

# 1/10 Off Road World Championships

## Report by MIKE TOBEY

The setting of the 1985 1/10th Scale World Championships was the beautiful seaside community of Del Mar, California, USA. The weather was very comfortable the first few days, but a tropical storm off Baja California caused the humidity to climb to 85% for the balance of the week.

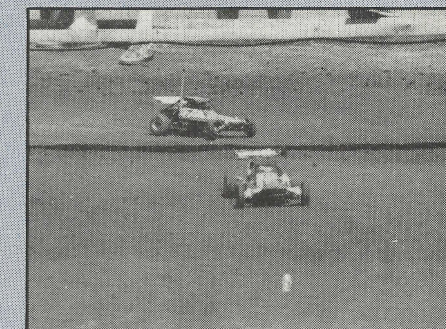
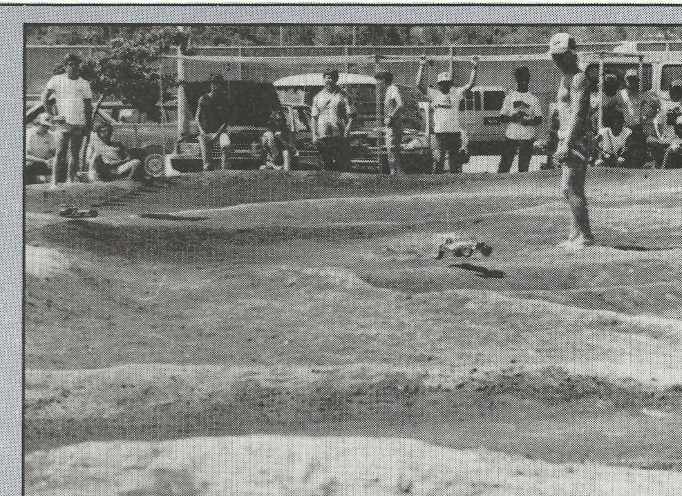
The IFMAR 1/10th Scale Offroad World Championships sponsored by Sanyo batteries, with Stock class sponsored by CRP and Modified by Airtronics (Sanwa in U.S.A.) was ready to get underway. Drivers came in from Australia, Singapore, Japan, Hawaii, Canada, England, South Africa and naturally the U.S.A., all in search of a piece of gold.

Open practice began Saturday, July 6th and controlled practise was in the afternoon of Monday, July 8th. Qualifying heats were five minutes in duration with three minutes between each. Stock motors were handed out on Monday morning to give the drivers adequate time for doing the necessary break-ins, etc. The races were divided into two groups (A & B). Tuesday morning at 8:00 a.m. the A group began qualifying with the B group beginning at 1:00 p.m. Qualifying continued through Wednesday, and the Mains were held on Thursday.

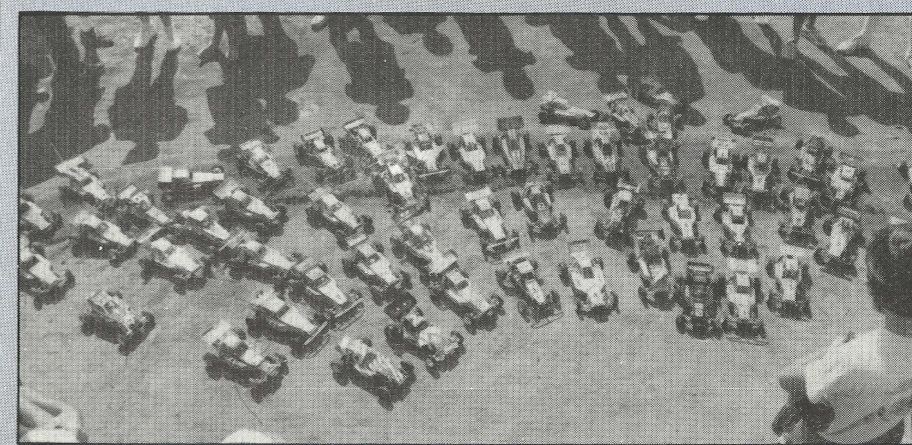
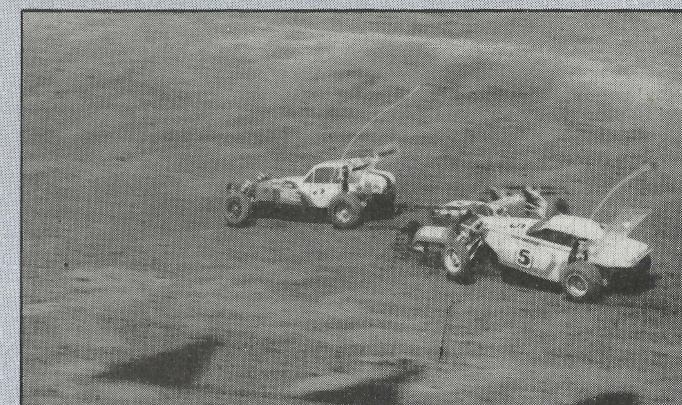
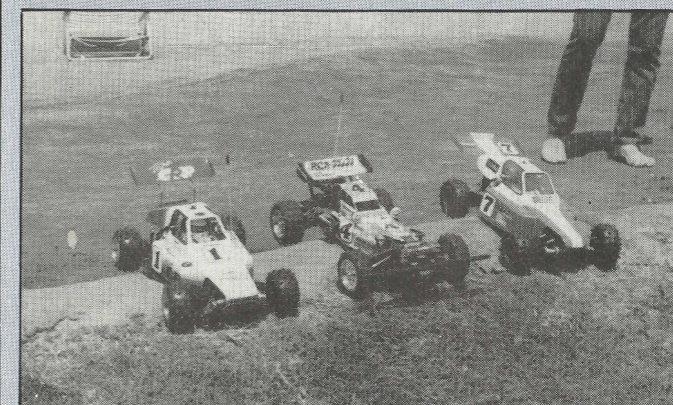
*The competitors gather at race control for a 'formal' photo. Left, finalists before the 'off'.*



*Above, the purpose built drivers' rostrum and race control.*



Most of the local television stations were present at one time or another with blurps shown on the evening news. A video tape of a lot of the race and the McCoy 1/10th IC race will be available later this year through the Ranch Pit Shop, 1655 E. Mission, Pomona, California 91766, U.S.A.



Officials at this race were very stringent with the rules. Cars must be in tech inspection prior to the finish of the race preceding theirs. If not, you didn't race. The black flag was used frequently when the cars were a hazard to others. The results of the Mains are at the end of this article. For all qualifying and Mains the AMB Computer Lap Counting System was used. In the Stock class, with stock motors and six cells, no problems were evident. With seven cells and Modified motors there were some problems even with three capacitors on each motor. A problem was also incurred when using a number 10 trans-



Stock Concours winners, l to r, Vince Ito, Herb Hanss, Shigeru Hino.

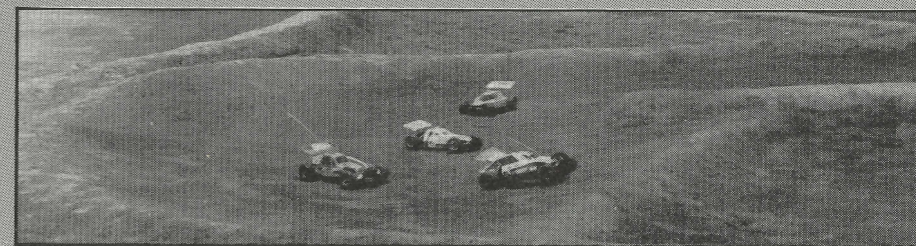


Modified Concours winners, l to r, Herb Hanss, Yoshiaki Shimotori, Larry Grant.



ponder in cars that were on orange FM Sanwa radios. The car would be erratic just after crossing the scoring bridge. It was also found that placement of the transponder away from the motor and speed control was essential. Offroad motors have more radical winds than 1/12th scale and therefore, the problem. In most instances, the use of three capacitors on the motor ended the problem. The capacitors should be run from negative to the can, positive to the can and negative to positive.

With eight qualifiers for each driver, no 'bump up' was used during the Mains. The A Main in both Stock and Modified was a combined score of the best two of three Mains held during the day of the Mains. So actual race time for the A Mains was 15 minutes with the best 10 minutes giving the score. As you can see, only 10.6 seconds separated first and second



#### MODIFIED

##### A MAIN EVENT FINAL

No.	Name	Laps	Pos.
1	Gil Losi Jr. 21/5:07.5	42	1
2	Jay Halsey 21/5:07.5	42	2
3	Eric Soderquist 21/5:08.7	41	6
4	Mike Dunn 21/5:08.9	40	8
5	Chris Allec 21/5:08.9	42	4
6	Mike Gien 21/5:09.1	41	5
7	Paul Dionne 21/5:10.4	42	3
8	Gary Kyes 21/5:11.9	37	10
9	Glen Glass 21/5:14.5	40	7
10	Eustace Moore 21/5:14.5	37	9

##### A 2 MAIN EVENT

No.	Name	Laps	Pos.
1	Gil Losi Jr 5:00.9	20	5
2	Jay Halsey 5:06.3	21	1
3	Eric Soderquist 5:14.9	21	4
4	Mike Dunn 5:04.5	20	6
5	Chris Alec 5:14.6	21	3
6	Mike Gien 5:07.1	20	8
7	Paul Dionne 5:13.6	21	2
8	Gary Kyes 3:13.3	12	10
9	Glen Glass 5:05.1	20	7
10	Eustace Moore 5:04.1	18	9

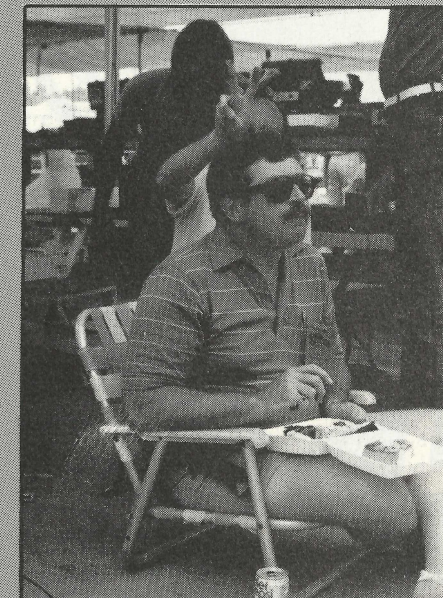
Left to right, Mike Tobey of CRP, Gil Losi, Jr. — Modified World Champion, Pat Takeda of Sanyo, Jay Halsey — Stock World Champion, Jim Tier of Airtronics (Sanwa, USA).

##### A3 MAIN EVENT

No.	Name	Laps	Pos.
1	Gil Losi Jr 5:08.2	21	1
2	Jay Halsey 5:10.8	21	2
3	Eric Soderquist 5:02.5	19	8
4	Mike Dunn 5:12.8	20	7
5	Chris Alec 5:13.9	21	3
6	Mike Gien 5:01.9	20	4
7	Paul Dionne 5:11.8	21	6
8	Gary Kyes 5:09.6	16	10
9	Glen Glass 5:04.6	20	5
10	Eustace Moore 5:05.2	19	9

##### A1 MAIN EVENT

No.	Name	Laps	Pos.
1	Gil Losi Jr. 5:03.1	21	1
2	Jay Halsey 5:01.5	20	4
3	Eric Soderquist 5:04.7	20	6
4	Mike Dunn 5:07.7	20	8
6	Mike Gien 5:07.2	21	2
8	Gary Kyes 5:11.4	21	3
9	Glen Glass 5:07.3	20	7
10	Eustace Moore 5:17.2	18	9



Your reporter relaxes from race duties, despite the attentions of Mike Reedy and Jay Halsey.

place in the Stock A Main and in the Modified A Main only 5.8 seconds separated first and second.

This new method (best two of three) for A Mains worked out quite nicely. The tension developed between each round and by the end of the third round, the excitement was tremendous. For major races, this has got to be the fairest and most spectacular way to run the Mains.

Jay Halsey and Gil Losi, Jr. were the big winners this week with Jay winning the Stock and Gil in second. Gil Losi won the Modified class and Jay Halsey was second. Jay was driving an Associated RC 10 Stock and a prototype RC 10 Four wheel Drive in Modified. Gil drove an RC10 in Stock and Yokomo Dogfighter in Modified. Almost every car on the market was seen in this race. Yokomo, Associated, RC10, Playtron, Tamiya Hot Shot, Rough Rider, Kyosho, Scorpion, Turbo Scorpion, Marui, Hirobo and AYK. There was also the scratch built four wheel drive car of Chris Allec. Accessories on the cars were from CRP, JG Manufacturing, MIP, Bolink, Hot Trick Stuff and Proline. The Novak electronic speed control was the most popular with others using Airtronics (Sanwa), Delta and Glen Peglar's from the U.K. Of course, every radio imaginable was also there.

After the race was over on Sunday, the awards banquet was held in a restaurant a few miles away in Carlsbad, California. Most of the racers and their families were in attendance and had a very enjoyable buffet dinner (no food fight this time), then the plaques and cups were handed out. After the affair was over everyone said their good-byes and were off with fond memories and hopes to meet again in two years for the next IFMAR 1/10th Offroad World Championships.