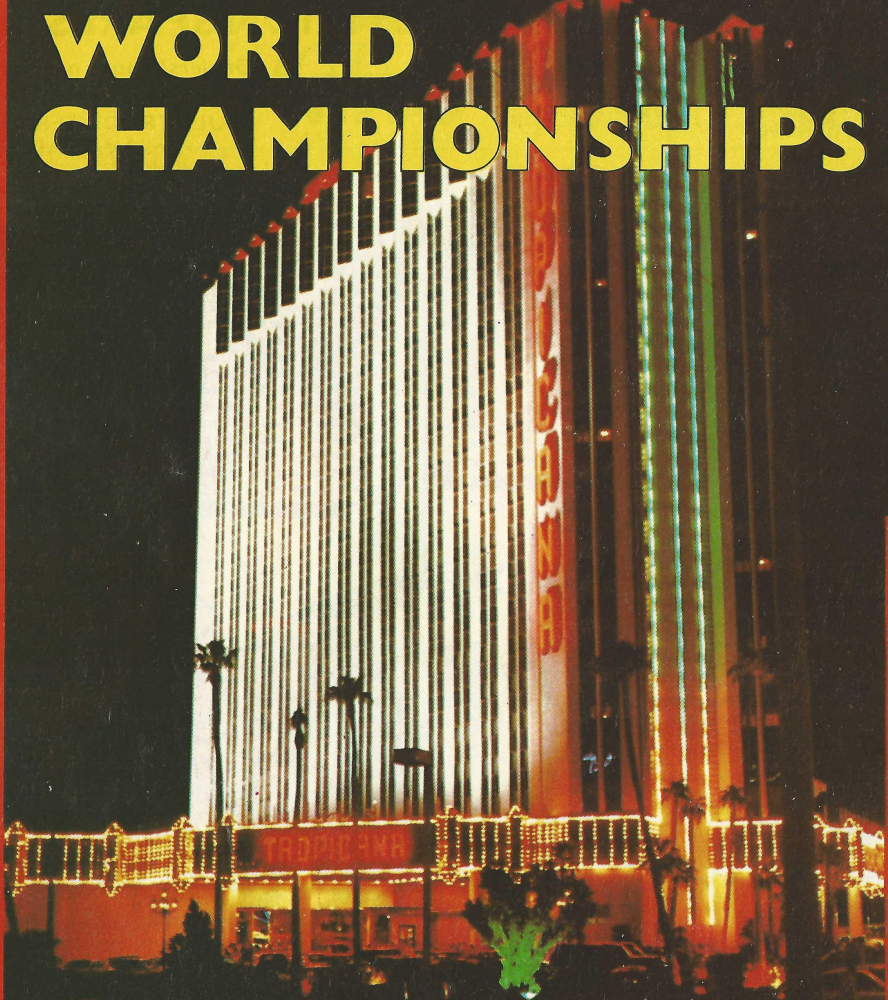


THE 1986 TWELFTH SCALE WORLD CHAMPIONSHIPS



From LAS VEGAS

TROPICANA
RAMADA RESORT & CASINO

ALL NEW
Folie Bergere

PRODUCED BY LARRY LEE
CONCEIVED & DIRECTED BY JERRY JACKSON
MUSIC DIRECTOR JOE CASTRO

ISLAND BUFFET	
BREAKFAST	\$1.99
LUNCH	\$2.25
DINNER	\$3.25

INCLUDES BEVERAGE

JAVA JAVA COFFEE SHOP	
PRIME RIB	\$4.95
CHICKEN	\$2.95

COMPLETE DINNERS

ATRIUM LOUNGE
THE TRENTERS
INDIGOS TAYLOR & TAYLOR

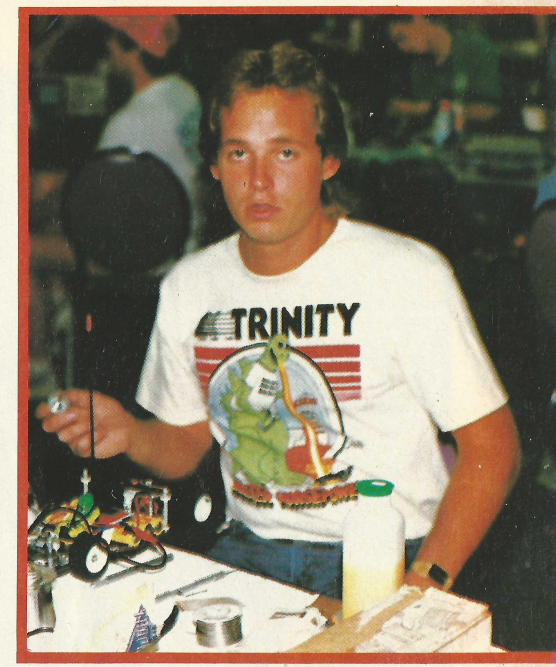
IFMAR / SANYO
1/12TH WORLD CHAMPIONSHIPS
AUG 12-16 FREE TO PUBLIC



Phil Davies in pensive mood as he works to find just a little more horsepower.



Germany's Christian Keil who was placed fifth overall.



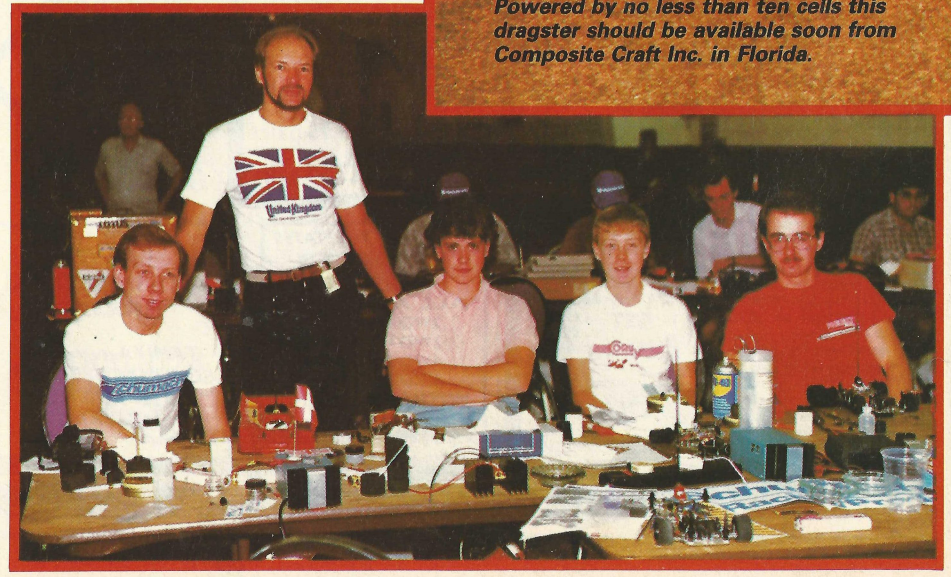
TRC driver Dave Hechler placed eighth with his Trinity powered car.



The shape of things to come perhaps! Powered by no less than ten cells this dragster should be available soon from Composite Craft Inc. in Florida.



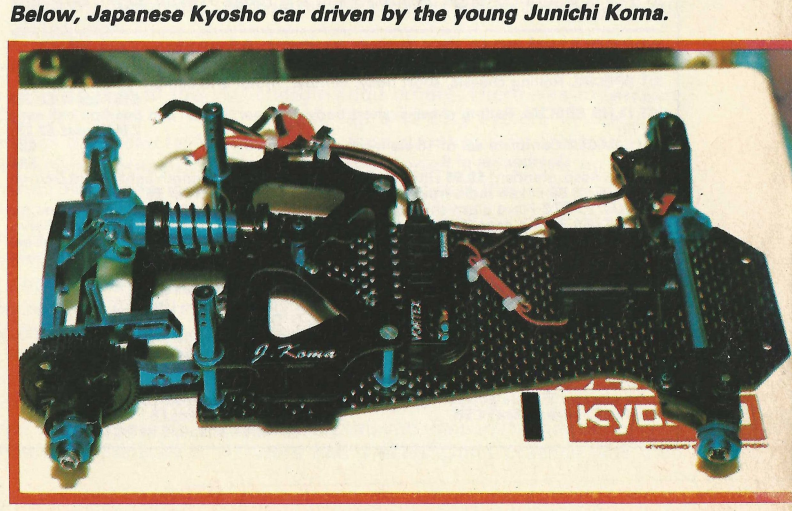
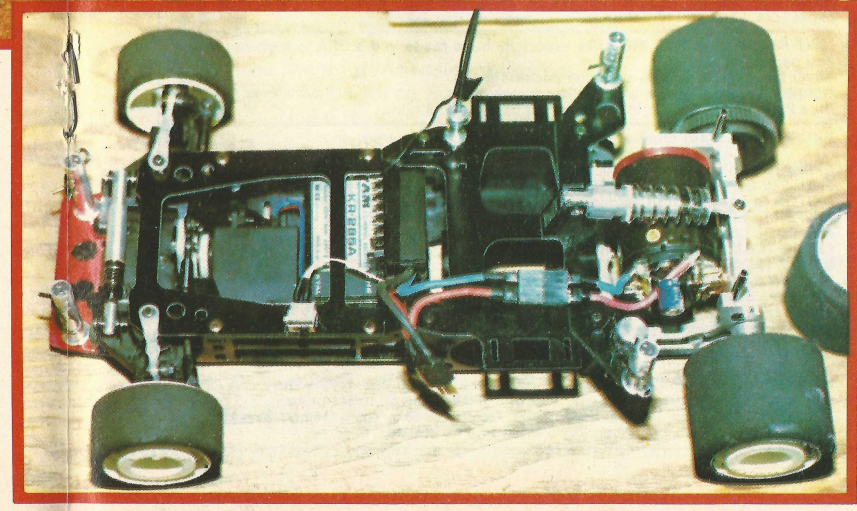
Tony Neisinger, twice World Champion.



Neisinger retains his World Championship despite a strong British challenge.
Report by ANDY DOBSON.

Right, the British Team L to R. Andy Dobson, Tim Walden (Team Manager), Tim Dakin, Mat Ford and Phil Davies.

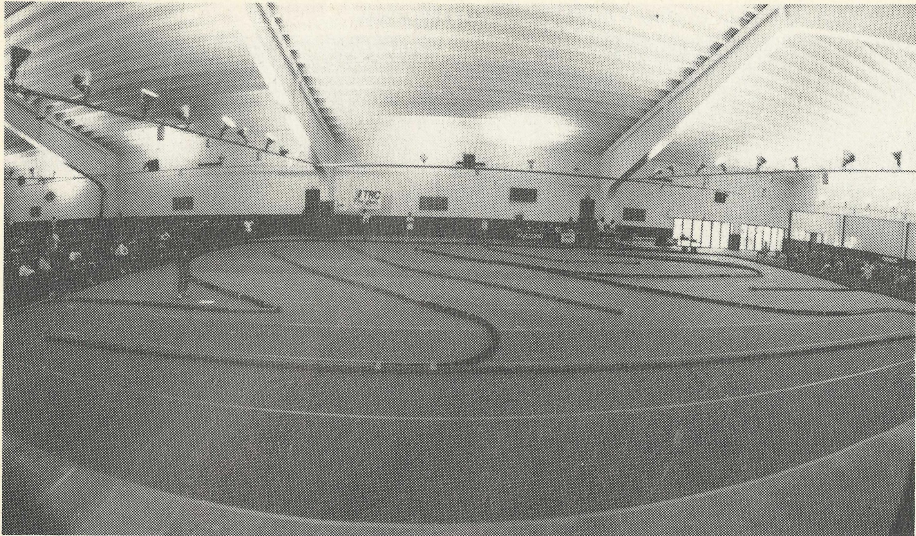
Centre right, this beautifully made car which had independent front suspension and an ingenious rear damping system, was part of the OCT Team.



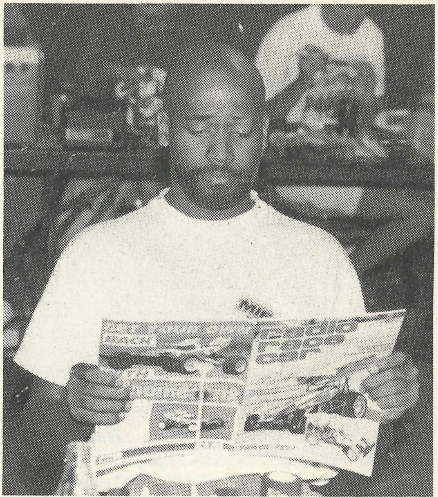
Below, Japanese Kyosho car driven by the young Junichi Koma.

1986 1/12 World Championships

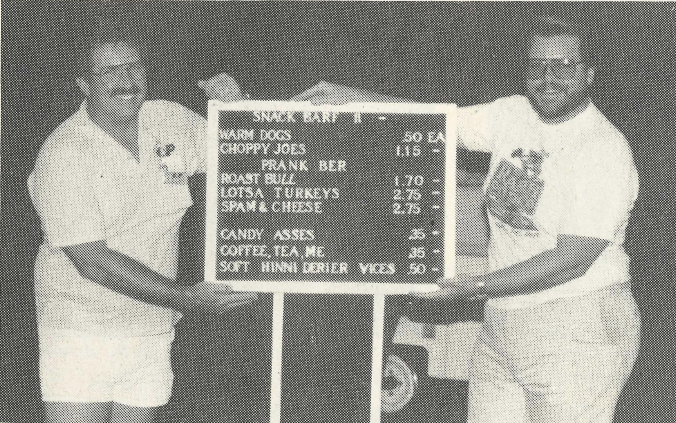
Pos	Name	Car	Batteries	Motor	S/Control	Rear Tyre	Front Tyre	Radio RX	Steering Servo	Body Shell	Gear Ratio	Country
1.	Tony Neisinger	Associated RC 12 L	Associated Sanyo	Reedy Green Spot	Novak	Associated Green	Associated Green	Novak	Futaba	Associated TOJ	22/100	USA
2.	Joel Johnson	Associated RC 12 L	Trinity Sanyo	Trinity	Tekin	TRC Green	TRC Green	Novak	Futaba	Associated TOJ	22/100	USA
3.	Mike Lavacot	Associated RC 12 L	Associated Sanyo	Reedy Green Spot	Novak	Associated Green	Associated Green	Novak	Novak	Associated TOJ	21/100	USA
4.	Andy Dobson	Schumacher C Car	Schumacher SCR Sanyo	Reedy	CS FET	TRC Green	TRC Green	Futaba	Futaba	Schumacher TOJ	11/50	GB
5.	Christen Keil	Associated RC 12 L	Sanyo MIH "Pushed"	Reedy Pink Spot	CS FET	Associated Green	Associated Green	Futaba	Futaba	Associated TOJ	21/100	Germany
6.	Bob Light	TRC	Trinity Sanyo	Trinity	Novak	TRC Green	TRC Green	Novak	Futaba	Associated TOJ	20/100	USA
7.	Phil Davies	Schumacher C Car	Laser SCR Sanyo	Reedy Brown Spot	Laser FET	TRC Green	TRC Green	JR	Futaba	Schumacher TOJ	12/50	GB
8.	Dave Hechler	TRC	Trinity Sanyo	Trinity	Tekin	TRC Green	TRC Green	Novak	Futaba	Associated TOJ	22/100	USA
9.	Jose Rosas	Corally	Drastic Sanyo	Reedy Triple Triple	CS FET	TRC Green	TRC Green	Futaba	Futaba	Associated TOJ	22/100	France
10.	Bud Bartos	TRC	Trinity Sanyo	Trinity	Novak	TRC Green	TRC Green	Futaba	Futaba	Associated TOJ	21/100	USA



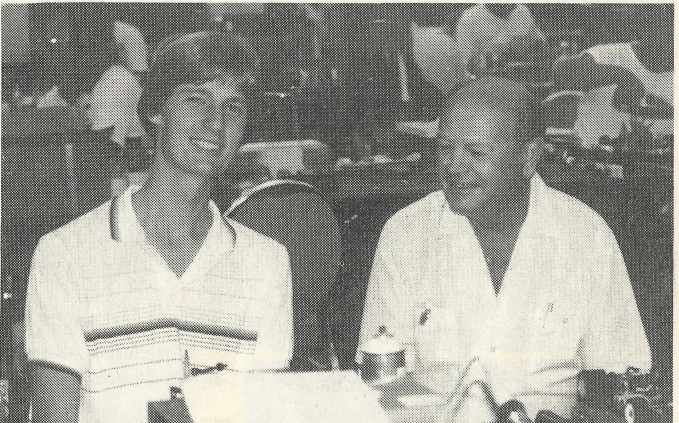
Fish eye view of the circuit.



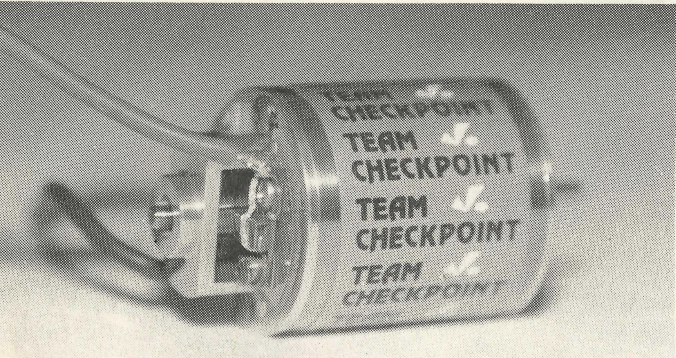
Eustace Moore (Mr M.I.P) keeping up date with R.R.C.



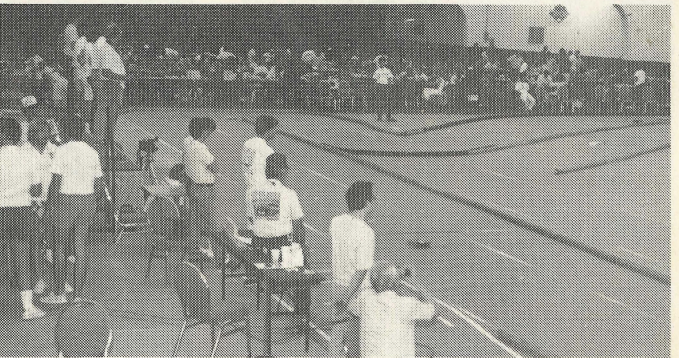
Mike Toby (Mr CRP) Left and Gary Kyes from the Ranch Pit Shop threw the caterers into disarray when they rearranged the menu board!



Mike Lavacot receiving support and encouragement from Gene Hustings who worked untiringly around the Associated pits.



New modified motor very nicely made using alloy end bell from "Big" Jim Greenmeyer of Team Check Point.

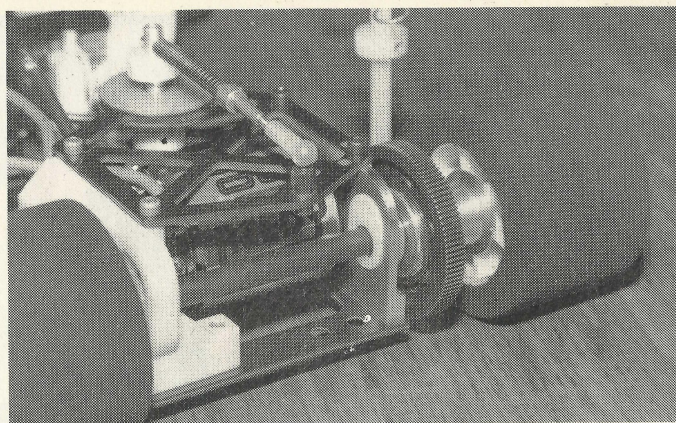
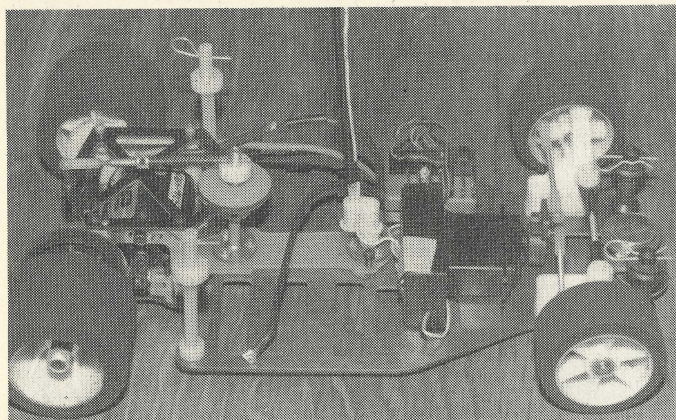


The pits in the background with the drivers rostrum on the left. Note the hairpin at the end on the straight which caused so many problems.

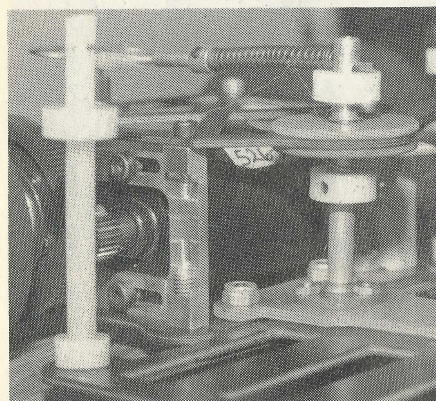
This was the third 1/12 scale IFMAR world championships, once again sponsored by Sanyo. This time there was no standard class, just six days of fast, modified racing. This year it was U.S.A.'s turn to host the meeting again, which involved a trip to Las Vegas and the Tropicana Hotel, one of the biggest in Vegas. The worst part of the trip, without a doubt, was the 13 hours spent in the air, which meant that by the time Phil Davies and I had arrived at the hotel, and finally climbed into our respective beds we had been awake for nearly 25 hours. The most amazing thing on arrival at Las Vegas happens as soon as you leave the aircraft, it's like walking behind a jet engine, or a big hot air gun, the heat just hits you

and it's like that all the time, which is not surprising considering Las Vegas is in the middle of the Nevada Desert. Back at the hotel, the track had been laid out in one of the hotel's massive rooms on the ground floor, the carpet had been laid in the usual way and was fairly flat. The track itself was marked out with 3 x 6in. pieces of timber, nailed to the floor, and plastic tubing. It was one of the largest tracks I've ever seen, the rostrum was only five feet tall and really should have been twice the size, as you could only see the roll over mast of your car when it was on the far side of the circuit, and close to the track marker. There was plenty of pit space with ample mains supply, although of course it

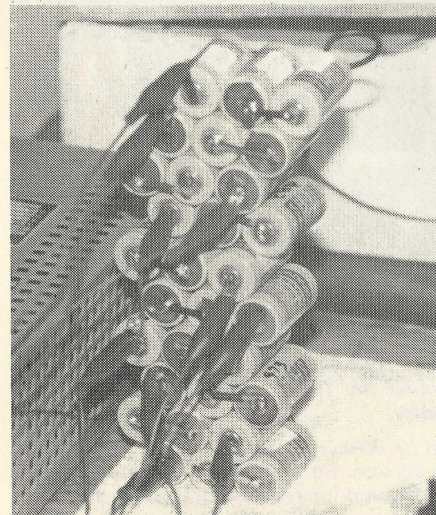
was 110-volts which meant buying new charging equipment. There was an AMB automatic lap counting system in operation with the loop running over the track. This system was loaned to the race organisers by Bolink who import the AMB equipment into the United States. Another good idea was the score board which was linked to the counting system, constantly showing the top three cars in each race and race duration, this made following a race very easy for spectators. Everything started on Monday with registration, followed by a strict radio check to make sure radios were all giving a nice clean signal, and the correct number of cells were being used. Open practice was then



Below, above, left and right: The new Associated RC 12L really did handle well. Many drivers didn't even have their car until the race as the factory has been really hard pressed. The centre post design works well and provides a degree of damping, nice alloy motor mount provides both rigidity and acts as a heat sink. Note the R.P.S. Team Losi fine pitch gears that were widely used. Saddle mounted cells seems to be the way most cars are going.

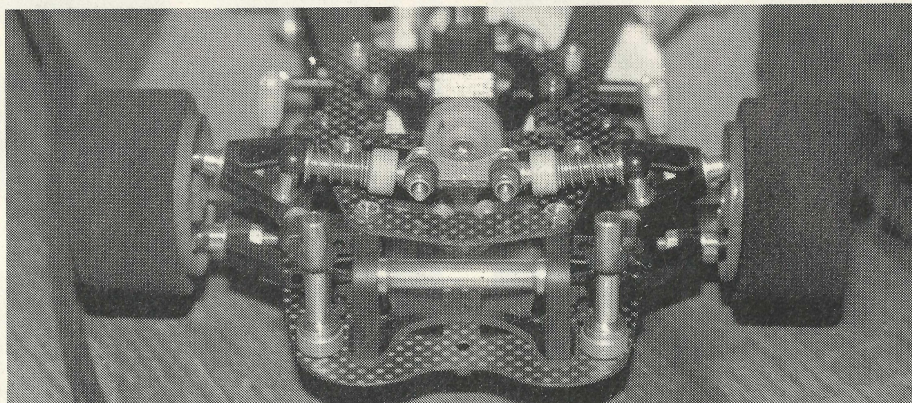


How's this for "high rise charging"



would be run three times, the best two scores were to count. The remaining finals would be run twice with the best score to count.

The first Brit on was Tim Dakin who drove really well to finish seventh in the D final. Young Mat Ford was next, driving another great race to finish third in the B final with an overall place of thirteenth in the world. The first A main was the worst race of the week with some very untidy racing, the two referees watching were not much use. Joel Johnson got the start and led all the way



One of the independent Japanese cars.



At the end of the meeting, the banquet gave an opportunity for drivers from many countries to get together, here the Americans hosted Australians, and the Danish.



The ten fastest 1/12 drivers in the world, at the start of the final

to the finish, with Christian Kiel second, Mike Lavacot third and Andy Dobson, that's me, the only drivers on 29 laps. The second final was a much better race with Lavacot getting away chased hard by Neisinger and yours truly, after five minutes I passed Neisinger then Lavacot to lead all the way home, result Dobson, Neisinger, Lavacot, Johnson and Hechler in fifth. So going into the last race any one of four drivers were favourite, Johnson, Dobson, Lavacot and Neisinger. It was all about the start, and Neisinger got it chased hard by Phil Davies which is the way it finished, Lavacot was third, Bob Light fourth and Joel Johnson

fifth. I finished in seventh.

It was going to be close on times but in the end Tony Neisinger had done enough, again, Joel Johnson was second, third turned out to be a really close thing between Mike Lavacot and myself, having to go to our third time to decide things. Mike's was better so that was that.

The racing had set new, higher levels but the organisation at times was very poor for such an event and result sheets were very hard to come by. It was only due to Mike Reedy, who wrote all the results by hand on Saturday night that we had any at all, so many many thanks to Mike.