

# NEISINGER WINS AGAIN!



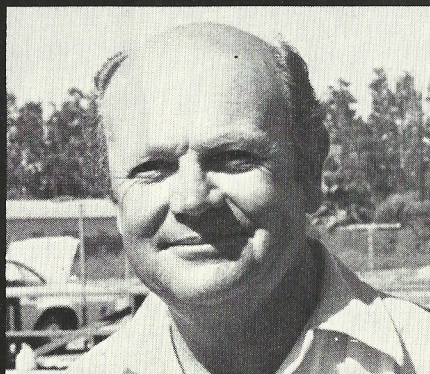
## 1986 12th SCALE CHAMPIONSHIPS

BY GENE HUSTING

It's been two years since the last 1/12 World Championship in Denmark. The Tropicana Hotel in Las Vegas, Nevada, USA, was the site for this year's event. The major sponsorship for this IFMAR World Championship was again from Sanyo. Without their help events like this would not be possible. We owe Sanyo a great deal of thanks. The Barana family from *Competition Plus* magazine also deserve a big thank you for staging the event.

We arrived at the hotel on Saturday evening; and after checking in, which was a two-hour ordeal, we headed for the track in a large convention hall. Except there was no track! The carpet layer, who was hired to lay the carpet, laid down two strips and then left. So Frank Killam and Ron Rossetti and some members of the Las Vegas Club volunteered to lay down the track. They got finished about 2:30 in the morning. Thanks, guys!

The next morning the hall was filled with racers from all around the world. English



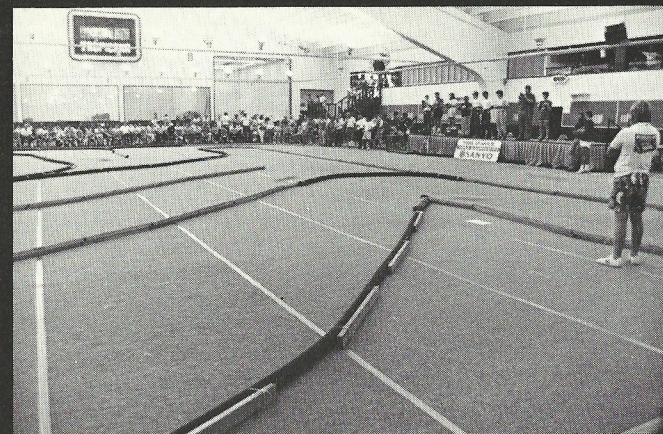
*Always there when the flag drops, our Competition Editor, Gene Husting, was in Las Vegas to cover the 12th Scale Nationals for us.*

Champions Andy Dobson and Phil Davies would be among the favorite drivers, as well as French Champions J. Michel Fraisse and Jose Rosas. German Champion Christian Keil and his teammate Stephan Pohl always seem to have the fastest cars on the track. Champions from Australia, Canada,

Denmark, Holland, Hong Kong, and South Africa were ready. And, of course, Japan was well represented with 22 drivers and a variety of cars like Mugen, Delata, Alf, ABC, Kyosho, and Associated. The Japanese technology on batteries and battery charging had certainly improved during the last two years, and with the variety of cars they were racing, we expected them to make quite a strong showing. A total of 51 foreign drivers were ready, with the balance of the 120 total drivers coming from the USA team.

Monday was open practice with Tuesday controlled practice. During this time everyone looked fast. The problem was, not everyone was running eight minutes at this time, so lap times didn't mean a whole lot yet.

Wednesday would be the start of qualifying. Every driver would get nine qualifying rounds, three each day. The drivers were also split into two groups, A and B, so they didn't have to be at the track all day. In Den-



*The carpeted track was smooth, with wood and hose boundaries to prevent corner-cutting. Drivers' stand provided good visibility.*

mark, Andy Dobson was the fastest in the early days and here he was again fastest. His Schumacher "C" car was flying in the first round as Andy turned 29 laps in 8 minutes and 25.4 seconds or 29-8.25.4. Right behind him was former World Champion Kent Clausen with a close 28-8.01.5 and one second behind that was current World Champion Tony Neisinger at 28-8.02.5.

In heat #2 Neisinger drove his new Associated RC12L car to a 29-8.13.8 time to take over top spot. But just two seconds behind was Bob Light with his new TRC car at 29-8.15.9. The competition was getting tougher.

Mike Lavacot was fastest in the third round with a 29-8.18.7, but then in the fourth round Mike took over top spot with a super 29-8.06.6. Mike's RC12L was simply the fastest car on the straightaway all week. He had enough speed that he didn't have to cut as tight a line as other drivers had to, and he was still turning fast times. Because he was so fast every time he was on the track, he had to be one of the early favorites. Bud Bartos was only two seconds behind Mike on his fourth run with a 29-8.08.6, but Bud seemed to be having quite a few problems in his other runs. The fastest Japanese driver, Hiroyuki Matsumoto, drove his Kyosho Plasma car to the time of 29-8.16.5.

Tony Neisinger came back to win the next heat with a 29-8.13.8, followed by Bob Light with a 29-8.15.9 and Christian Keil at 29-8.16.0.

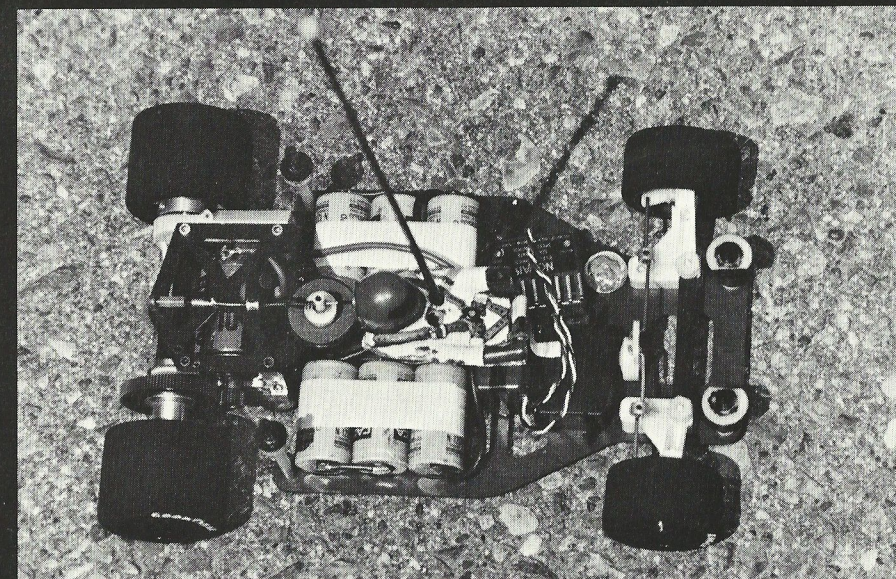
Mike Lavacot came back with the fastest time in the sixth round with a strong 29-8.10.4, followed by Christian Keil at 29-8.12.2; Tony Neisinger at 29-8.14.2; and Kent Clausen with 29-8.14.3. After six rounds, Mike Lavacot was still holding down the fastest time of 29-8.06.6, but there was still three more heats coming tomorrow. And we still hadn't seen any fast times yet from Joel Johnson, so you knew they'd be thrashing on something tonight. Apparently Ernie Provetti, at Trinity, had tried some new brush configurations that didn't work out quite as well as expected. A quick look at Bartos' motor showed Ernie what to do, so tomorrow would be a new day. Everyone else was busy getting in practice time



*The hotel pools were so inviting that one driver lost his best qualifying time by swimming when he should have been on turn marshal duty.*



*Tony Neisinger's pit work really paid off; he was fast every time he was on the track. Tony won an unprecedented two 12th Scale Championships in a row.*

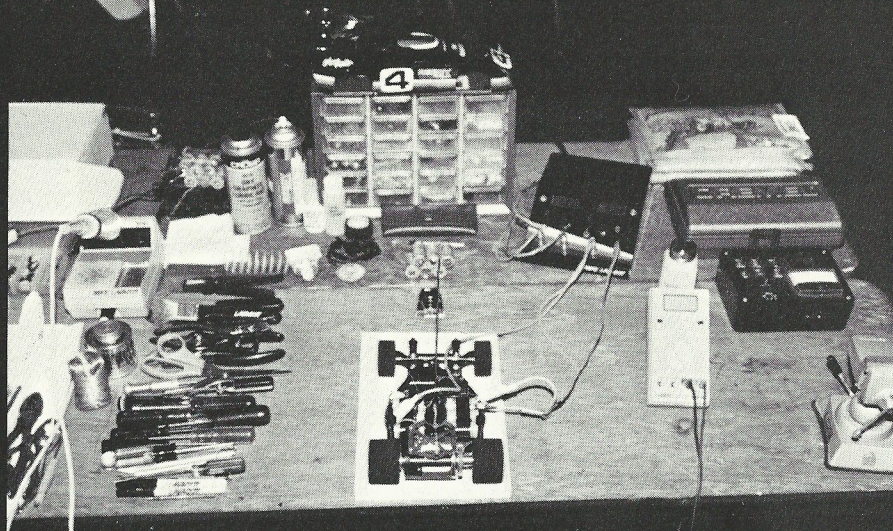


*Neisinger's new Associated RC12L car featured a Reedy motor, Sanyo batteries, Novak receiver and speed control, with Futaba steering servo and transmitter.*

on the track for tomorrow.

Friday. Final day of qualifying. Do or die time. Bump time. Only the fastest 10 drivers get to run in the "A" Mains. The excitement increases with every run. Joel Johnson, the Magic Man, finally has the power he's been

looking for. In the seventh heat Joel takes over top spot with a perfect run of 29-8.06.5 with his RC12L car, just beating Lavacot's 29-8.06.6 time. That's how close the competition is. Johnson's Trinity teammates follow Joel's lead with Dave Hechler turning



Mike Lavacot's pit area. He should have been a surgeon! His workbench is much too neat for a R/C car racer!

29-8.11.5 and Bob Light with 29-8.12.3. Ernie solved his brush problem.

Mike Lavacot continued his fast ways with a 29-8.07.4 in the eighth round. Andy Dobson was next with 29-8.09.1, followed by Tony Neisinger with 29-8.10.5. These guys were going to be tough in the Mains.

All kinds of things happened in round nine. This is the time to let it all hang out. Your last shot. Make it good. Ralph Burch Jr. bettered his time to 29-8.12.2, good enough for ninth spot and hopefully enough for the Main. But Jose Rosas, from France, turned 29-8.09.9, dropping Ralph to tenth.

Then it happened. A run that dropped the whole field back one spot. Phil Davies, from England with his Schumacher car, was on the track and flying low. His lap times were faster than anyone else had turned. Phil was going too fast. Everyone knew he was going to dump before eight minutes. He had to. But he didn't! Phil turned an incredible 29-8.01.1! He did the impossible! He beat Joel's time by five seconds! It was just one of those runs you had to see to believe.



Junichi Koma from Japan is equally fast driving 1/12 cars as he is driving 1/8 scale gas racers.

faster with more pressure. Tony did the impossible. I think he wanted that front row starting spot in the Mains.

Friday. Main event day! The "A" Main drivers would run three Mains, with the best two out of the three Mains counting. The first of the three Mains was run in the beginning of the day; the second halfway through; and the third at the end of the day with all the other Mains in between.

## FIRST "A" MAIN

The drivers were introduced to the crowd, pictures taken, cars lined up, the horn sounded; and we were underway. Phil Davies got the start, with Neisinger following. Lavacot overshot the first corner, hit Neisinger, and they both went off the track. Davies had the lead till lap two when he hit a corner and spun out; Joel Johnson took the lead. Give Joel the lead and he knows what to do with it. Joel started pulling away from the field. A three-car crash in the next corner led Jose Rosas into second with Bud Bartos third. A couple laps later, Bartos passed Jose for second with Dave Hechler and Bob Light following. Light moves up to second while Lavacot has been moving from last place up through the field and is now in fourth place behind Christian Keil in third. Lavacot is turning the fastest laps on the track now. He passes Keil to take over third. With 30 seconds to go, Light dumps; Lavacot and Keil go by. Lavacot dumps on the last lap, and Keil takes second place by a car length over Lavacot. Joel wins by eight seconds or half a lap with a time of 29-8.07.9. This gives Joel what appears to be an insurmountable lead. We all know how good Joel is, and anytime you give Joel an eight-second head start, you're in trouble. Joel was looking strong.

### 1st "A" MAIN RESULTS

DRIVER	LAPS	TIME
1. Joel Johnson	29	8.07.9
2. Christian Keil	29	8.15.6
3. Mike Lavacot	29	8.15.7
4. Andy Dobson	29	8.18.1
5. Bob Light	28	8.01.4
6. Jose Rosas	28	8.03.2
7. Tony Neisinger	28	8.04.8
8. Phil Davies	28	8.05.8
9. Bud Bartos	28	8.15.0
10. Dave Hechler	28	8.16.4

## 2ND "A" MAIN

It's kind of neat running three "A" Mains. You get to see the best in the world in three races instead of only one. But, of course, that's not why it's done. It's simply a fairer way to crown a World Champion. With two more races to go it was still anybody's race. All the drivers are trying to figure out if their motors will be as fast the next two rounds. Some are switching motors. Are these batteries as good as the other ones, or better? How do I gear? Decisions, decisions. But we're about to find out who guessed right.

The horn sounded and Tony Neisinger made it around the first corner first, but Bud Bartos was right on his rear bumper. Tony was going fast, but Bud was staying close. Too close, Tony figured, so Tony let Bud by



The 1984 1/12 Champ went and did it again in 1986. Tony Neisinger, with trophy and the car that won it for him, the RC12L.

and dropped into second behind Bud. There was still plenty of time left. So Tony was riding Bud's bumper now, Mike Lavacot was only one turn back in third with Joel Johnson another turn back in fourth.

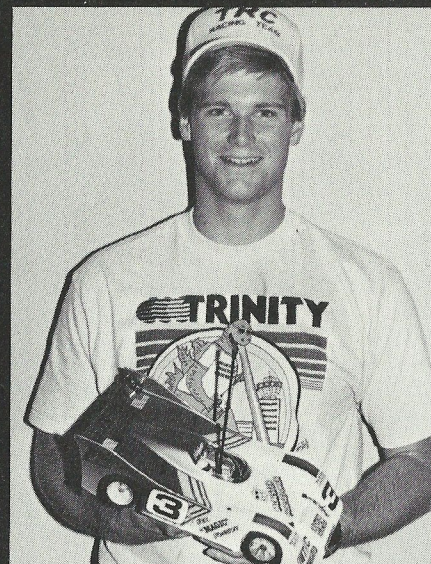
At the four-minute mark, Lavacot was right behind Tony, so Tony had to move over for one more car. Andy Dobson caught Joel and passed him. About the six-minute mark, Bartos cut a corner a little too close, got hung up, and Lavacot took over the lead. Lavacot now had about a straightaway lead. Dobson caught Tony and passed Tony to take over second spot. With a lap and a half to go Lavacot dumps; Dobson and Tony go by. So Andy Dobson wins the second round with Tony half a car length back in second, and Lavacot third. Now you have to get the computers out to see who has the best chance. But it's still anyone's race.

### 2ND "A" MAIN RESULTS

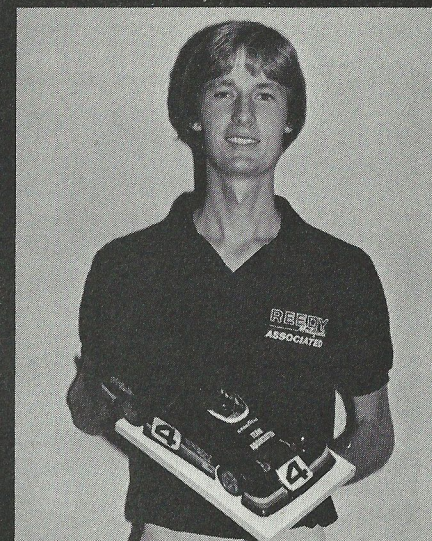
DRIVER	LAPS	TIME
1. Andy Dobson	29	8.08.6
2. Tony Neisinger	29	8.08.9
3. Mike Lavacot	29	8.11.0
4. Joel Johnson	29	8.13.5
5. Dave Hechler	29	8.19.4
7. Bob Light	28	8.00.2
8. Phil Davies	28	8.03.3
9. Bud Bartos	21	6.02.0
10. Jose Rosas	8	2.25.0

## "C" MAIN

Andrew Comrie from Canada jumped into the early lead, with Henrik Carstens from Denmark right on his bumper and Tony Massey following close behind. Comrie and Carstens were a little too close and you knew something had to happen. Sure enough, after a couple laps, they bumped, Comrie got stuck in the boards and Carstens and Massey both slipped by. They were all going about the same speed and nothing happened until at seven minutes Carstens started slowing just enough that Tony Massey got by to take the lead and then the next lap Junichi Koma from Japan went by to take second.



Joel Johnson finished a close second with his Trinity-powered Associated RC12L car.



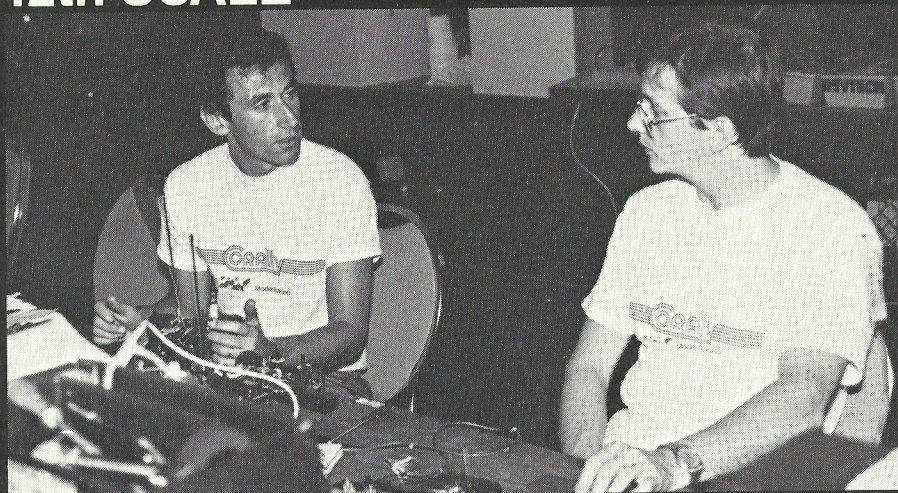
Mike Lavacot's Reedy-powered RC12L car won for him third spot; he's made the A Mains in all three World Championship 1/12 scale races.



Champagne-soaked Tony Neisinger accepts a congratulatory handshake from race director Rich La Plante following Tony's win in the A Main in Las Vegas.



Some guys just know how to go fast and relax at the same time. Christian Keil took fifth in the A Main, and Stephan Pohl recorded the fastest single lap time. Both are from Germany.



Jose Rosas, from France, made the A Main with his Corally car, while Jean Marie Fraisse, also from France, was in the C Main.

## "B" MAIN

There was some awfully fast people in this race. Ralph Burch missed the "A" Main by less than a half second. He was going fast enough in his last qualifying heat to make it, but he spun out, and that was just one spin too many. Stephan Pohl from Germany missed by one second; Ken Clausen, by two seconds; Rick Hohwart and Shawn Ireland, by three seconds; Jerry Case, by four seconds. They were all, oh, so close.

### "B" MAIN RESULTS

DRIVER	COUNTRY	LAPS	TIME
1. Rick Hohwart	USA	29	8:15.8
2. Stephan Pohl	Germany	29	8:18.8
3. Mat Ford	England	28	8:01.1
4. Hiroyuki Matsumoto	Japan	28	8:02.3
5. Jerry Case	USA	28	8:07.4
6. Masam Hiorosaka	Japan	28	8:11.3
7. Tyree Phillips	USA	28	8:13.7
8. Kent Clausen	USA	28	8:16.1
9. Shawn Ireland	USA	28	8:17.0
10. Ralph Burch Jr.	USA	26	7:36.0

When the horn sounded, Stephan Pohl was gone! He looked like he was on a Top Qualifier run with his RC12L. On his sec-

ond lap the announcer said he just turned a 15.9 second lap, which was the fastest lap turned all week. He continued turning incredible lap times for seven minutes, pulling out almost a lap lead. Then at 7-1/2 minutes his batteries dumped, and Rick Hohwart started closing up ground. It took Rick another lap and a half to catch Stephan, but he finally caught and passed him to win by three seconds with Mat Ford following in third.

## 3RD "A" MAIN

Going into the final "A" Main, Joel "The Magic Man" Johnson had a one-second lead over the English Champion, Andy Dobson, and also one second over the World Champion, Tony Neisinger. Mike Lavacot, the only driver to qualify for the Mains in all three World Championships, was just three seconds back. Still anyone's race.

The tension mounts in the crowd, as the cars are lined up. There's a hush over the crowd as everyone is listening for the horn. The horn sounds, and Tony is down the

straightaway first with Joel right behind. They make it around the first and second corners, then Joel tries to pass Tony on the inside in the third corner; but there isn't enough room. The cars bump lightly, Tony's car wiggles a little, and Joel's car spins out. Mike Lavacot, close behind in third place, puts his brakes on; and Phil Davies passes Joel and Lavacot to go into second.

Tony, Davies, and Lavacot are very close together with Joel about 30 feet back. The cars stay this way for two minutes, then Tony and Davies slowly pull away from Lavacot who is pulling away from Joel. At the three-minute mark, Davies makes an inside pass on Tony with Tony now sitting on Davies' rear bumper. Joel has now closed up on Lavacot. But the man turning the fastest laps now is Christian Keil, who passes both Lavacot and Joel to move into third.

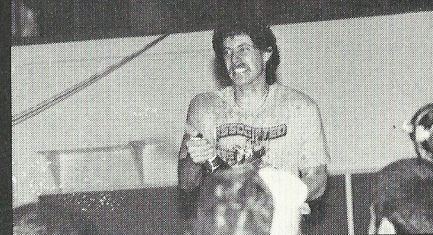
Meanwhile, Davies and Tony are actually racing side by side on some parts of the

### 3RD "A" MAIN RESULTS

DRIVER	LAPS	TIME
1. Tony Neisinger	29	8:09.4
2. Phil Davies	29	8:14.8
3. Mike Lavacot	29	8:15.7
4. Bob Light	29	8:15.9
5. Joel Johnson	29	8:17.3
6. Christian Keil	29	8:29.4
7. Andy Dobson	28	8:01.1
8. Jose Rosas	28	8:13.4
9. Bud Bartos	27	8:08.5
10. Dave Hechler	26	8:00.0

track without either car touching the other. Really super driving by both drivers. But then the pressure gets to Davies. He cuts a corner too close, kicks the front end up, and Tony goes by to take the lead, while Lavacot gets closer.

Davies starts to close in on Tony again at the five-minute mark, but he misjudges his turning spot on a corner and has to back off, which lets Tony gain about 50 feet. Lavacot closes up on Davies again.



Tony now has about a third of a lap lead at the seven-minute mark, while the next five cars are bunched up racing for second. Phil Davies holds on to take second place just one second ahead of Lavacot who is just a whisker ahead of Bob Light. Joel is another second behind in fifth, while Keil dumped on the last lap and was farther behind in sixth.

A very exciting race between champions one and all. With the only man who has ever been able to repeat at any IFMAR World Championship, winning his second 1/12 World Championship in a row, Tony Neisinger! Any driver will tell you that it's tough to win one World Championship, but two in a row! Wow!

## "C" MAIN RESULTS

DRIVER	COUNTRY	LAPS	TIME
1. Tony Massey	USA	28	8:01.1
2. Junichi Koma	Japan	28	8:05.1
3. Henrick Carstens	Denmark	28	8:11.9
4. Gary Kyes	USA	28	8:14.2
5. Andrew Comrie	Canada	28	8:21.1
6. Craig Bowring	Australia	27	8:03.1
7. Frank Killam	USA	26	8:04.4
8. Terry Rott	USA	23	6:50.0
9. Jurgen Lantenbach		22	8:08.0
10. Jean Michel Fraisse	France	5	1:56.7

## FINAL "A" MAIN POSITIONS

DRIVER	COUNTRY	LAPS	TIME	CAR	MOTOR
1. Tony Neisinger	USA	58	16:18.3	Associated	Reedy
2. Joel Johnson	USA	58	16:21.4	Associated	Trinity
3. Mike Lavacot	USA	58	16:26.7	Associated	Reedy
4. Andy Dobson	England	58	16:26.7	Schumacher	Reedy
5. Christian Keil	Germany	58	16:35.0	Associated	Reedy
6. Bob Light	USA	57	16:16.1	TRC	Trinity
7. Phil Davies	England	57	16:18.1	Schumacher	Reedy
8. Dave Hechler	USA	57	16:30.2	TRC	Trinity
9. Jose Rosas	France	56	16:16.6	Corally	Reedy
10. Bud Bartos	USA	55	16:23.5	TRC	Trinity