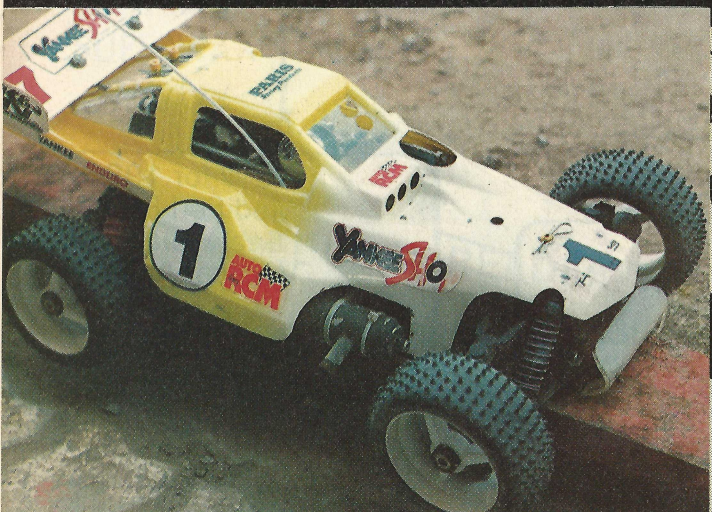




Top paint job and preparation on US Gary Kyes and Johnson's cars. Below left: Frederic Veyseyre of France drove his Yankee to top European spot. Below: 1, 2, 3; Japanese Mugen driven Sanado holds aloft the magnificent 1st place trophy.



Far left; top placing Burns of Kanai. Left: Brits from L Mike Craddock, Tommy Chung, Paul Dudley and Stewart Wilcox. Below: finalists and mechanics before the off.



Bangkok, the exotic Far East, land of Wots, elephants and the amazing three wheeled Tuk tuk taxis; not the most likely of venues for the third 1/8 Buggy World Champs. Amazing or not, there we all were, Europe's best, or nearly so for unhappily reigning World

Champ Maurizio Monesi was prevented from attendance by business commitments. The line-up was still pretty impressive, drivers from 16 countries attended including for the first time, a lone representative from the Warsaw Pact, Czech Doctor Tomas Tomek.

Hosts for the event, the Maxima Racing Club of Bangkok under the direction

of Chira Rattananarat did the drivers proud, a purpose built circuit of challenging difficulty, covered pits for all, part of an impressive racing complex that stands comparison with anything anywhere in the world. Match the facilities with the amazing hospitality of the Thai people and the ingredients for a fine race were all there in abundance. Staffing was lavish by the standard common in Europe, low

local wages ensured that provision of the 30 plus marshals and other race staff was assured and did they work; after six days of racing the marshals were still running.

Some controversy concerning tyres was heard during practice, new small-spiked tyres from Kyosho prepared especially for the event appeared to provide an advantage, but as practice drew to a close it seemed to this observer that the advantage was more in the psychological effect than in the grip as fast laps

started to appear from drivers with more conventional wheel-wear. If they did not dominate with

tyres, Kyosho surely dominated numerically, red team shirts seemed to be everywhere and all the drivers wearing them were fast.

If the Kyosho Burns was the car of the meeting, then the Rex engine of the race. Master of the Rex was Gary Kyes, his totally reliable technique of engine tuning by temperature could revolutionise thinking in this area. Gary uses an Infra Red sensing temperature measuring device to gauge the accuracy of the mixture setting, relating engine cylinder head temperature directly to mixture strength.

Experience in use has shown just what the optimum temperature should be and with the amazingly rapid response of the instrument used, a setting could be arrived at with total reliability, a facility that would have changed the fortunes of more than one or two drivers.

#### Euro entries

Amongst the Europeans most notable was the total absence of the Mantua Models team of Garbo drivers including the aforementioned Monesi.

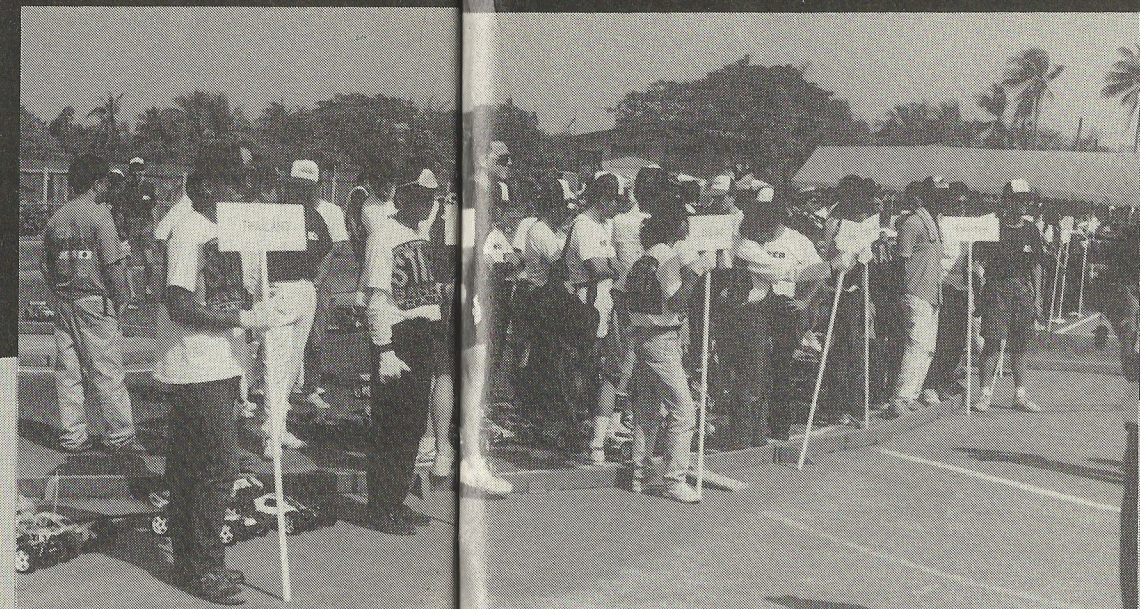
**Friendship and sportmanship were the hallmarks of the 1990 IFMAR Buggy World Champs reports Bill Burkinshaw – there was some good racing too!**

UK

BANGKOK

# BANGKOK WORLDS

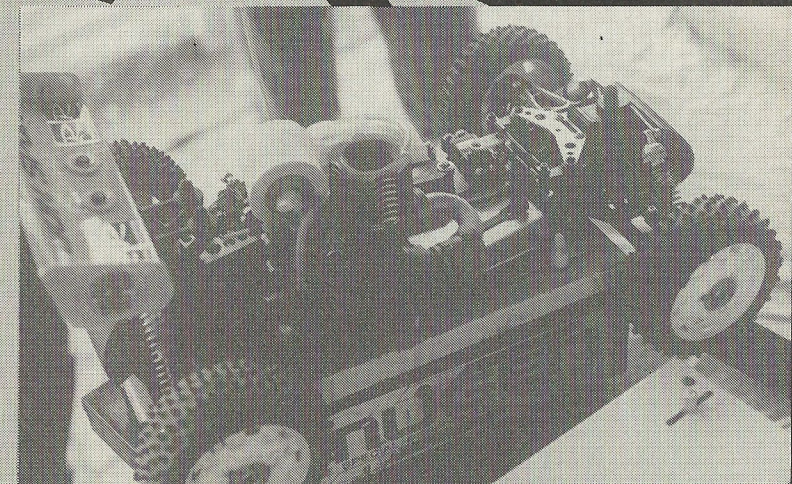




other makes of car that were to be watched. As always, the timed practice runs were used to seed the drivers into groups for qualifying putting several notables into the lower groups.

Fortunately, the long track spread out the cars very quickly enabling all drivers a fair crack at a fast

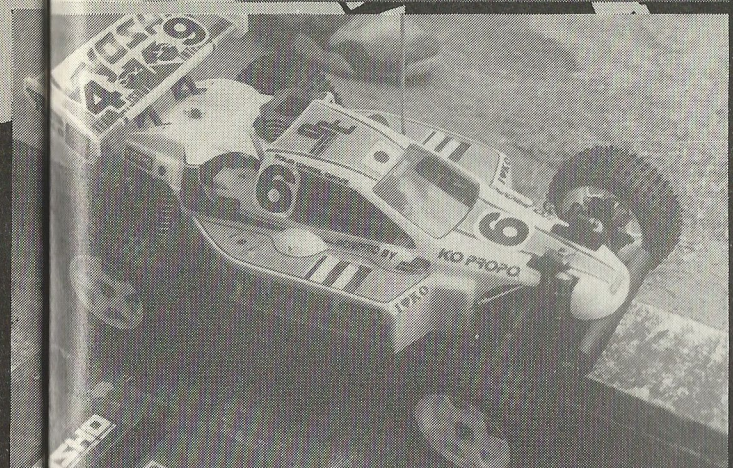
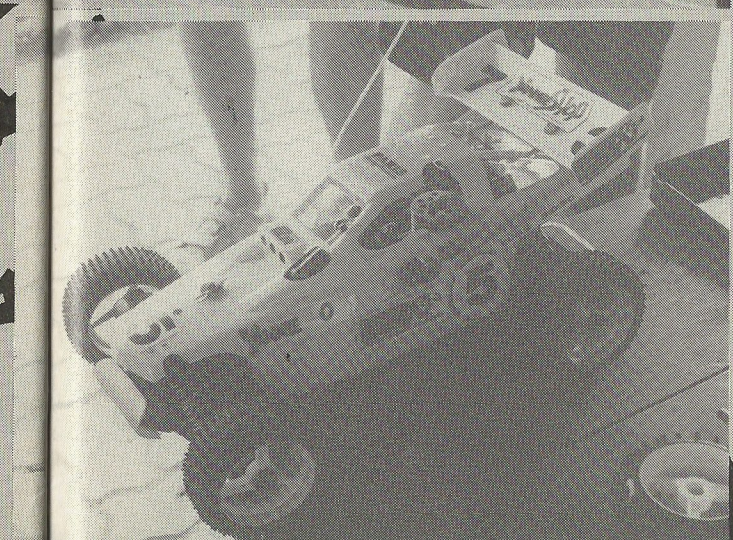
unhampered drive. One such, Yuichi Kanai managed a modestly fast 19 laps in Heat Ten to lead the field at the end of the first round accompanied by Katsuyuki Kodama and Olivier Daniere also on 19 laps, the rest of the high field of 18 lappers including five French, four Japanese and one each from Switzerland, Germany, USA (Joel



Johnson) and UK (Stuart Wilcox).

Next Brits were Tommy Chung and Mike Craddock on 17s with Paul Dudley who never looked happy in the temperatures that approached 100F and suffering from 'Thai Tummy' at that, on 15.

Kanai was to hold the lead for Kyosho for two rounds, then Koji Sanada driving the Mugen put in an inspired drive to move from 26th to top the board some three seconds faster than Kanai who had already bettered his first round score by a good five seconds. By the end of round four, seven drivers joined the elite of 19 lap scorers but it looked unlikely that



**Top right: Mugen 'Super Sport' of winner Sanada. Engine faces rearwards, Mugen developed a special short muffler for homologation for the Champs.**



Interesting was the change of allegiance by Pascal Gueye and Olivier Daniere from Siccom to Kyosho.

Yankee were however ably supported by first World Champ Frederic Veyseyrre and Pascal Monlong whilst Swiss manufacturer Micro Racing had the services of Laurent Verne and Didier Boulmier, both forces to be reckoned with. Micro Racing however suffered the immense disadvantage of losing all their equipment to the Thai Customs officials for four days preventing them rolling a single lap during the practice days.

Serpent had to be content with leaving the support of

**Above: Daniere of France now driving Burns made the final. Note extra large Rx battery strapped to front bumper!**

their product in the hands of the Austrians, no Europeans choosing to drive the Dutch product.

Equally unfortunate the Portuguese driver Silva had the box containing his car stolen at Frankfurt airport whilst on the way. Generous loan

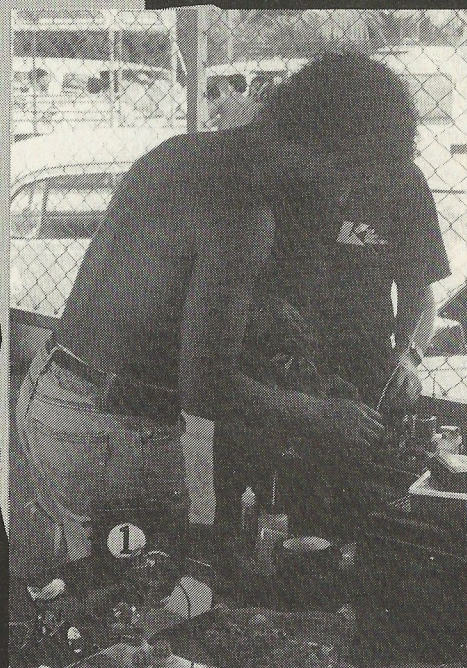
**Right: Pascal Gueye finished 9th he always excels at the shorter races but seems to lose concentration in the big ones.**

of a Burns from Chira Rattanarat allowed him to race but a World Champs is no time to attempt to come to grips with a new make of car.

#### Qualifying

As is customary, a pre-heat series of races was run to allow the machinery of race organisation to bed down. Under the direction of Dutch Race Director Sandor de Graaf, the lubrication required was minimal. The timed practice runs showed that the Japanese Kyosho drivers were well

prepared and fast but there were fast Europeans and



**BANGKOK  
WORLDS**

MAY 1990

RADIO CONTROL MODEL CARS

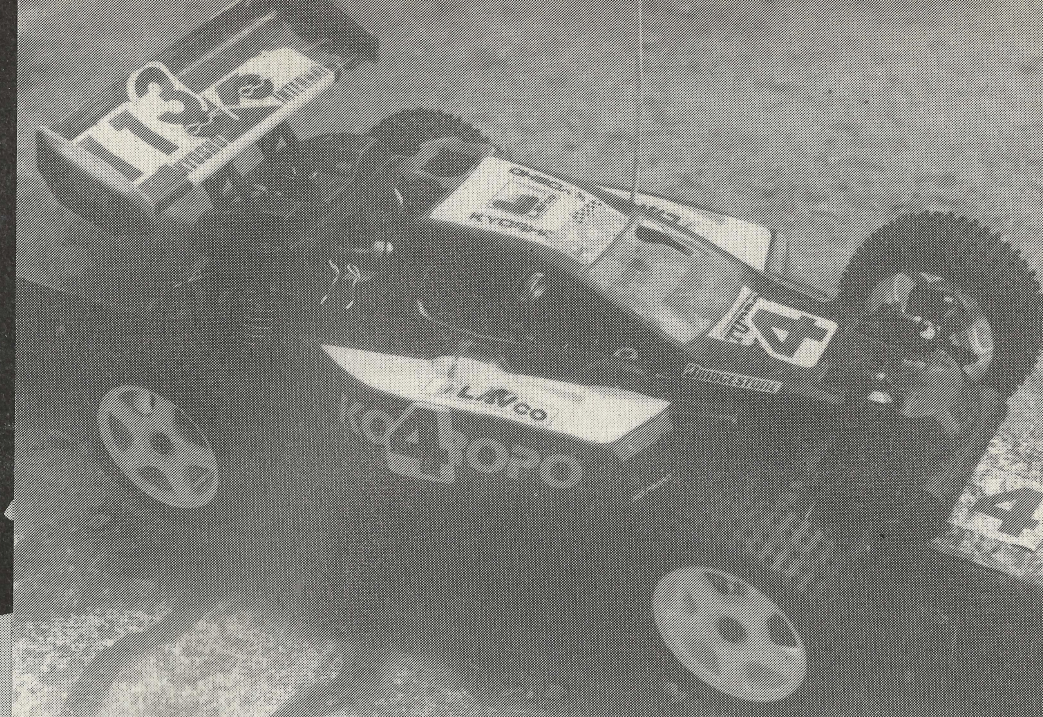




brand of luck. His run out halfway through his first run in the 1/64th final. Boulmier's fortune held and with a much healthier sounding engine he proceeded to circulate in times that would not be bettered until the quarter finals and without the incentive that serious competition provides.

Paul Dudley was the first of the UK drivers to figure on the track, his run for

started European interest started to hot up with two fast French drivers, Monlong and Costa, Consolaro of Italy and Boulmier featuring; at best one of them had to go. Boulmier started this one as he had the previous three – in the lead, but this was not to be a repeat performance. A collision with a solid track marker broke a steering arm and in spite of furious pit work the



damage could not be repaired.

As the Semis approached so the racing was becoming faster and more aggressive with an increasing frequency of warnings for driving infringements. Pascal Monlong continued his progress towards the top with a comfortable third place in 1/8A joined by fellow Europeans Bertin and Simionati to make up the 20 drivers for the last two races of the day looking for the last six places in the Semi Finals.

Euro Champ Phillippe Boeri, Swiss Champ Laurent Verne and U.S. Champ Gary Kyes were obvious strong contenders with Japanese dark horses Tsuyoshi Sasai and Yuki Yamauchi prepared to ignore their pedigrees and concentrate on the racing. The first laps were the usual melee but once the dust had settled Boeri and Verne looked strong with Kyes battling it out with the rear enders. Kyes showed his class but lack of experience really proved the determining

factor as he briefly held third spot only to be overwhelmed by the more experienced Japanese. Boeri suffered an engine cut and for a while looked a doubtful qualifier but a strong and smooth drive secured him third place and a ticket for the semis. Verne was not so lucky. Although driving well,

even the most severe pressure could force the pace to 20 laps.

With two days of qualification and four rounds of heats completed, the track was starting to show signs of wear. A basis of salt impregnated, sun baked clay looked good until the surface cracked then like so many tracks before it, the holes started to appear. Fast times were indeed still possible, Daniere managed to improve to regain his first round position of third, but Sanada remained unshakeable at the top of the list. Our own Stuart Wilcox improved his time but not enough to materially affect his placing at 19th, three short of a place directly into the Semi Finals. Tommy Chung qualified two places behind in 21st followed by Mike Craddock, 36th and Paul Dudley 68th. In the top ten, Japanese dominance was only relieved by the appearance of Daniere (France) and Budulig (Germany).

drivers qualified for the Christmas Tree finals series, all but the Semi Finals were to be run on Saturday leaving the Semis and the main final to take place on Sunday.

First European interest in the bottom finals appeared in the person of Boulmier (Switzerland) who had been unable to overcome the lack of practice occasioned by his Micro Racing 'Cougars' sojourn in the Thai customs house. He was at last able to prove his ability by leading the pack easily and even with a sick sounding engine and one cut, was able to progress to the 1/64 final to start a run for the final.

Luis Silva driving his borrowed Burns was not to be favoured with the same

stardom was shortlived and in a race that featured two top Italians, he had to be quick to survive. Quick he might have been but engine cuts don't help!

An engine obviously over-lean right from the off quit too often taking out the first Brit with it. Boulmier meanwhile dominated the Group A 1/32 final with a car that at last looked as though it could go all the way. This 1/32 final also signalled the exit of the first French driver, Beclin.

As the second 1/16 final



# BANGKOK WORLDS

MAY 1990

**Impressive purpose built facilities include air conditioned rooms for timekeeping and race organisation plus an air conditioned glass fronted box at rostrum level for the referees and commentator. Luckily for the drivers the prevailing wind blew dust away all week.**

RADIO CONTROL MODEL CARS

## Sub Finals

One hundred and four

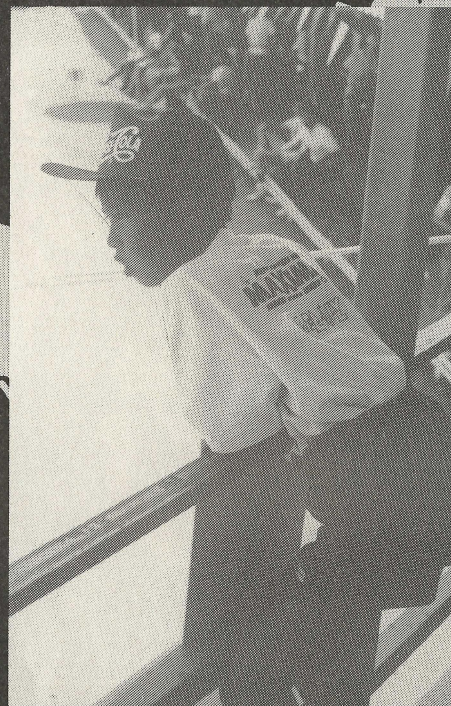


his 'Cougar' never really looked like a winner. His attempts to stay on all four wheels always losing him vital seconds in situations where the Burns seemed able to take amazing risks. So it was two Japanese, Sasai and Takagi to join with Boeri in the first Semi.

Stuart Wilcox and Tommy Chung had the bad luck to be matched in the second quarter final and with the likes of Monlong, Parrieux and Joel Johnson plus the Far Eastern wizards, it was going to be tough! After 7½ minutes of the 20 minute race, all cars were on the same lap with Stuart alternating between third and fourth place.

Pit stops

Roll of Honour. First semi away pitted Kanai, Aizawa, Kondo, Veyseyrre and Boeri against a field of lesser known but very quick drivers. Kondo fell by the wayside early on with an engine cut a mere three minutes into the race, a deficit he could never hope to make up. An unlucky way to exit a W. Champs. Boeri who was to produce one of the best drives of his racing career missed the start with



had assumed a vital importance by this stage in the racing, an extra stop was to mean the difference between qualifying and an early car cleaning session. Indeed, the ten minute tank of Johnson enabled him to take and hold the lead. Tommy lost a wheel, the time lost in replacing it and returning to the fray was too much, so exited Tommy Chung leaving Stuart to fight his way to second place and another step on the way to the Final with Shinishi Yamaguchi in third place.

And so the semis were decided, an overnight rest and work session on the cars and ready for the possibility of a two hour drive to the track through the horrors of the Bangkok traffic on Sunday morning.

#### Finals day

Just three more races and the third IFMAR Champion of the World would be decided. From the two 20 minute semi finals ten drivers could qualify for the hour long final.

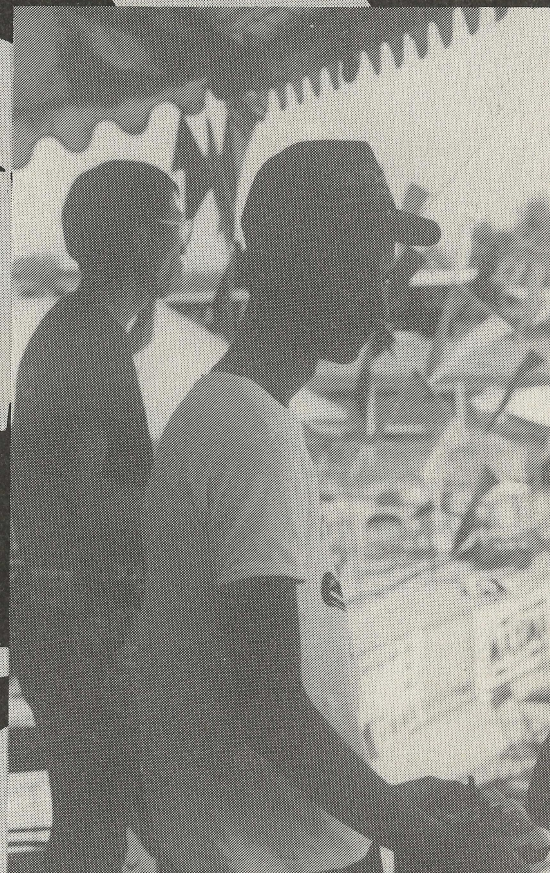
Both finals were indeed star-studded, with an international line-up that read like a Buggy Racing

a dead engine joining the field a full lap down. In a closely fought race, first Muffat retired with a broken steering arm, then Atzmanstorfer of Austria having his best ever run at a major race suffered the first of a series of engine cuts. Veyseyrre meanwhile proving that Yankees can perform at any level of racing, smoothly worked up to take the lead which he held for the full 20 minutes. As the signal for the race end sounded, Veyseyrre was followed across the line by Aizawa, Kanai, Sasai and Sakimoto driving Mugen, Burns, Burns and Mugen respectively with gallant Boeri losing fifth place by a pit stop in the closing stages of the race.

Semi A was not without its drama either, a fiercely contested first five minutes saw Daniere apparently with the race fully in his grasp until almost total loss of a front tyre required a pit stop which dropped him down to eighth place. Budulig (Germany) one of the few remaining Europeans saw his chances fade away with his ailing Rossi.

The brilliant Pascal Gueye always able to impress in

the shorter races did just that, keeping his Burns just to the right side of the limit for the full 20 minutes, taking advantage of the problems suffered by Daniere to take and hold the lead to the finish. Stuart Wilcox, last of our hopes ran very well until following

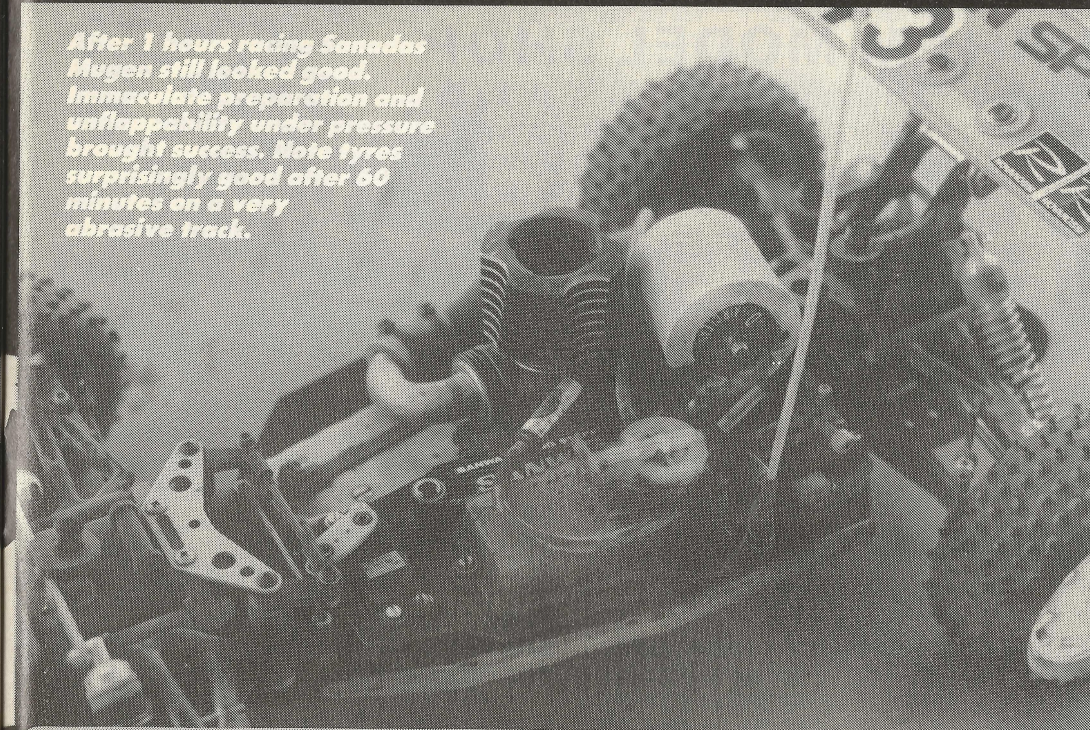


a flip over, his engine cut. Then again and again putting him at an impossible disadvantage even though he regained and held fifth place for a brief spell, fuel stops prevented him from retaining it. The last five places for the main event were Gueye (Burns), Kodama (Burns), Sanada (Mugen), Daniere (Burns), Yoshida (Burns).

#### The Final

A three hour gap between the finish of the

After 1 hours racing Sanadas Mugen still looked good. Immaculate preparation and unflappability under pressure brought success. Note tyres surprisingly good after 60 minutes on a very abrasive track.



Position/Name	Country	Car	Engine	Laps	Time
1. K. Sanada	Japan	Mugen	Rossi	101	1.00.00.4
2. T. Aizawa	Japan	Mugen	Rossi	101	1.00.14.5
3. Y. Kanai	Japan	Burns	OS	97	1.00.08.8
4. K. Kodama	Japan	Burns	Rex	97	1.00.27.3
5. F. Veyseyrre	France	Yankee	Rex	95	1.00.33.1
6. K. Yoshida	Japan	Burns	OS	94	1.00.38.8
7. K. Sakimoto	Japan	Mugen	OS	75	1.00.35.8
8. O. Daniere	France	Burns	Drastic	68	53.30.68
9. P. Gueye	France	Burns	Rex	52	39.53.60
10. T. Sasai	Japan	Burns	Rex	19	42.20.55
17. S. Wilcox	UK	Burns	Mondial		
31. T. Chung	UK	Mugen	OPS		
35. M. Craddock	UK	Burns	Mondial		
72. P. Dudley	UK	Burns	Bergonzoni		

semis and the start of the finals allowed tension to build to a rare pitch and by the time that the drivers were called for a presentation to the crowd, nerves were very apparent.

Veyseyrre was in poll position followed by Aizawa with the Mugen then a whole host of Burns the total line-up including no less than six Burns with one Yankee and three Mugens. As might have been predicted the top French trio of Veyseyrre, Gueye and Daniere were in there and ready to fight every lap of the way. As finals go,

this was not to prove the stuff that legends are made of. It was good, but the track surface had deteriorated to the extent that at times the racing became scrappy and

what could have been close racing all too often resulted

in place killing collisions. Kanai took an almost immediate lead and started to pull away from the rest of the field followed at some distance by a group comprising Gueye, Daniere, Sasai and Kodama and so it stayed for the first 20 laps until a series of disastrous engine cuts put him further and further down the field allowing Gueye to take the lead.

After 20 minutes Pascal still held first place but his driving became steadily more ragged as the pressure took its toll until the Mugens of Sasai and Sanada began to push. Daniere meantime had several engine cuts and was losing ground although whilst on the track was lapping faster than anyone, that is except Veyseyrre who in his customary

building his threat in the middle places.

It was blindingly obvious that the might of the Kyosho were not to have this race their own way, the three Mugen cars on the track were handling so well that the drivers were able to race the opposition and not the track.

When Veyseyrre lost his radio at the start of the main straight, it looked as though there was to be no-one else on the track to challenge them and although Kodama looked to be fighting it out on the road, a three lap deficit made his race exciting but fruitless. The quick return of Veyseyrre could not affect the final outcome – surprising what a fresh receiver battery will do, nor could the amazing skills of Kanai effect a change of fortune for the Kyosho racing team. Happily we were not to see any evidence of 'Team Driving' on the part of any driver although Kanai at times moved perilously close to a warning for bad overtaking.

So as the 60 minutes drew close we witnessed the delight of the Mugen team in their 'One-Two' victory in the face of one of the most powerful attempts seen from any manufacturer to achieve success. No-one seemed more surprised than Koji Sanada at his victory, few winners have shown such obvious delight in their achievements. The honour of producing the quote of the meeting must go to IFMAR President Ted Longshaw who asked the Kyosho team "Where's the funeral, chaps?"

# BANGKOK WORLDS

MAY 1990

RADIO CONTROL MODEL CARS