

Hurricane Hiroosaka!

Alan Harman reports on the third IFMAR 1:10th off-road world champs in Sydney, Australia

Background

Every week I read Autosport – mainly for the Grand Prix reports. The magazine is excellent, giving both funny yet accurate reports along with high quality photographs. But there is always something about the race reports that annoys me. Nearly all the correspondents start their articles explaining the rigours of flying to and from such exotic locations as Rio de Janeiro and Monte Carlo. Well it's my turn now to annoy all you readers! – because in true Autosport style I'm starting this report of the third IFMAR 1:10th World Championships aboard a 747 flying back from a sunny Sydney, Australia.

Just over a year ago the IFMAR committee decided that Australia would hold the 1989 Championships and that the St. Ives club would be the hosts, located ideally just north of Sydney. At this point Jack Grenenger took charge of the organisation and along with a local team produced a circuit and organisational programme to be proud of. The circuit was crafted in a local showground area – the surface was a super slippery

hard clay which in the dry weather became a dusty bowl on which there was only one line. When this line was not strictly adhered to, the cars would slip off into a deep build up of dust losing valuable seconds – it became obvious during early practice that the circuit would produce a true champion driver who could not only stay perfectly on line but who would also judge the four tricky jumps to perfection.

The contenders

Schumacher went to the Championships probably with more interest than anybody – being not only the major sponsors but also reigning 4WD world champions. Their two challengers for the

Kyosho had two all new cars for the World Champs. In 2WD to defend their world title they had an all new Ultima which featured neat new suspension and a new gearbox – the car looked great but lacked track test time – the championships being almost the first run for the car.

In 4WD the Laser was being used, again the car looked in good shape but lack of test time meant a very busy Kyosho team did most of their testing during the open practice days prior to the championships. Katsundri Kondo and Joel

Johnson were the team's top drivers along with a string of Japanese drivers and Britain's Pete Stevens.

Associated and Yokomo teamed up for a joint effort at taking the two titles. Associated ran five new development RC10's which were totally new in design – the cars featured a dual plate chassis layout and extremely long suspension arms. Also long stroke absorbers were fitted to the front as well as the rear of the car.

One major feature on the Associated cars was the fitting

the surface was a super slippery hard clay which in the dry weather became a dusty bowl on which there was only one line



championships were new 'Pro Cat' which was launched just previously to the championships and the now already tried and tested 2WD 'Topcat.' Schumacher had an excellent line up of drivers that included Euro Champs Jamie Booth and Jurgen Lautenbach as well as past champion Phil Davies and Dennis Blandin, add to this names like Rory

Cull and Craig Drescher and Schumacher looked to be one of the top contenders.

Left: Cliff Lett, Jay Halsey and Masauri Hiroosaka complete a 1, 2, 3 for Associated and the new proto RC10.



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they were approximately 2mm larger than the Schumacher tyre, making them illegal in Europe or in the States.

of a new wheel/tyre combination manufactured by Yokomo. The tyres looked conventional, but at closer inspection the size of the tyre came into play - they were approximately 2mm larger than the Schumacher tyre, making them illegal in Europe or in the States, but legal for World Championship events (once every two years). IFMAR called a meeting to clarify the rules and it was deemed that the tyres were totally 'legal' - although the general feeling was that the tyres use was not in the general goodwill of the meeting as they were only available to Associated and Yokomo drivers. This was a decision that was to have big implications later on.

The Yokomo side of the partnership had modified 'Dogfighters' as their 4WD contender. The cars were beautifully manufactured and featured very few kit parts - of course the cars used the new tyres and with drivers the like of Masami Hirosaka, Cliff Lett and Jay Halsey, Associated/Yokomo looked to be probably the strongest contenders in the World title hunt.

Team Losi's 'JR2' was always going to be in the hunt for 2WD honours especially with talented drivers like Gil Losi Jr., Mike Dunn and Ron Rossetti campaigning the all American car. The cars were using standard parallelogram suspension rather than the semi trailing arm set-up seen in the UK.

The rest of the World's manufacturers were represented in slightly less high numbers. Race Prep were running the AYK 4WD car which looked good in practice - Mike Dunn putting in lap times equal to the top Yokomo runners. Eustace Moore ran his own MIP 4WD RC10 as well as a standard RC10 in 2WD. The car looked to handle the dusty track well and Eustace as usual was confident of mixing it with the best.

PB Racing had one 'Maxima' running at the champs but unfortunately the new 'ACE' wasn't around long enough for pre-race testing and was not used.

Tamiya were represented by one French driver who had the new 'Egress' as well as an all new competition 2WD called the 'Astute.' Both cars ran well

but the high class of field enabled the French driver to get only so far up the qualifying list.

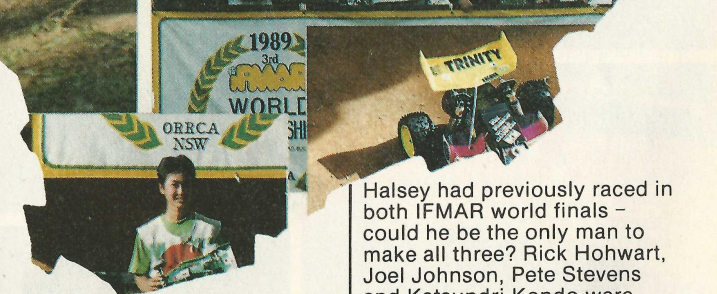
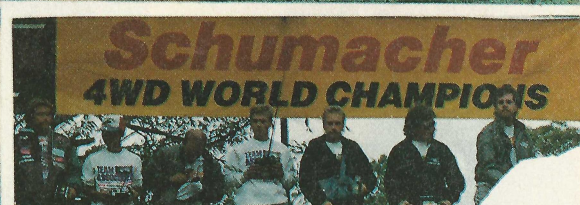
British hopes

Normally the British team is chosen from the BRCA championship table - but with the expense of a trip to Australia many of the allocated drivers had to withdraw leaving the way open for those who could afford to go to compete at World Championship level. The team consisted of 16 drivers:

C. Drescher	RC10	Procat
J. Booth	Topcat	Procat
R. Cull	RC10	Procat
P. Davies	Topcat	Procat
K. Moore	Topcat	Procat
P. Stevens	Ultima	Laser
T. Walden	Topcat	Procat
S. West	Topcat	Procat
P. Smith	Topcat	Procat
S. Brace	Topcat	Procat
N. Stringfellow	Topcat	Procat
A. Carter	Topcat	Procat
R. Isherwood	Topcat	Procat
M. Langridge	RC10	Procat
C. House	Topcat	Procat
P. Winton	Topcat	Procat

As can be seen, with the exception of four drivers, the entire British team drove Schumacher cars - thanks to a very generous Cecil Schumacher. At this point all the drivers have asked me to thank their relevant sponsors and or families for enabling them to go - but special thanks go to the George Land and Richard and Jackie Delves who made sure lots of the team's equipment arrived safely in Sydney. Also Radio Active and a handful regular customer/racers raised money in various ways to send Andy Carter - so from Andy and rest of the team, thank you all!

the world's best drivers. Masami Hirosaka, reigning 4WD World Champion was in attendance driving for Reedy Associated/Yokomo along with Cliff Lett, Jay Halsey and Butch Kloeber. Jay



The drivers

As usual the World Championships attracted all

Halsey had previously raced in both IFMAR world finals - could he be the only man to make all three? Rick Hohwart, Joel Johnson, Pete Stevens and Katsundri Kondo were obvious finalists having National and World titles between them.

Dark horses of the meeting were obviously going to be up

and coming names such as Mike Dunn (USA), Jurgen Lantenbach (GER), Jamie Booth (GB), Rory Cull, and young Craig Drescher (GB). So with the best equipment and drivers in the World gathered at what must have ranked as the best track seen yet to date, we were in for one hell of a meeting.

2WD World Championship

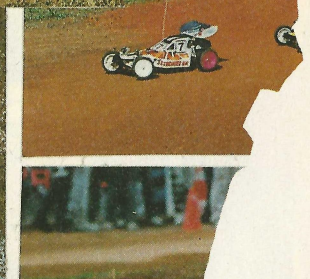
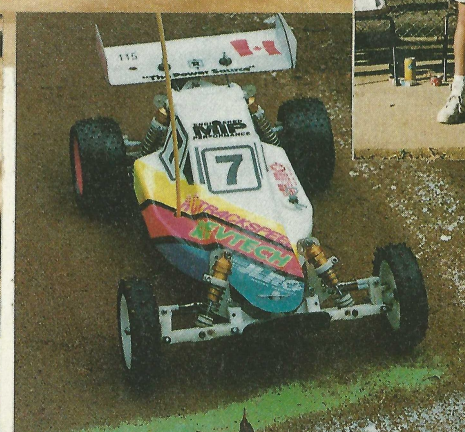
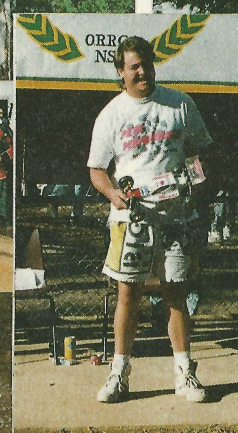
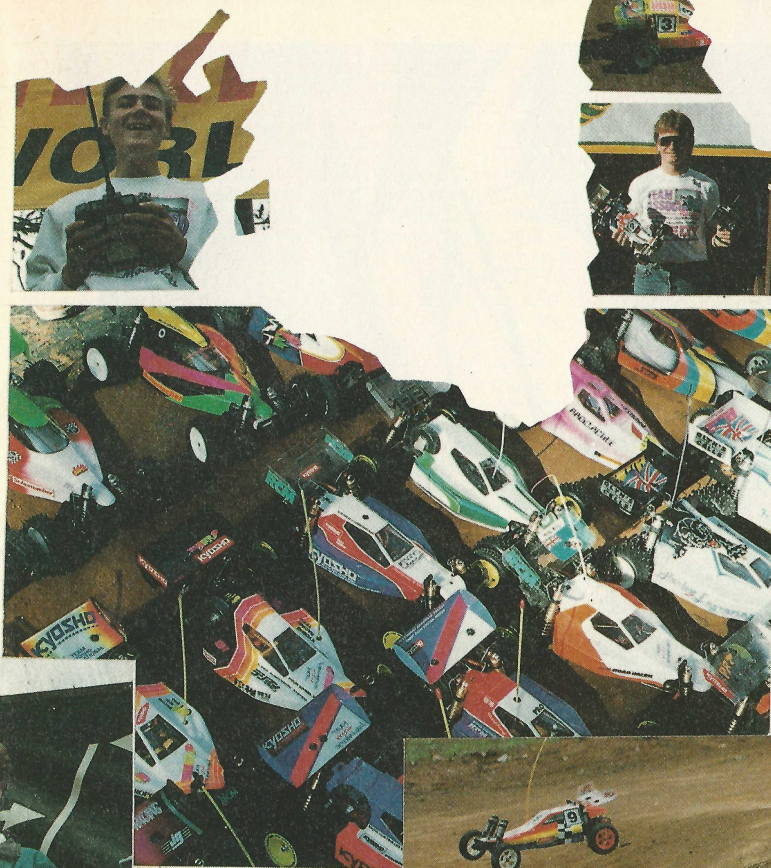
The Championships were run on a simple system. One day of timed heated practice - this ruled out any frequency problems and enabled the drivers to find out who was quickest in the heat. In this

practice Masami Hirosaka laid down the law with times which put him easily fastest. In fact the new RC10's were all well up - bad news for the Topcat, JRX2 and Ultima drivers.

With qualifying underway it was immediately evident that the new Associated cars and

Hurricane Hirosaka!

Centre left: Andy Carter's Radio Active Topcat. Below: opening ceremony included the Scots Guards! Bottom: Revtech RC10 featured some interesting mods. Far right: all the drivers and cars come together for a group shot. Bottom left: Masami Hirosaka shows off his YZ10.



A Finals

Before the start of the first of the three A finals speculation was already rife as to whether anyone could tame the domination so far shown by young Masami. Mike Dunn was obviously the man with the best chance sitting in second spot on the grid. Rumours had been circulating all day that maybe Associated would like to see an American driver win – obviously with Mike Reedy in charge of the horsepower only a slight speed advantage would take either Jay Halsey or Cliff Lett to the title. As always the first corner was to play a major role in how the final would be decided.

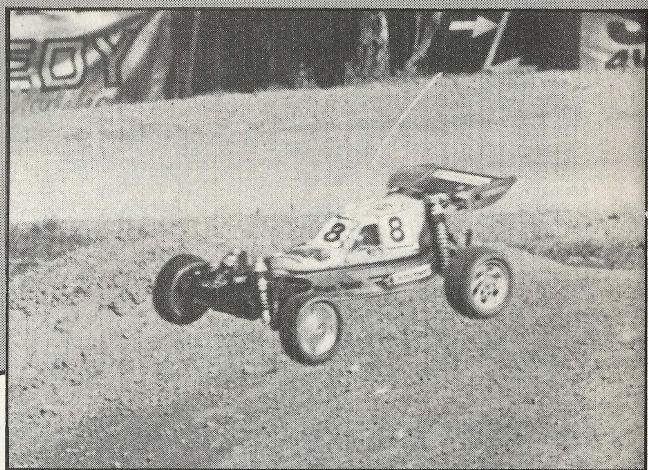
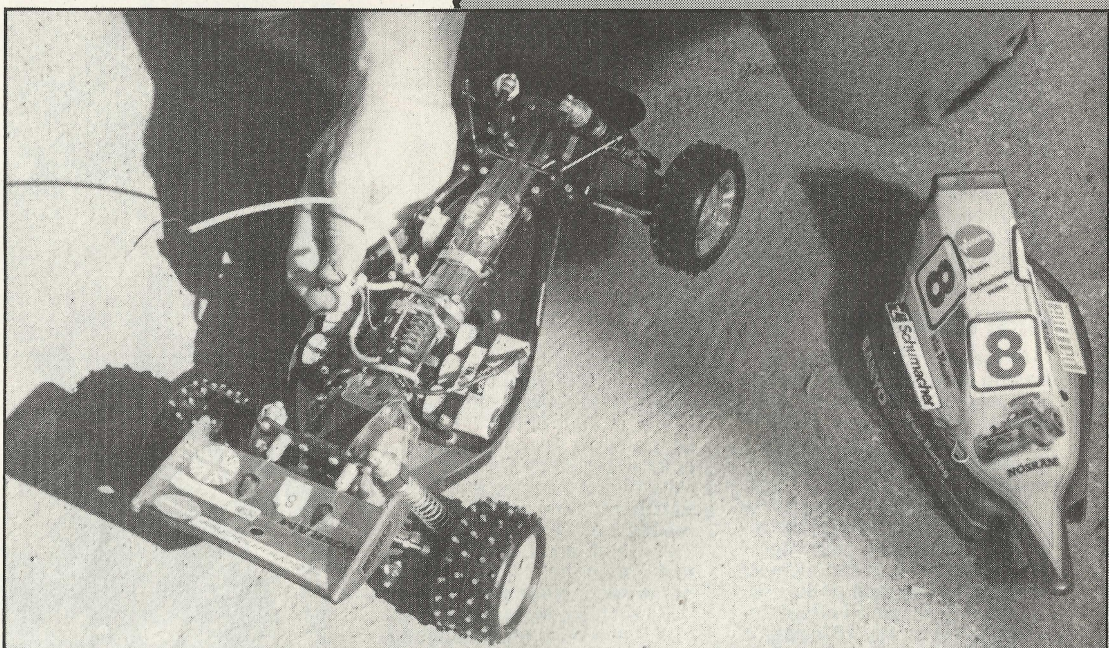
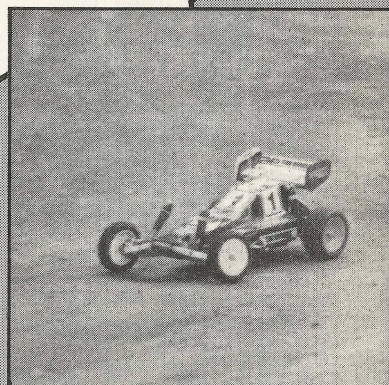
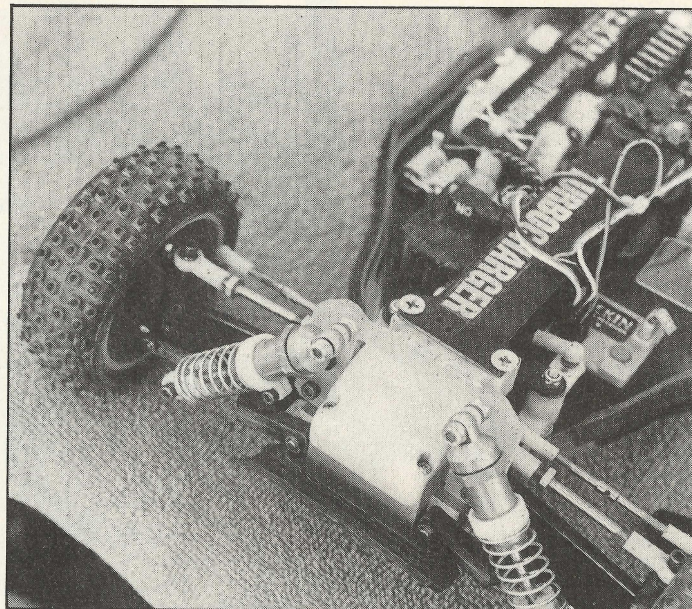
Final one started with an excellent getaway for Masami Hirosaka – he led easily on the first lap from a flying Jay Halsey (third on the grid), Mike Dunn was tucked in in third with Britain's Craig Drescher making up places in fourth. Despite various manoeuvres from Jay, he could not get past the inch perfect Hirosaka and when the final ended it was Masami first, two seconds in front of Halsey. Third was Dunn, fourth Drescher, fifth Lett and sixth Jamie Booth extracting every bit of available grip from his Topcat.

It was much the same in the second round with Masami disappearing into the dust. This time though it was left to Cliff Lett to take up the chase with Rick Vehlow coming through into third. Again Mike Dunn didn't take advantage of his second place on the grid and slipped to fourth, fifth was Drescher handling the pressure of his first final very well with sixth spot going again to Jamie.

Before the start of the third and final round the racing mathematicians worked out that it would take a stunningly fast run from either Halsey or Lett to take the title from Masami, and as the buzzer set them off Masami was spun into the first turn. This left an open circuit for both Halsey and Lett to take up the challenge and go for a super fast time. By the halfway point Masami had clambered his way up to second behind Halsey. Towards the end of the race Halsey made a mistake which allowed Hirosaka through – this was thought to be the final over, but with just seconds to go Masami made a small error allowing Halsey to drive over the top of his car and into the lead! Try as he might Masami could not re-catch Halsey and the final round fell to the American.

Once all the results had been published it was no surprise to see that Masami Hirosaka had added '2WD World Champion' to his long list of model car achievements. Jay Halsey had come in second and Cliff Lett third – a clean sweep for the new development RC10's.

Mike Dunn finished well up



in fourth with the JRX2 stopping almost total RC10 domination. In fifth was Rick Vehlow and top Brit ended up Jamie Booth with the Schumacher Topcat. Seventh was the reward for Craig Drescher's efforts – an excellent first Worlds result. Jack and Joel Johnson were in eighth and ninth with the RC10 and Ultima and in tenth spot was Ron Rossetti again with a JRX2.

4WD Championships

The track that greeted the drivers for the start of the 4WD Championships was obviously slightly secondhand – having had the 2WD's pounding away for the last three days. The main challengers were obviously going to be the Yokomo and CAT drivers but with the odd PB, Tamiya and

AYK being run we hoped for a surprise!

After the first three rounds the 19 year old Masami Hirosaka from Japan again headed the tables – of course he had the special Yokomo tyres and an excellently handling car – but in the end

pure skill was what put him at the top and that's exactly where he was. In second spot was Butch Kloeber – only in America are people called Butch! Rick Hohwart was third, Cliff Lett fourth and the surprise of early qualifications Reece Birtles from Australia

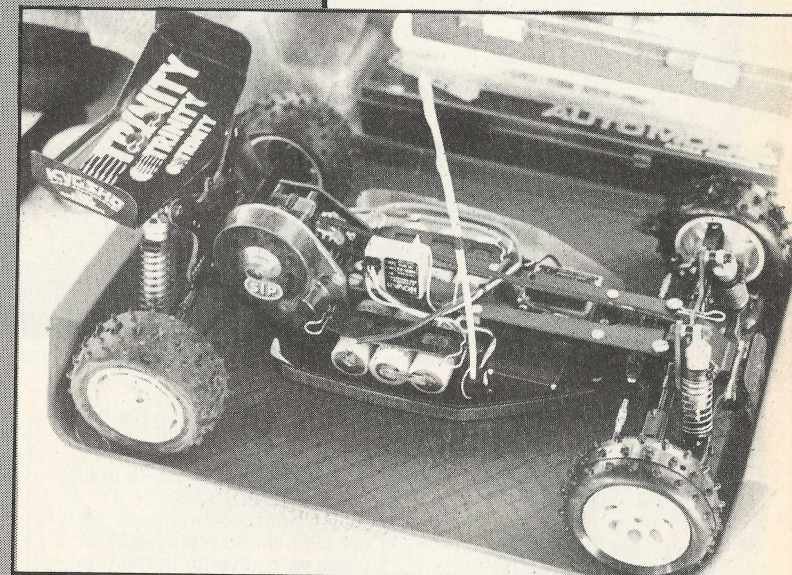
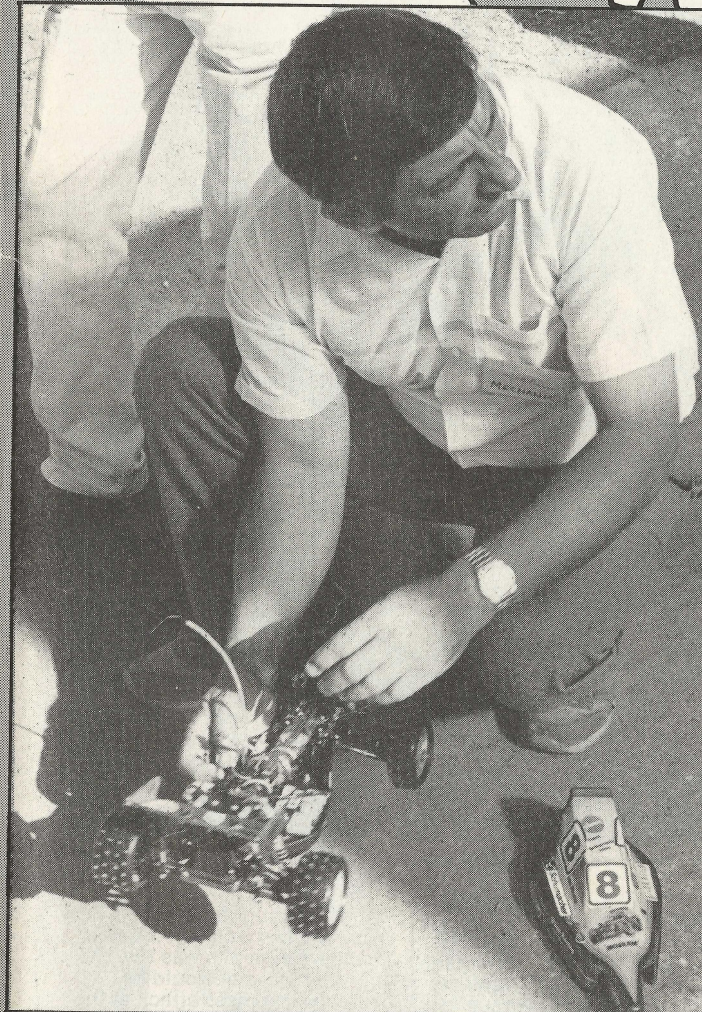
The track that greeted the drivers for the start of the 4WD Championships was obviously slightly secondhand

was in fifth.

The rest of the top ten included Jamie Booth (Procat), Jay Halsey (Yokomo), Phil Davies (Procat), Jack Johnson (Yokomo), and in tenth Jurgen Lautenbach (Procat). No real surprises followed in round four and five, but again with a final round of qualifying to be held the next morning on a freshly laid track hopes were high from all the drivers that they could all go faster.

With the end of qualifying the list was published and it was to be Katsundri Kondo who was 'Mr. Unlucky' in 4WD – finishing 11th fastest by a mere four seconds of a second! At the top of the table, surprise, surprise was Masami Hirosaka by 0.8 seconds over Cliff Lett. Third fell to Rick Hohwart with the Kyosho and fourth to Butch Kloeber. Jay Halsey completed four in the top five for Yokomo in fifth spot after some early problems.

Sixth, seventh and eighth places were occupied by the Procats of Jurgen Lautenbach, Phil Davies and Rory Cull showing that even without the dreaded 'Yokomo' tyres the cats could mix it with the best.

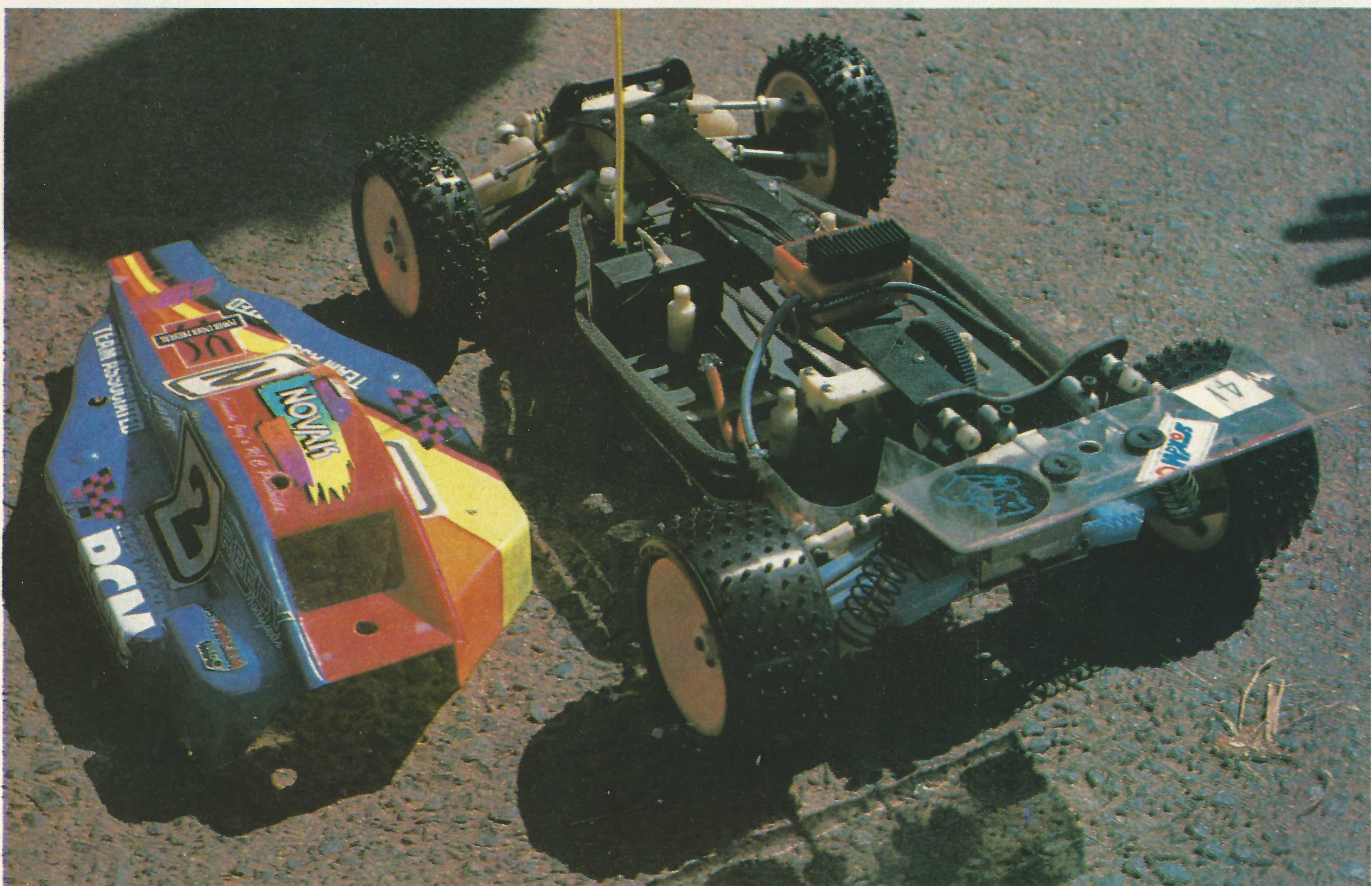


In ninth spot was a new driver on the International scene Satoshi Kayaon driving another Yokomo Dogfighter. In the last A final place was the real surprise, Mike Dunn driving the Race Prep AYK Radiant. The car looked good on the circuit but no-one really expected it to make it into the main final.

Britain's Jamie Booth was less than pleased to be down in 16th spot – as Jamie was really one of the hot favourites. Craig Drescher was also down in 22nd – brilliant really but after the excitement of the 2WD final a little disappointing.

Finals Finals!

Again both Mick Langridge and Chris House featured in the L final along this time with an extremely ill Richard Isherwood – Richard had a miserable championship ending up too sick with the flu to even race in his final. Mick and Chris finished their World



the Yokomo tyres were going to be numerically dominant. Some brave drives by JRX2 drivers saw the American car up with the best but the RC10's looked easily the most comfortable on what some drivers described as the most slippery track that they had ever come up against.

After half qualifying (three rounds) it was Masami Hirosaka all the way who led the title hunt by a massive five seconds. Craig Drescher kept the British hopes high with an excellent fourth place driving a standard RC10 with Yokomo tyres and a new development gearbox. Jamie Booth was easily the highest placed Topcat driver in eleventh. The rest of the top ten consisted of RC10's and JRX2's. Although at this stage with RC10's in all the top places it was looking like Associated had found the winning combination.

Obviously with almost all the qualifying taking place (five rounds) on one day the track was gradually deteriorating. This meant that the circuit was virtually re-laid overnight, therefore giving another excellent chance to qualify well on the one and only last qualifying round on finals day.

In this final round almost everybody improved their time – but more importantly some top drivers qualified into the A final.

Final qualifying

At the end of qualifying it was no surprise to see Masami Hirosaka in pole position with a clear four second gap. Masami drove brilliantly in all his heats displaying fantastic skills on what was a very slippery track.

What must rate as one of the biggest surprises though was Mike Dunn's final qualifying run placing him in second spot. Mike drove the race of his life on a newly prepared circuit to knotch up his only 16 lapper of qualifying – talk about leaving it to the last minute!

In third, fourth and fifth places respectively were the development RC10's of Jay Halsey, Cliff Lett and Rich Vehlou, all the cars looking to handle well on the circuit – but without the sharpness of Masami's thumbs.

In a brilliant sixth appearing in his first World Champs was Great Britain's Craig Drescher. Craig and his Dad/mechanic Mike were using a standard RC10 fitted with the Yokomo tyres and a new high tech gearbox. Craig was in Masami's heat which obviously helped,

but Craig drove solidly throughout qualifying to obtain his excellent A final place at his first attempt.

Jamie Booth was next up in seventh place with what can only be described as a 'super human' run in his last heat. Jamie really took his Topcat by the whiskers and dragged it into the top ten with a brilliant display of skill. The excellence of Jamie's run can be gauged by the fact that the next Topcat was in 39th place – 32 places lower than Jamie!

In eighth place was reigning 2WD World Champion Joel Johnson. Joel drove well to get the ill handling Ultima into the final again in his last heat. In the last two places were Jack Johnson and Ron Rossetti driving an RC10 and JRX2 respectively.

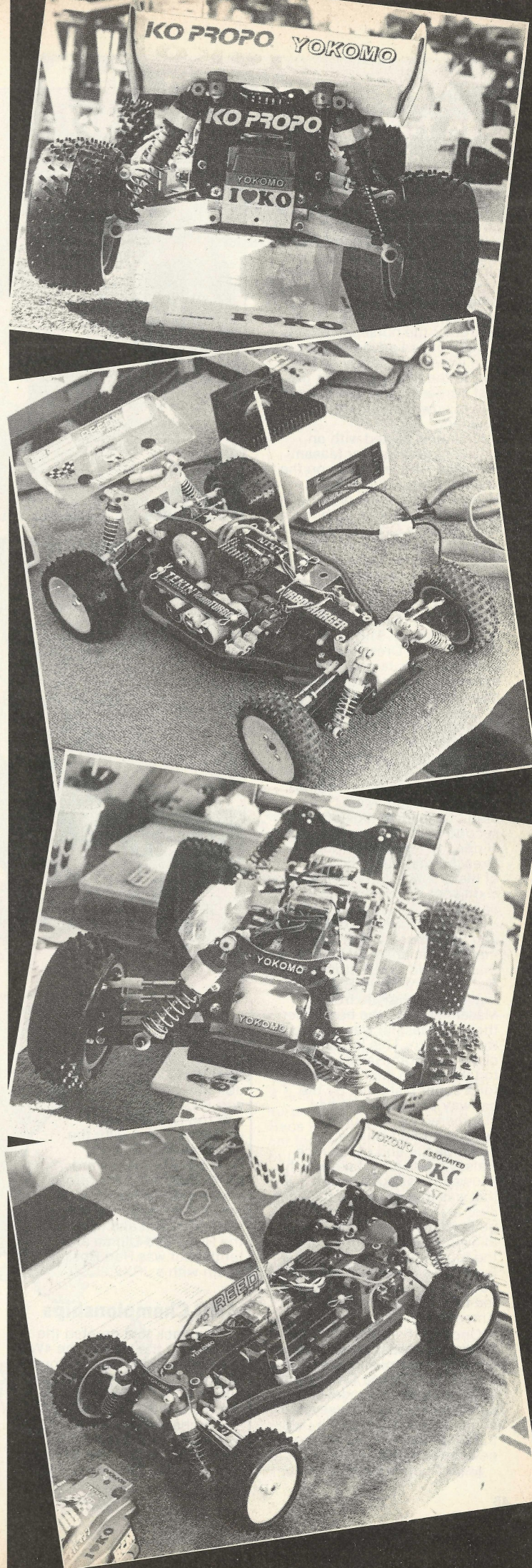
The two most unlucky stories of qualifying must be Butch Kloeber; eleventh fastest – always a terrible position to end up in. Gil Losi Jnr. was also causing controversy having qualified into the final only to be excluded for not marshalling! Other British results were generally less happy – most complaining of low grip from their Topcats.

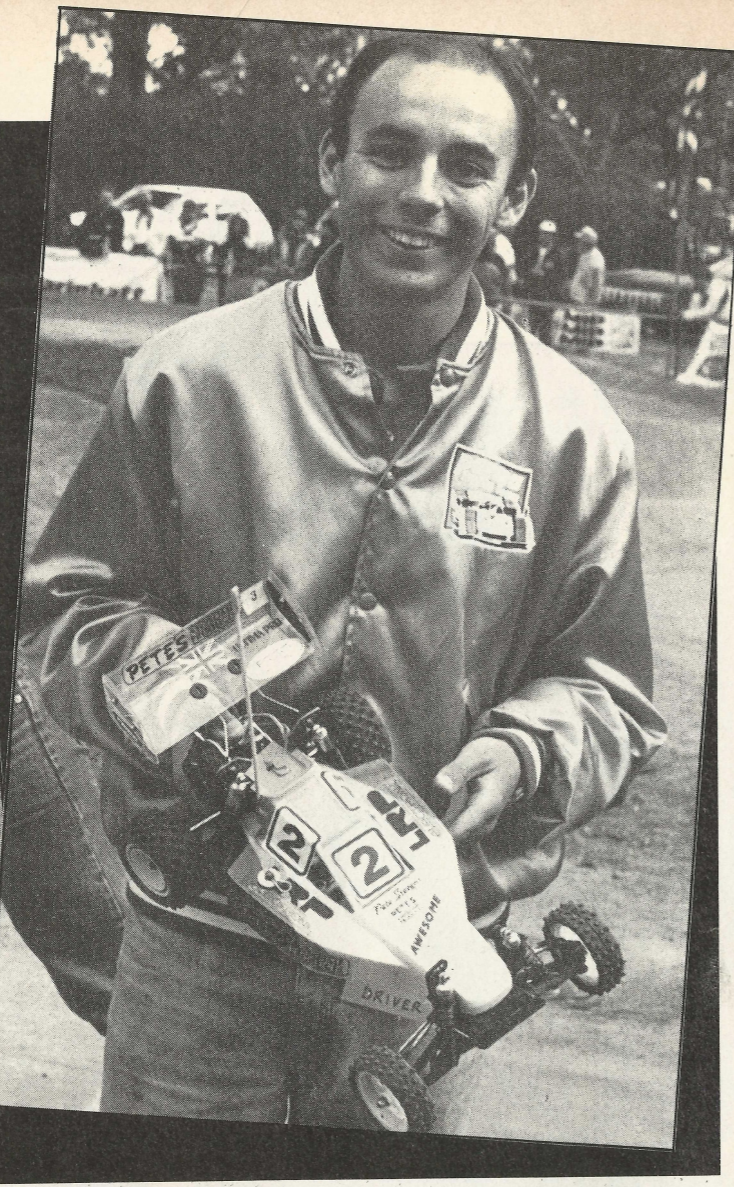
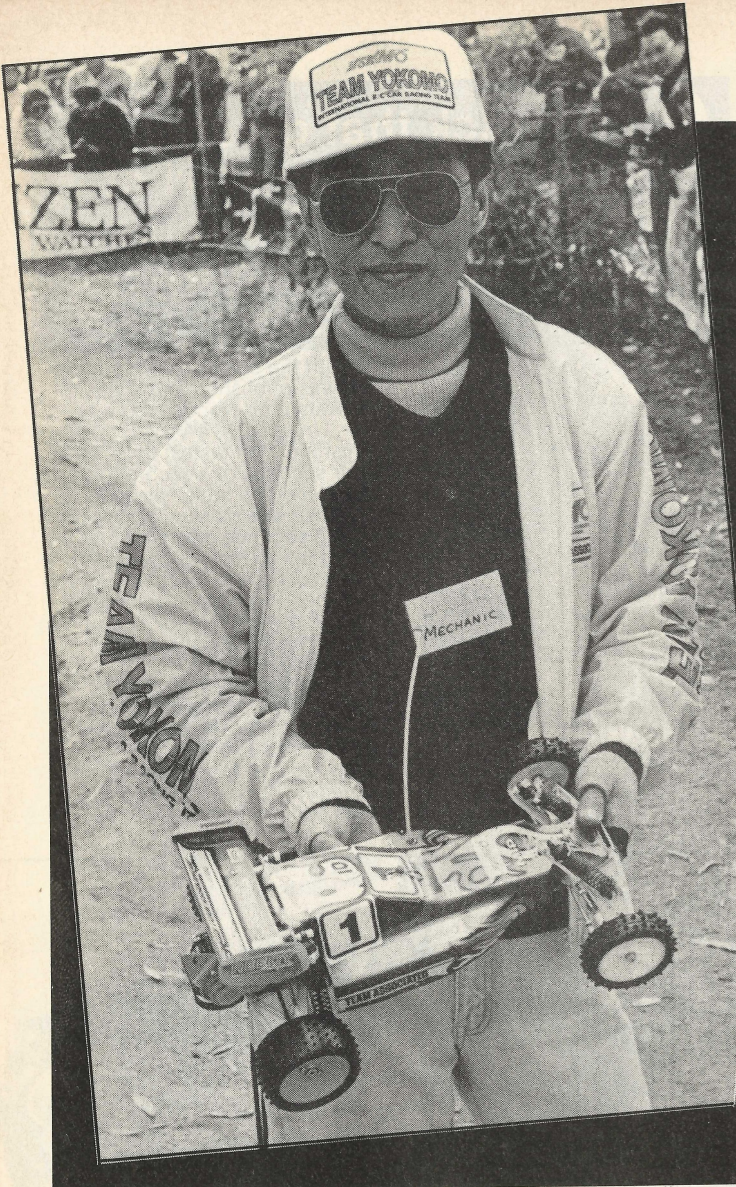
Finals

Two British drivers featured in the L final, Chris House and Mick Langridge. Chris came in seventh but Mick – suffering from a special 'Sydney' flu withdrew and was placed 120th! Next Brits up were in the I final, all four of them! Neil Stringfellow, Richard Isherwood, Andy Carter and Pete Winton coming second, fourth, fifth and eighth respectively. Parma drivers Pete Smith and Steve Brace featured in the H final coming home second and third.

All on his own in the G final was Steve West finally coming home a lonely seventh. The F final had both Tim Walden and Pete Stevens, the final was won by Australia's Greg Collins with Tim and Pete in fifth and tenth places. Parma man Kevin Moore was still recovering from a bad dose of sunstroke and did well to finish fourth in the E final – hoping for a better result in 4WD. Fourth placed Brit was Phil Davies coming home fifth in the D final – not a good result for the ex Eurochamp. Rory Cull was the lone GB contender in the C final finishing up in a distant third with the winner being Gil Losi Jnr. driving the JRX2.

“Jamie Booth was next up in seventh place with what can only be described as a ‘super human’ run in his last heat.”





Mr. Hirosaka Snr. mechanics Masami's new prototype RC10. Right: Pete Smith not only surprised a lot of people with his own performance but also helped out Pete Stevens.

Champs off with a fifth and seventh place.

Next up in the GB stakes were Steve West and Steve Brace coming home sixth and eighth in the final. Onto the I final and Neil Stringfellow and Pete Winton - both these two driving Procats headed the field at some point but ended up in fifth and seventh. Pete Stevens led home fellow countrymen Andy Carter and Tim Walden in the G on the trio's way to seventh, eighth and tenth.

Peter Smith did really well,

surprising many, to place his Parma Procat in the F final ahead of most of his British team mates - Pete came in fifth in what turned out to be a messy final. Kevin Moore made the D final and attained 37th place with seventh in the final - Kevin was almost back in top form but next to no practice before the Championships killed any chance Kevin might have had of repeating his performance two years ago at Romsey.

Craig Drescher had a miserable time in the C final

coming in ninth after being knocked all over the track. The B final featured Jamie Booth in sixth place on the grid - Jamie fought hard during the race to win the final and take a well earned if disappointing 11th place overall at the Championships.

Main A Finals

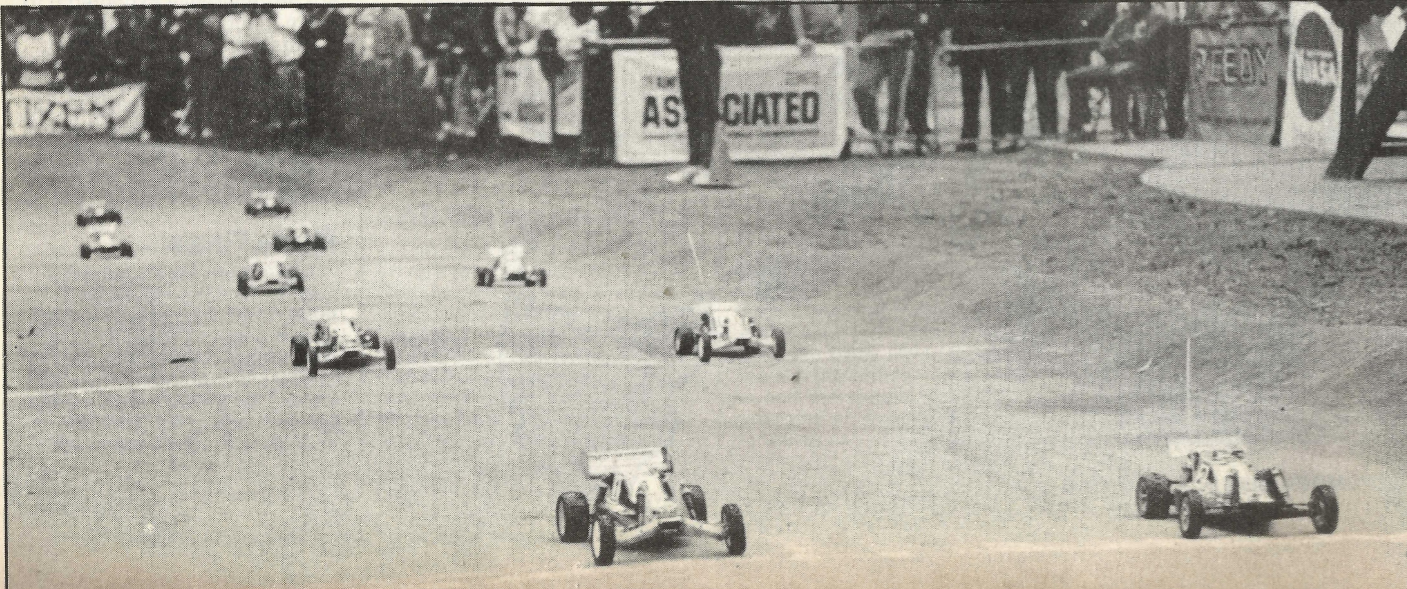
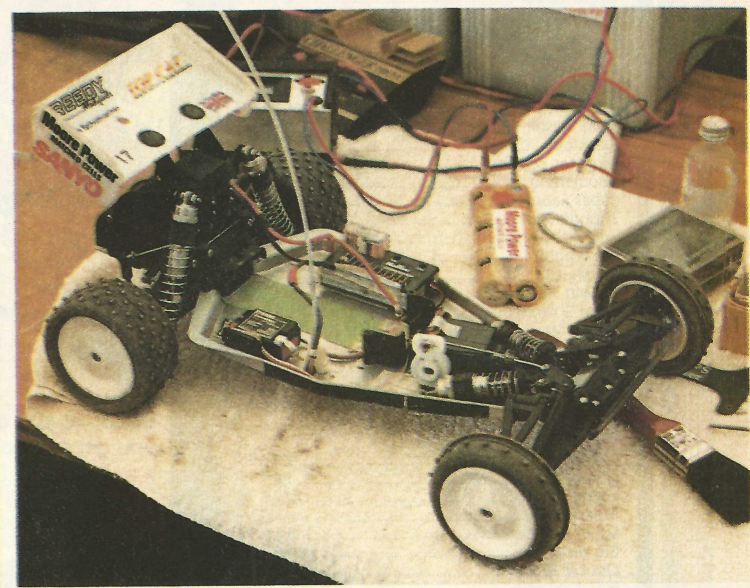
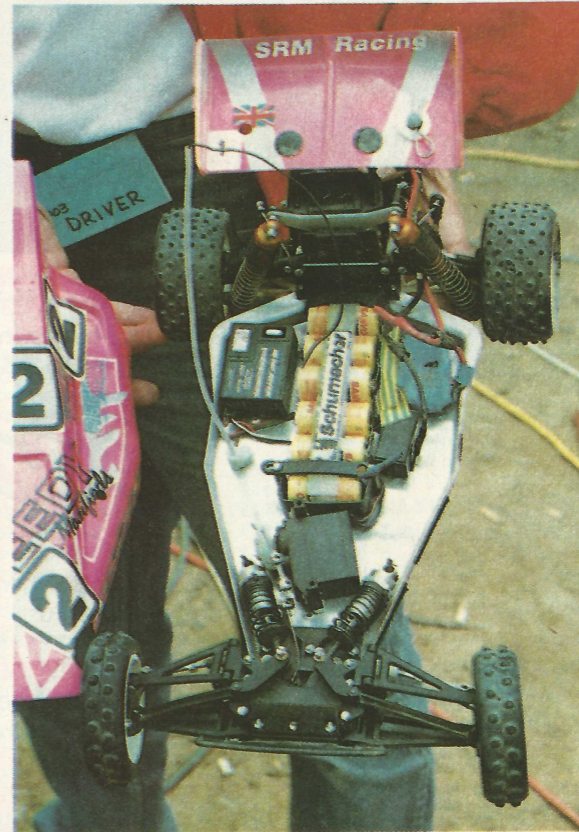
In the first of the three finals Masami again got the break and proceeded to dominate. Cliff Lett came in second, Butch Kloeber third and Rick

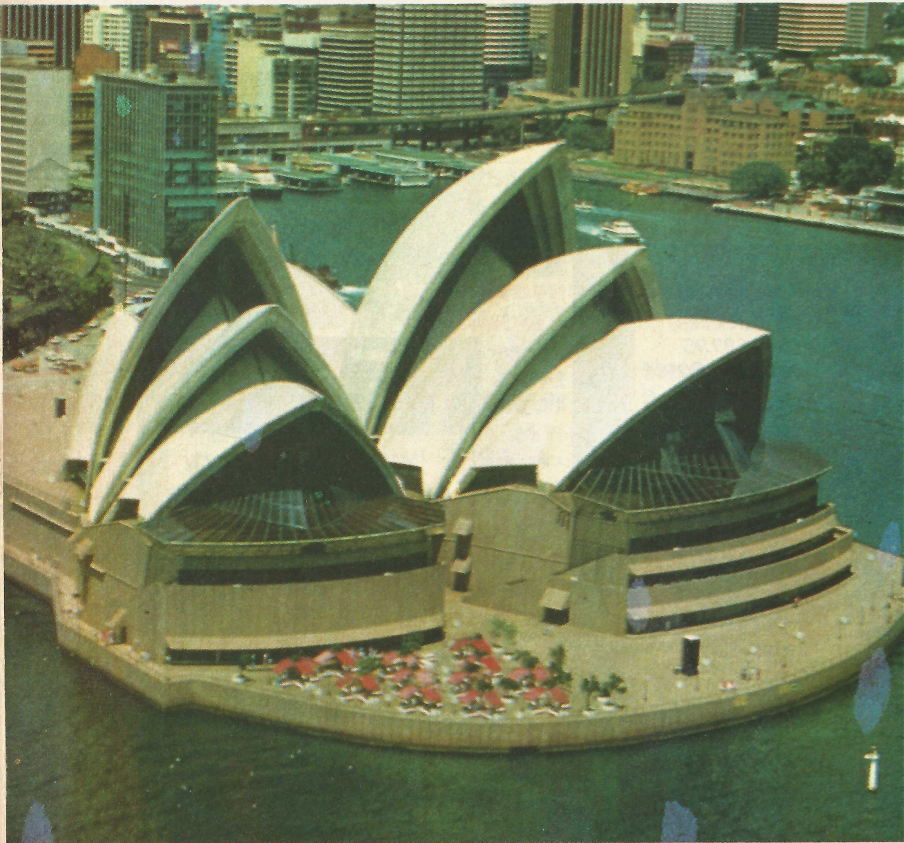
Hohwart brought the new Kyosho Laser home in fourth. The talk of the pits was that the only way Masami would be beaten was a mass attack at the first corner - this being the only time anyone was near enough to him to chance an overtaking manoeuvre.

With this in mind the second heat got underway. Into the first corner Masami was absolutely perfect - his car thrown sideways clipped the apex beautifully in a full, four wheel slide - from that first corner it was obvious he meant



Top: Pete Stevens' new Ultima. Right: Jamie Booth's standard Topcat. Right: above Neil Stringfellow's Topcat and below: Kevin Moore's model. Bottom: some of the cars on show - even some from the Philippines.





Top left: Sydney Opera House - certainly an impressive sight. Right: Rory Cull made the 4WD final. Left: Mr. and Mrs. Eustace Moore - two real enthusiasts. Above: latest Kyosho Ultima. Opposite: the very noisy British supporters! only joking, team.

Hurricane Hirose!

business! A succession of fast laps saw the first 18 lapper of the Championships and almost certainly clinched Masami's second World title in four days. Butch came in second with Jurgen bringing the Procat home in third. Cliff Lett was a steady fourth a further three seconds behind.

With the Championship virtually over with Masami's crushing 18 lap run, the third round was run with almost a relaxed attitude. Amazingly Masami was hit during the first chicane and ended up in seventh place! This left Butch, Rick and Cliff to fight it out, eventually Butch came out on top with a brilliant 18 lapper - next up was Masami showing his sheer brilliance whilst chopping through the World class field. In third was Rich Howarth and fourth went to Cliff Lett.

Well you guessed it! When the results were announced it was the double for Masami and an excellent and well deserved second for Butch Kloeber. In third was a real surprise, Rick Hohwart driving the new Kyosho Laser - obviously the more time on the circuit the better the car got. Who knows

where he would have finished with more practice?

Fourth went to Mr. Reliable Cliff Lett and fifth saw the highest placed Procat driver Jurgen Lautenbach. Sixth place was taken by Brit - Phil Davies and seventh was Mike Dunn driving the AYK car. Satoshi Kayano came home eighth in his first international competition and in ninth spot was Britain's Rory Cull. Finishing last but not least after a couple of unlucky breakages was Jay Halsey - the only man to appear in all three IFMAR World Champ Finals to date.

Summary

When the finals were all over it was agreed that basically the best driver won - Masami really was a peg above the rest, showing super human control of his car around the demanding circuit. His cars of course were good - but they were also driven in identical forms by other World Champs drivers; it really was the sheer skill of the young Japanese engineer that finally enabled him to take the double.

As far as the Brits were concerned both Jamie and Craig drove brilliantly to qualify



with an approximate figure of £9,000,000 worth of R/C car racing equipment!

for the 'A' as did Rory and Phil for the 4WD 'A' - all these four showed that Britain can produce truly world class drivers.

Facts and figures

Australia hosted the third IFMAR Championships to be held and attracted 19 (the largest) countries to take part. There were approximately 140 drivers competing with an approximate figure of £9,000,000 worth of R/C car racing equipment! The track received around 70,000 laps from the various 2 and 4WD cars and held up excellently.

For most people attending

I'm sure as for me Australia will be remembered firstly as a great Championship but also as a wonderful country. The friendliness and professionalism shown by the organisers was unsurpassed and the general feeling of the meeting was very friendly. Add to this such attractions as the Great Barrier Reef, Sydney Harbour and the chance to meet up with long lost relations and Australia will always have the winning combination. As for Masami, Australia represented his fourth entry in a row to a World Championships and a fourth win! Something that takes some thinking about.

Name	Country	Time	Car
1. M. Hirose	JAP	16/512.5	RC10
2. M. Dunn	USA	16/516.4	JRX2
3. J. Halsey	USA	16/517.77	RC10
4. C. Lett	USA	16/518.12	RC10
5. R. Vehlou	USA	16/518.12	RC10
6. C. Drescher	GB	16/518.94	RC10
7. J. Booth	GB	16/522.26	Topcat
8. J. Johnson	USA	15/501.27	Ultima
9. J. Johnson	USA	15/501.83	RC10
10. R. Rossetti		15/502.19	JRX2
GB times			
27. R. Cull	GB	15/507.52	RC10
39. P. Davies	GB	15/512.97	Topcat
49. K. Moore	GB	15/515.1	Topcat
52. P. Stevens	GB	15/515.58	Ultima
56. T. Walden	GB	15/517.63	Topcat
64. S. West	GB	15/520.53	Topcat
72. P. Smith	GB	14/501.7	Topcat
77. S. Brace	GB	14/502.39	Topcat
81. N. Stringfellow	GB	14/503.63	Topcat
83. A. Carter	GB	14/504.02	Topcat
86. P. Winton	GB	14/504.73	Topcat
87. R. Isherwood	GB	14/504.98	Topcat
116. M. Langridge	GB	13/506.25	RC10
119. C. House	GB	13/514.2	Topcat

Qualifying list

Name	Country	Time	Car
1. M. Hirose	JAP	17/512.22	Yokomo
2. C. Lett	USA	17/513.02	Yokomo
3. R. Hohwart	USA	17/513.16	Yokomo
4. B. Kloeber	USA	17/513.58	Yokomo
5. J. Halsey	USA	17/514.24	Yokomo
6. J. Lautenbach	WG	17/516.88	Procat
7. P. Davies	GB	17/517.5	Procat
8. R. Cull	GB	17/517.74	Procat
9. S. Kayano	JAP	17/518.37	Yokomo
10. M. Dunn	USA	17/518.8	AYK
16. J. Booth	GB	16/500.71	Procat
22. C. Drescher	GB	16/503.1	Procat
32. K. Moore	GB	16/505.57	Procat
53. P. Smith	GB	16/510.26	Procat
65. A. Cater	GB	16/511.8	Procat
67. T. Walden	GB	16/513/05	Procat
69. P. Stevens	GB	16/513.5	Laser
87. N. Stringfellow	GB	16/518.1	Procat
90. P. Winton	GB	16/518.85	Procat
96. S. Brace	GB	15/500.42	Procat
98. S. West	GB	15/501.35	Procat
111. R. Isherwood	GB	15/512.77	Procat
117. C. House	GB	15/520.68	Procat
119. M. Langridge	GB	14/506.44	Procat

World titles 'A' Main Final 2WD

Overall place/entrant	Result Final 1	Result Final 2	Result Final 3	Total 2 best rounds
1. M. Hirose	17/5.11.23	17/5.16.65	17/5.14.45	34/10.25.68
2. J. Halsey	17/5.13.04	16/5.18.09	17/5.14.29	34/10.27.23
3. C. Lett	16/5.02.88	17/5.18.19	17/5.16.45	34/10.35.24
4. M. Dunn	17/5.18.74	16/5.04.69	16/5.11.67	33/10.23.43
5. R. Vehlou	16/5.06.40	16/5.01.34	16/5.09.55	32/10.07.74
6. J. Booth	16/5.04.90	16/5.12.21	16/5.06.46	32/10.11.36
7. C. Drescher	16/5.02.70	16/5.11.25	16/5.14.75	32/10.13.95
8. J. Johnson	16/5.07.81	16/5.17.26	16/5.09.49	32/10.17.30
9. J. Johnson	16/5.09.75	16/5.15.30	16/5.17.13	32/10.25.05
10. R. Rossetti	16/5.15.53	16/5.23.68	15/5.01.25	32/10.39.21

World 1/10 titles 1989 'A' Final results

Overall place/entrant	Result Final 1	Result Final 2	Result Final 3	Total 2 best results
1. M. Hirose	17/5.01.67	18/5.16.56	18/5.18.72	36/10.35.28
2. B. Kloeber	17/5.09.91	17/5.02.12	18/5.18.50	35/10.20.62
3. R. Hohwart	17/5.10.57	16/5.04.25	17/5.05.27	34/10.15.84
4. C. Lett	17/5.05.98	17/5.11.41	16/5.08.51	34/10.17.39
5. J. Lautenbach	17/5.14.27	17/5.09.23	17/5.10.92	34/10.20.15
6. P. Davies	16/5.00.61	17/5.11.68	17/5.19.01	34/10.30.69
7. M. Dunn	17/5.17.39	17/5.17.45	9/2.44.19	34/10.34.84
8. S. Kayano	17/5.19.19	17/5.17.63	16/5.03.82	34/10.36.82
9. R. Cull	16/5.02.91	17/5.16.10	15/5.02.01	33/10.19.01
10. J. Halsey	13/4.13.25	15/1.27.00	17/5.08.87	30/9.22.12