones, so repairs had to be made in the pit lane costing him 3 minutes, then he retired at the 16 minute mark after being unable to make any impact on the rest of the field. So both failed to move up. The three that did was Jerome Aigoin from Japan with a Mugen and Tim Long with a Kyosho. Tim had started down in the 1.256th, so had now raced for 1 hour!

Next up the 1/32b with three UK drivers. Mike Cradock on pole then Steve Haynes row 6 and Danny Conway who moved up and now on row 9. Mike Cradock drove from the front very confidently, he rode the big triple every lap, making sure that the car didn't break. He won by about 10 seconds from team-mate Danny Conway, with Steve Haynes third. Three Brits in the race and they moved up, brilliant! Two Kyoshos and one Mugen.

Over in the 1/32A we were represented by Lawrence Harris, although Lawrence drove well he suffered two problems both while in the pit lane and only managed to finish 7th. Another British driver bites the dust.

Two more finals before the day was over, first the 1/16b, remember we had three drivers in this one as they all progressed from the 1/32b. Sadly they proceeded no further. Steve Haynes was the highest of the three finishing fourth. In the 1/16a we had no drivers, but the winner of the 1/16a final was Marc Ibars from Spain with a Crono.

That was it for Saturday, just one day left and a bit of a lie in! Already for a 9 a.m. start.

The final day

The first final on the track the 1/8thb, the winner was Yannick Aigoin from France with a Thunder Tiger.

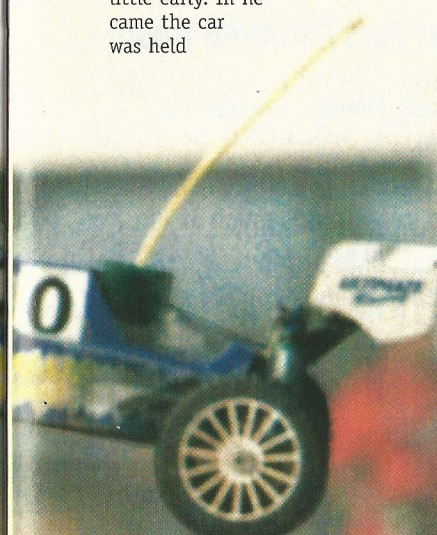
The 1/8tha, the winner was Davide Tortorisi from Italy with a Crono, second was Marc Ibars and third Marco Grandesso from Italy with a Thunder Tiger. Next the 1/4b, this was led away by the UK's last hope Trevor Cadby. Trevor was able to match the pace of the other drivers early in the final, but as the race progressed Trevor fell out of contention, the last British competitor was out, but only after a good fight. Well done to Trevor, our top contender here this week. The winner of this final was

Derek Furutani from America, second was Miguel Matias from Portugal and third was Chad Bradley from America, all three driving Kyoshos.

The 1/4a winner was our still current champion Daniel Reckward. Daniel drove conservatively making sure his car survived the track to win by 15 seconds from Marc Ibars and Marco Grandesso.

Now we have the semi finals, but first they are allowed ten minutes practise each, along with Mark Pavidis who can join one of the semis to have his practise.

It's Midday and Semi final B is on the line. Yichi Kanai was given a 10 second stop and go penalty, as his mechanics put his car down a little early. In he came the car was held



Serious air!

for 10 seconds coasted and he was away. I have never seen anyone drive a car so fast and so accurately for what was a considerable length of time and he got back up into the pack, not only that he managed to grab second place, a brilliant piece of driving. This car was certainly dialled in! The winner was Miguel Matias who had progressed from the 1/4s and third was Derek Furutani, who had also progressed from the 1/4s. Fourth place went to Jason Ashton, fifth went to Yuni Furuta. Don't forget the main final would be made up of Mark Pavidis who had qualified straight in, then the top 4 finishers from each semi, plus the fastest fifth place from either of the two semis.

Semi A had Brian Kinwald was on pole, but he lasted only two minutes before his car went out of control over the big triple. It looked as though he suffered complete radio failure, his race had finished. Jeremy Kortz was the eventual winner with a comfortable lead from Daniel Reckward.

The final positions

1	Yuichi Kanai	Japan	Kyosho
2	Daniel Reckward	Germany	Kyosho
3	Miguel Matias	Portugal	Kyosho
4	Mark Pavidis	USA	Kyosho
5	Greg Degani	USA	Kyosho
6	Derek Furutani	USA	Kyosho
7	Marc Ibars	Spain	Crono
8	Jeremy Kortz	USA	Kyosho
9	Jason Ashton	USA	Kyosho
10	Marco Grandesso	Italy	Thunder Tiger

Third was Greg Degani and fourth Marco Grandesso, fifth place went to Marc Ibars. Lunch break and the chance to relax for an hour before the main final was due.

I called the cars to the line, the countdown began 10,9,8,7,6,5,4,3 cars down, step back, silence and then the hooter, a clean start by everyone. Pavidis made a small mistake on the first lap, but Kanai was on a mission. He moved from 4th to take the lead. Pavidis raced up the straight right behind him. Kanai eased back to take the first corner but was whacked by Pavidis. Pavidis paid the price though, as his car was struck against the track edging. Kanai built on his lead, even with this level of drivers, but at about 35 minutes he made a few errors. Pavidis had dropped back down the field and was now playing catch up. But Jeremy Kortz caught Kanai and overtook him. Kanai remained cool and circulated within his ability, Kortz pushed too hard and his car was broken. Kanai was back in the lead. Pavidis was now up to third and pushing hard, too hard. Over the triple his car landed awkwardly, two more laps and it was obvious that the rear of his car was damaged and he was forced to retire.

Reckward had damaged his car but was able to keep going. In third place Miguel Matias again damaged the suspension of his car, but quick repairs by his pit crew got him back out on the track. Kanai just kept going lap after lap, rarely faltering, to be honest nobody was in his league. A well deserved win, one that I was pleased with especially as I had been responsible for issuing his earlier 10 second penalty. Kanai won by 1 1/2 laps from Daniel Reckward, third was Miguel Matias, fourth but five laps behind was the fastest man earlier in the week, Mark Pavidis.

Well that about finished the results, apart from the trophy presentation that was announced by our main commentator for the week, Barry Baker.

Congratulations Yuichi Kanai on becoming World Champion in Las Vegas.

I would like to finish my report by saying thank you to those who did all the work during the week of the racing. Never has so much work been done by so few and with so much enthusiasm. I don't need to name names, you know who you are. Well done. See you in 2002.

The Ed' says.....

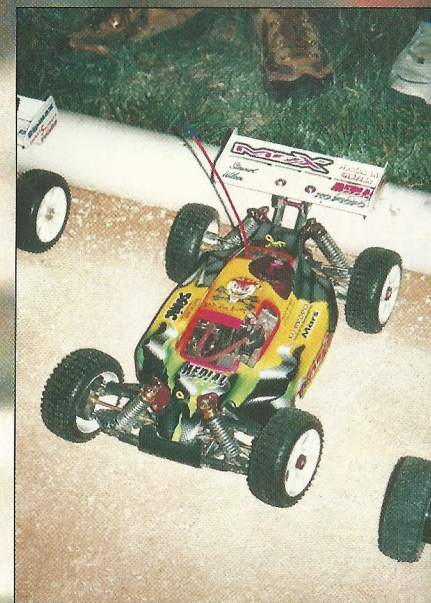
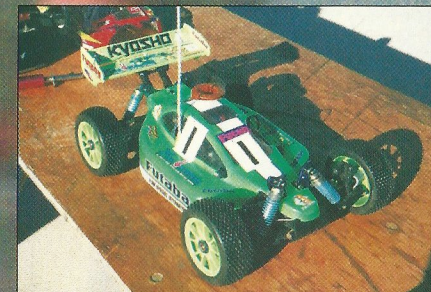
I cannot let 'Killer' go without sending the best wishes of all the RRCi reader's to Kevin and new wife Suzanne who tied the knot in Las Vegas during the event. Helping to organise the event, writing the report and finding time to get married? That's dedication to the hobby! Congratulations to you both. **RRCi**



The new General Silicones car looks distinctly MP7.5 ish to me



Winner Yuichi Kanai looks well pleased



Paint by Wez, the Stewart Wilcox concurs entry



The Berganzoni Flash of Samuel Lenzi of Italy sported a Mugen tank, they don't break