

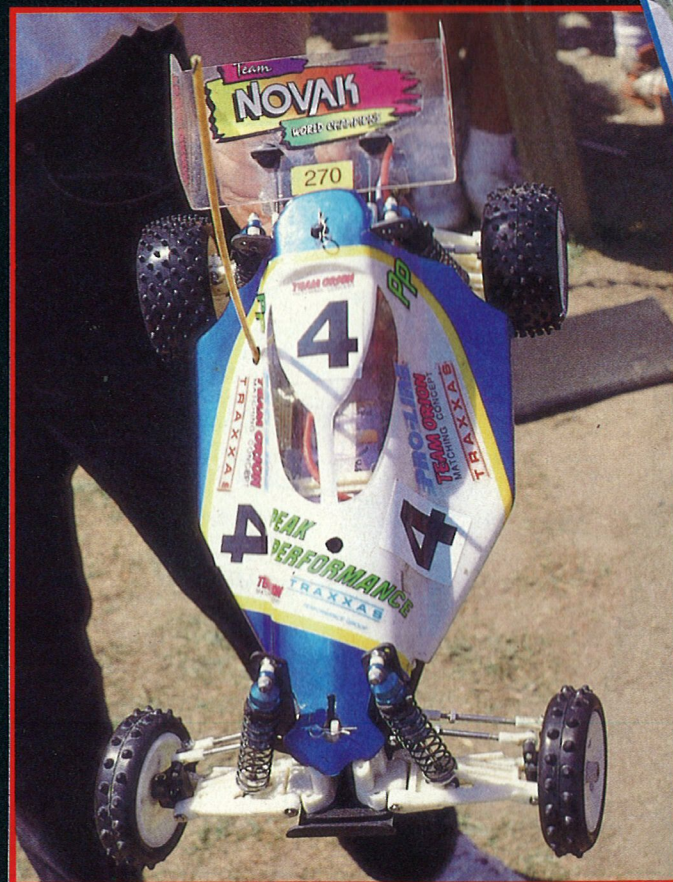
WORLD CHAMPIONS

The 1991 Off-Road World Championships will be remembered for many things, the domination of the Reedy/Associated/Yokomo Team, Cliff Lett's first championship, the new special cars in use, so many top drivers not making the finals and the track – which was a real let down.

Detroit was the place, and the 4th to the 11th of August the date. The world's top drivers, the best manufacturers of cars, motors, batteries and accessories were all present to battle for the title of best in the world. The British Team were of course there and looked strong headed by our new double European Champion Craig Drescher and National Champion Kevin Moore.

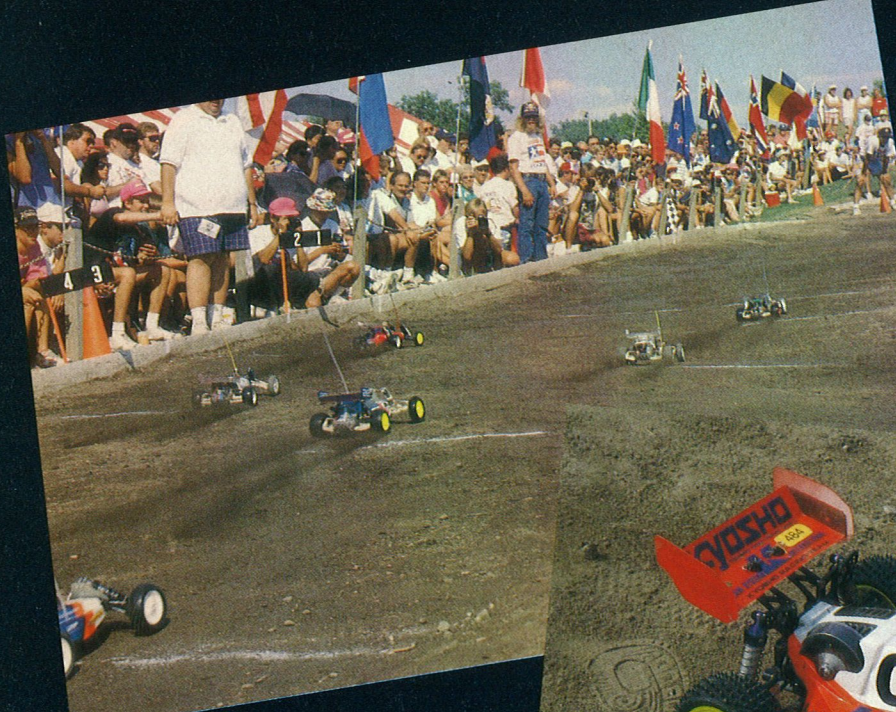
Freedom Hill Park is around 10 miles from the centre of Detroit, the track was nicely situated in the park with good facilities including a band stand and conference building. The track was made from loose dirt, sweeping turns, hairpins and jumps were all included in the demanding shape, a quick lap was around 25 seconds but the bumps in the straight section in front of the rostrum meant luck played a part in every lap. To be quick, the bumps needed to be taken almost flat out – this would have been fine if the bumps remained the same. Unfortunately the track changed almost by the minute as the cars carved deep grooves, this was to play an important role in qualifying.

RCMC Reports on the Domination of the Associated/Yokomo/Reedy Team

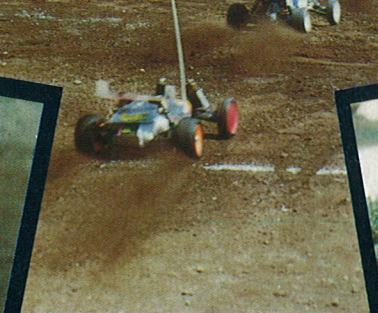
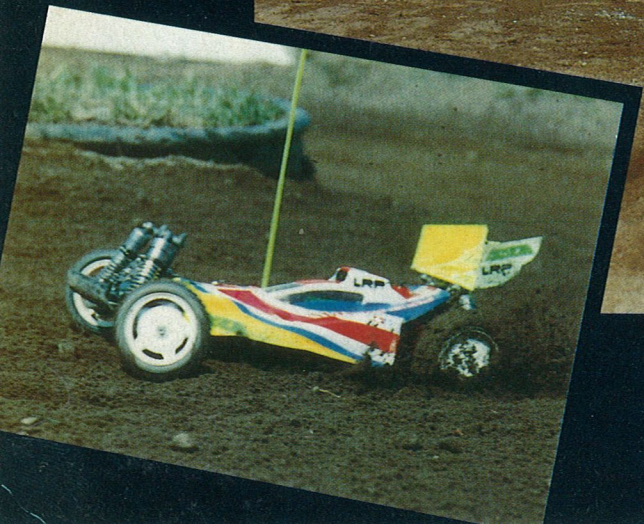
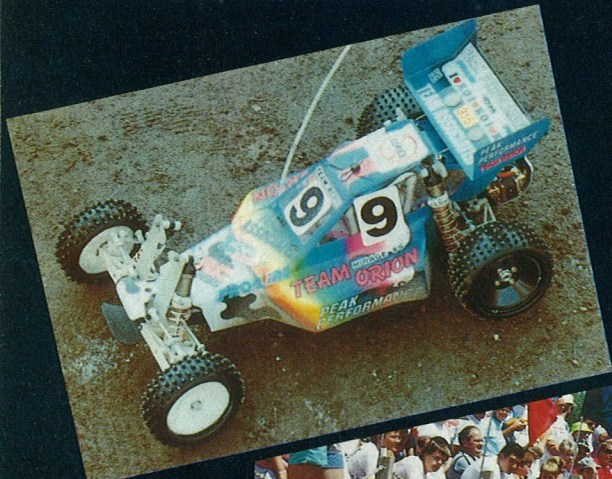


Left: The Traxxas 2WD car that qualified fourth fastest in the hands of Scott Montgomery. Top left: The opening ceremony had all nations in harmony. To right: Kevin Moore's Schumacher Cougar. Above: Cliff Lett celebrates his first world title. Top right: Cliff Lett and Mike Reedy talk motors before the finals. Above: Colin Spinner takes care of Jamie Booth's and Steve Haynes' cars.





Right: The new body fitted to the latest version of the Kyosho Lazer. Top right: Cliff Lett's winning Yokomo car was almost all development parts, note upright shocks and "Team moo" paint job. Bottom: Action from the racing including the newly bodied Tamiya Manta Ray cars.



Top: Steve Haynes concentrating on his racing! Centre: The Brits had a hard time in general but kept spirits up at all times! Right: Parma USA man Gerry Goldberg and the owner of Parma, Ken MacDowell attended to watch their UK team.

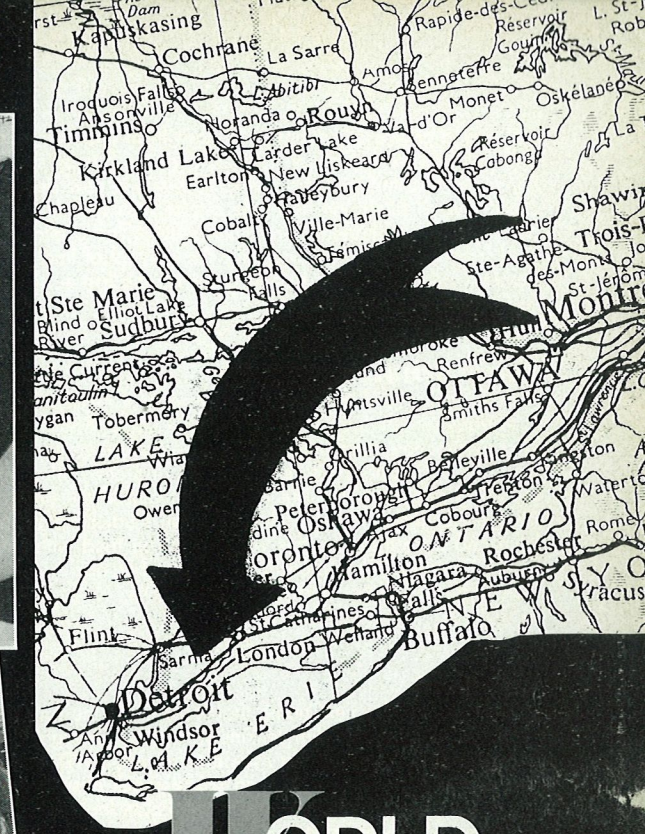


The Teams

All the major teams were in attendance although at different levels. Associated/Yokomo/Reedy were the obvious favourites before practice, being reigning champions and with a brilliant line-up of drivers.

In 4WD the team drivers had a new car, some of the Works '91 car was left but the majority of the car was hand made. The basic layout of the cars looked similar to standard, the main difference being the weight distribution. This was altered by a new longer drive belt which took the front diff further away from the motor, shorter wheelbase rear arms meant that the weight was generally nearer the rear of the car and this made the car better over the bumps and jumps. New shock brackets had the rear and front shocks almost upright and a new copper coloured spring was used by the whole team. RC10 shocks were on the cars and the team didn't want the prototype cars photographed! Although a quick glance at the cars made them look fairly standard this was not the case.

The famous standard RC10 was again not in use, as in Australia the team ran special cars prepared specially for the world champs. The car was a radical change to the one we all know. Suspension arms were new, larger than normal and on the front swept forward to give the cars enormous ground clearance and the ability not to dig in at the front no matter what angle the car hit the ground. (It must be remembered that Associated were at the warm-up race some 8 weeks



WORLD CHAMPIONS

earlier and were beaten on the very bumpy track, the new car was made specifically for this track) The cars had a double layer graphite chassis, long shocks all round and new steering and shock components. Again the team drivers had specific orders not to let the internals of the cars be photographed.

Team Kyosho

Kyosho were one of the two main sponsors for the event, their challenge on the

title was to be a serious one with an all new 2WD car - the Triumph and a revised version of the Lazer for 4WD.

The Triumph looked fairly standard to the car RCMC reviewed in the last issue, suspension arms were the same as was the chassis, shocks and layout. Some special parts were on the cars but these mainly were just alloy copies of original plastic parts. The Lazers too looked to be pretty standard, new wheels, bodyshells and a few special parts featured but in general the cars looked reasonably like the kit items.

The Japanese side of the Kyosho team ran various motors and featured some strong drivers but a tie-up of some kind meant that most of the top US Losi drivers ran Lazers in 4WD - this included Joel Johnson, Jay Halsey, Jack Johnson and Gil Losi Jr. This gave Kyosho a very real chance of the title along with their other top drivers Kris Moore and Rick Howart.

Team Losi

Team Losi were the other main sponsor of the event, the team effort by the Losi/Trinity Team was major. For a start the team had their own mobile pitting unit - this was guarded to stop anyone not wanted from entering. The whole team pitted in the unit which was air-conditioned and mud free! The Losi cars had some very interesting features, new front suspension included one piece machined arms which looked very solid, various new shock positions were tried and

Losi had a choice of springs to choose from that numbered around 20! The Losi cars looked about the best over the bumpy section, Gil Losi Sr explained that the cars were fitted with a new design of slipper clutch, the oil filled unit had little slip at slow speeds allowing acceleration but slipped more when moving faster allowing the car to land from fast jumps and not kick the car out of line. However the slipper worked, the cars looked great on the fast sections.

Team Schumacher

Schumacher had the latest two versions of their Cougar and Procat in various set-ups for the meeting. The Cougar had the new swept back wishbones, medium length shocks and new alloy driveshafts. The cars also had glass fibre rear brackets and new diff components including ceramic balls. The 4WD car featured the latest belt over chassis conversion, most of the team ran medium length shocks on the front and no roll bars – this was the set up tried with success at the recent European Championships. Schumacher also had new tyres to try including new rubber and new tyre patterns.

The Rest

Traxxas was the next name that featured in the running. The company is owned by Jim Jenkins who is a thoroughly all round nice guy. This was the first main race for the new 2WD Traxxas car which featured a graphite chassis, long stroke shock absorbers and big chunky suspension arms. In practice the cars looked really good over the bumps and were putting in some fine times.

Race Prep had cars racing which looked near the pace in practice but seemed to lack a little in development.

This was to be Tamiya's first challenge on the World title, along with Steve Haynes and Masayuki Miura, Jamie Booth was Tamiya's big chance. Tamiya had the latest version of the Astute with longer wishbones, new gearbox and new wheels and tyres. The Manta Ray had a new body, and various detail changes to the chassis, the cars ran long shocks all round and Jamie had two full time mechanics from the factory on hand including the designer Taki and manager Colin Spinner. The cars looked near the pace in practice and team spirits were high.

The Favourites?

Masami Hirotsuka had to be firm favourite for at least one title, two years ago in Australia he was dominant and since then he hasn't looked back winning normally as he pleases at most big events, with Masami in the team Associated/Yokomo had a very good chance. Cliff Lett had to have good chance, Cliff is well renowned as being the best in the business for car set-up and the track certainly demanded that, he had all the right equipment and has made the finals before, many thought this could be Cliff's year. The UK also had a couple of favourites, Kevin Moore is presently double national champion, fully supported by Schumacher and driving well Kevin was always going to be right on the pace. Craig Drescher and Jamie Booth also looked to have a fair chance, Craig on a high from taking both European titles and really peaking in the driving area had a real chance with full support from his team. Jamie Booth too had good equipment and back-up and was an obvious favourite with his experience and skill.

Jack Johnson, Joel Johnson, Gil Losi, Kyle Reed and Jay Halsey were to be a strong team, all the drivers had the skill and the equipment to win the event, Jay, Joel and Gil ex-world champs and Jay having been in every world final to date – the Losi/Kyosho team had a real chance.

Jurgen Lautenbach also rated as a driver with a chance, in the warm up he won. Jurgen was driving well, had the confidence and was right on the pace.

There were other drivers with real potential, Rory Cull, Rick Howart, Butch Kloeber, Kris Moore, Mark Pavidis, Brian Kinwald, Mike Dunn and Rick Vehlou all had a good chance

as did a number of other drivers who would appear early on in qualifying.

The Brits had a strong team, the already mentioned Kevin Moore, Craig Drescher, Jamie Booth and Rory Cull were backed up with Mark Taitman, Ellis Stafford, Billy Mitcham, Steve Brace, Alan Harman, Steve Haynes, Nick Cochrane and Marc Neal.

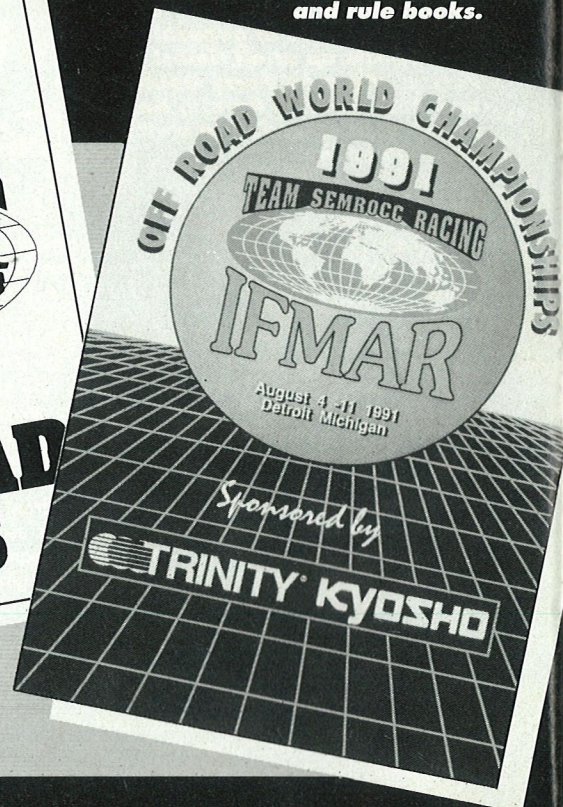
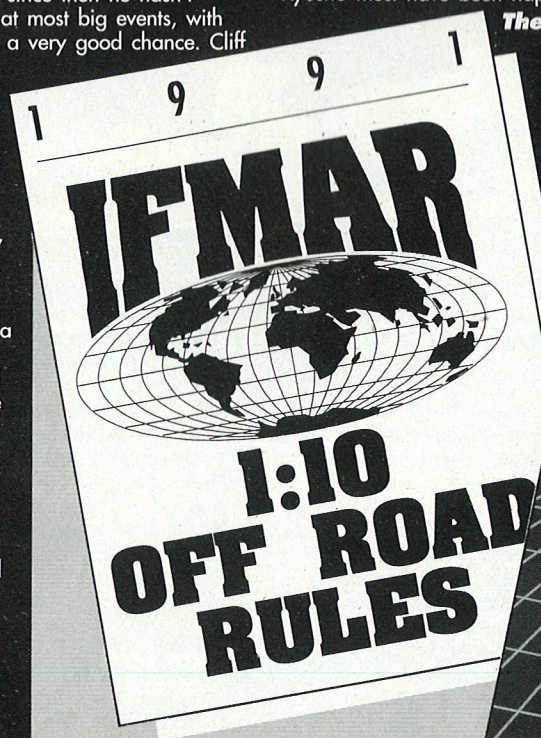
Practice

Before each event there was plenty of practice, 4WD was first and so these were first to taste the track. The surface was a fine loose dirt that was lightly rolled to smooth out the bumps. In early practice everyone seemed to feel their cars were going well, the track gave good grip – virtually any tyres worked and the track was quite driveable. The cars that looked good were the Lazers, the Yokomo's also looked quick but the track was still fairly flat. The complaint mainly from the drivers was that by the time you got on the track for your second practice the track wasn't the same. Ruts were starting to appear and the early 24 second laps were now not so easy to find. At the end of practice everyone seemed unsure of how they were going, the track required commitment over the bumps to be quick but this often led to a crash and loss of time, as the final round of timed practice ended noises of complaint of the track were all around the pits.

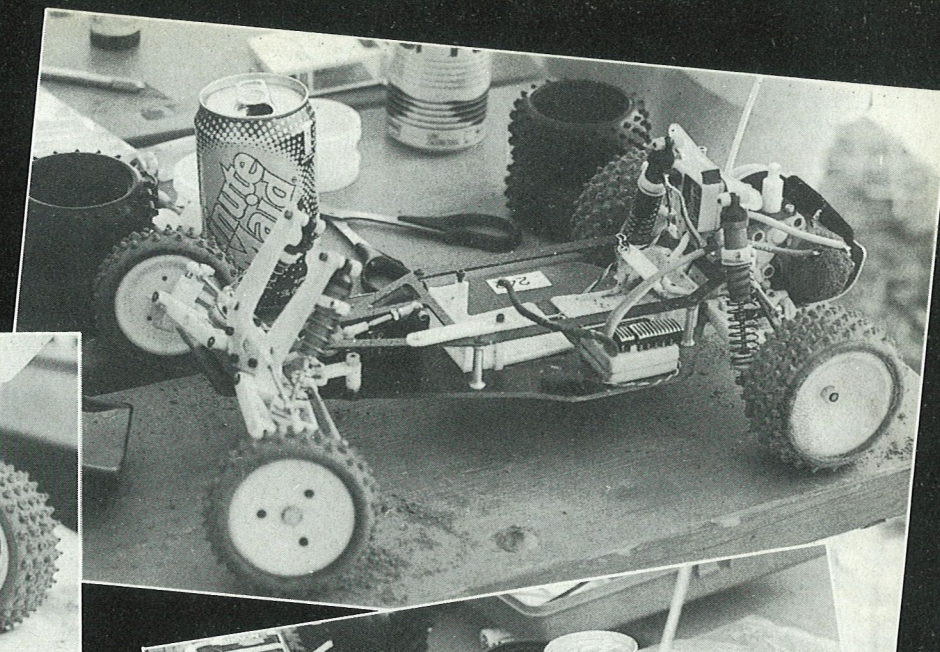
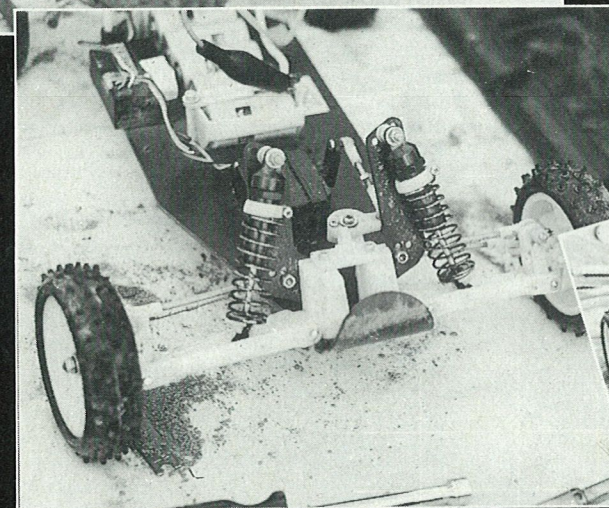
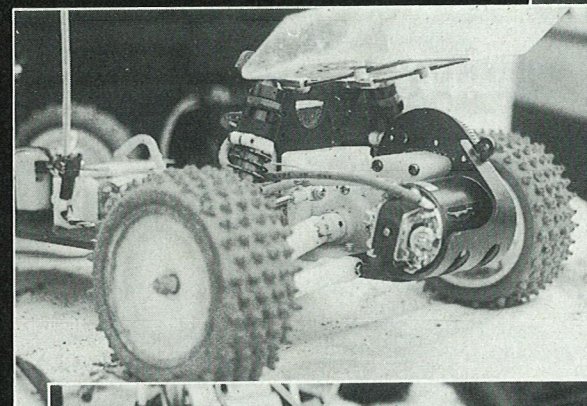
For the first round of 4WD qualifying the track was fully "groomed" – this was the American organiser John Thorley's term for tidied up. The holes were filled in with dirt, dragged and rolled then watered. After this the track looked reasonable, the team of track workers had done a good job ready for the start of the serious business, the question was could the track be put back to this state all the time to give everyone the same chance.

Round 1 of qualifying saw Masami Hirotsuka take TQ, Masami's Yokomo looked to handle well, had plenty of speed and when it was driven by Masami looked the best on the track. Second fastest was the Lazer of Jack Johnson, Jack was smoother than Masami and made no mistakes but his time was almost 2 seconds slower than Masami but he was in good shape. Third was Kris Moore, Kris' Lazer was again smooth and fast and proved the Kyosho cars were right on the pace. Fourth was Satoshi Maezumi, until now he was relatively unknown, Satoshi is a quite likeable chap who was not team sponsored by Yokomo and was using a modified Works '91 car. Fifth was Joel Johnson, some of the other USA team members describe Joel as a "flash in the pan" racer but fifth on the grid in round 1 was the Magic Mans Lazer. In the number six spot was Cliff Lett, his car looked great, very stable, fast and Cliff's style suited the circuit. Seventh was Mike Dunn again another Lazer runner – at this point Kyosho must have been happy. Eighth was Kevin Moore, the Brit had

The organisers of the event produced these excellent handbooks and rule books.



WORLD CHAMPIONS



Top: The new Associated car was almost all new only the Stealth gearbox remaining. Left: The Traxxas car looked good at all times, only a lack of numbers preventing more than just one making the final.

taken his Cat by the whiskers and drove an excellent race to be in the top ten, Kevin's car didn't seem to have the handling of the Lazers or Yokomos but he drove a brilliant five minutes. In the number nine spot was Mark Francis, his Yokomo looked good on the track and a no mistakes run gave him the time. On the bubble in tenth place was Scott Anfinson, Scott was using Proline tyres on his near standard Yokomo and did very well to come in 10th.

After the end of the round the track was rather second hand, John Thorley did a great job on the tannoy of convincing himself that the track was fine, but most of the drivers didn't agree, the track was now bumpy and rutted to say the least and people were starting to realise that improving your first round time was going to be tough.

In round 2 Cliff Lett's time was disqualified for not marshalling, at the end of round 2 the top ten was the same as round 1 except for Cliff, he was now in 11th place.

In round three again the top ten contained the same people as Cliff Lett drove the race of his life on a newly groomed track to take sixth place, Cliff's car looked the class of the field and sixth on the grid seemed a poor prize for a perfect run.

Also in round 3 Scott Anfinson improved his first time by nearly a second to move above Kevin Moore to Eighth place.

The story from many of the drivers was that the track was too bumpy to qualify on, this would seem to be the case as most drivers counted their first score as their best – most felt this was no track to decide the World Champion on.

After the end of qualifying round 5 the top ten was the same;

- | | |
|---------------------|-------------------|
| 1. Masami Hirotsuka | 6. Cliff Lett |
| 2. Jack Johnson | 7. Mike Dunn |
| 3. Kris Moore | 8. Scott Anfinson |
| 4. Maezumi Satoshi | 9. Kevin Moore |
| 5. Joel Johnson | 10. Mark Francis |

The condition of the track seemed to heavily decide who was in the top ten, these drivers did a fine job in the first round as did Cliff Lett

in round Three, but the feeling was that these ten were not necessarily all the fastest guys, and that the top ten would have been different if the track had remained the same all day. Again the club insisted the track was good but not many of the drivers agreed.

The final round of qualifying was to be the next day, the track was fully groomed but this caused problems, this meant that heat 1 would have a second chance on a "new" track, after discussion the track was put back to how it was before grooming. This was good news for the top ten but not for those who wanted another chance at qualifying.

After the last round the class of drivers out of the A final spoke for themselves;

J.D.Beckworth	76th	Craig Drescher	42nd
Stefan Danz	72nd	Kyle Reed	38th
Rory Cull	70th	Rick Howart	30th
Gil Losi	60th	Jay Halsey	28th
Jamie Booth	55th		

Even Masami Hirotsuka sitting on TQ felt the track was impossible to improve his time on and was for having the track groomed to a greater extent more often. This wasn't done and we went into the finals with the top ten guys who were the top ten after round 1.

Finals

With Masami on pole he was the obvious favourite for the title, the track was bumpy and seemed the only thing that could stop Masami.

In the first final the pattern for the rest was set, Masami led and drove very fast over the bumps, he was fully committed at all times and drove with almost no respect for the bumps. Cliff Lett from sixth on the grid was driving the best I've ever seen him drive. He worked his way through the field in a calm yet incredibly quick way and was soon up to second place. Masami had the length of the straight on Cliff with 2 minutes to go and was chasing hard, Masami then made a couple of mistakes, the track was bumpy and Masami was taking risks to stay in front, Cliff was driving smooth and the gap soon was under a second. Cliff made his move as Masami was off line on a bump, Masami challenged back but Cliff's car and driving looked better and Cliff won round one by 2 seconds, 3rd was Jack Johnson who had his chances and rolled on the bumps. 4th was Joel driving well.

This first final seemed to get to Masami, in round 2 he flipped on the first corner handing the lead to Jack Johnson, Cliff Lett again had another amazing final to come through to second and Masami fell to 5th. Scott Anfinson was third and these results put three drivers in contention for the title, Masami, Cliff and Jack.

The last final saw a real battle for the lead between Masami and Cliff. With Jack Johnson well down from the start Cliff just needed to hold onto second to take the title, this he did finishing under a second behind Masami to take his first world title. Cliff was a popular winner as he is always a gentleman and a fine figure to represent RC Racing as its Champion.

The fine occasion of a world champs in the end won over the disappointment of a track which was not up to the task. Everyone felt Cliff was a deserved winner and he did look the class of the field, many were disappointed but we looked forward to 2WD.

In the final some of the drivers were running Panasonic 1700 SCR cells, these seemed to give good speed and duration but the Associated runners Cliff and Masami ran Sanyo 1700 SCE cells.

FOUR WHEEL DRIVE

NAME	POS	CHASSIS	BODY	MOTOR	BATTERIES	RADIO	RECEIVER	SERVO	FRONT TYRES	REAR	SPEED	SPONSOR
Cliff Lett	1	Yokomo	Yokomo	Reedy Mr. M	Reedy Sanzo SCE	Airtronics	Novak	Airtronics 737	Yokomo TF 330	Yokomo TR 32	Novak MIC	Associated Yokomo Reedy Novak Pro-line Oakley
Masami Hirotsuka	2	Yokomo	Works '91	Reedy	Yokomo	Ko Esprit II	Ko	Ko	Yokomo TF 330	Yokomo TR 32	Novak	Yokomo Associated Reedy Modified Ko Propo Novak
Jack Johnson	3	Koyoso Lazer	Kyosho	Trinity Kevin Kevin	Trinity SCR	Futaba 1024	Futaba	Futaba 131	Kyosho Dash	Kyosho Pin	Novak 410 410 MXC	Team Lati Kyosho Victor Novak Futaba HPI Technicraft
Joel Johnson	4	Kyosho Lazer	Ogiltra MID	Trinity Tri Motor	Trinity Pushed	Airtronics	Novak FM	Airtronics 151	Kyosho	Kyosho	Novak MXC	Trinity Kyosho Team Lati
Satoshi Maezum	5	Yokomo	Works '91	Atlas	Atlas	Ko EX-1	Ko KR 291 Fi	Ko TS1001 fiet	Yokomo 330	Yokomo 320	Tekin 420F 420F	Altalas Ko Japan MIWA Hobby
Scott Anfinson	6	Yokomo	ASC 2C103 Protec 4	Reedy Mr H	Reedy	Airtronics CS2P	Airtronics FM	Airtronics 737	Proline	Proline	Tekin 420 F	Altalas Ko Japan MIWA Proline SRS
Kris Moore	7	Lazer	Lazer	Twister	Max Call	Kraft	Novak	Futaba	Kyosho	Kyosho	Novak 410 MXC	Twister Kyosho Novak
Kevin Moore	8	Schumacher Pro Cat	Pro Cat	LRP	LRP	Ko	Ko	Ko	TF 330	TP32	LRP	Schumacher LRP MPM
Mark Francis	9	Yokomo	Yokomo	Reedy H	Reedy	Airtronics	Airtronics	Airtronics	Yokomo	Yokomo	Novak	Reedy Associated
Mike Dunn	10	Kyosho Lazer	Lazer	Race Prep	Race Prep SCE	Ko	Novak	Airtronics	Kyosho H	Kyosho PIN	Novak MXC	Race Prep Kyosho Ko Team Lati

British Results;

8th Kevin Moore
31st Mark Tatman
33rd William Mitcham
39th Ellis Stafford
43rd Craig Drescher

55th Jamie Booth
58th Steve Haynes
71st Rory Cull
78th Leigh Edwards
98th Steve Brace

Two Wheel Time

Again there was plenty of practice for 2WD, then there were two rounds of timed heats to make sure the counting system worked and that there was no interference, this was all cleared on the Friday and qualifying would start early Saturday morning.

In the timed heats the Losi cars didn't seem quite as well tuned as they had in early practice. On the other side the Associated cars which had had problems in setting their new cars up now looked good, Masami had found a good set-up and the whole team now looked fast.

The Schumacher cars of Jurgen Lautenbach, Kevin Moore and Mark Tatman also looked good on the track. As the drivers left the track it was groomed for the morning, those in early heats thought they would have a good chance - but again the track was to trick everyone.

In round 1 the track looked good, the weather was hot and although the track was watered in between every race it was dry and a little dusty. Masami Hirotsuka again proved why he is rated the best in the world setting TQ by over 4 seconds from Chris Allec. This first round gave top ten places to Rick Howart, Cliff Lett, Andrew Nelson, Craig Drescher, Gil Losi, Scott Montgomery, Jack Johnson and Jon Anderson.

The track was lasting well to most peoples surprise, the 4WD event had got it to a certain level and it was staying at that level - horribly bumpy but at least the same!

In round 2 British hopes were raised by Craig Drescher, Craig put in the second fastest time and dumped! in fact it could well have been TQ if he had kept going. William Mitcham also moved up to 5th place with a fine drive and some nervous moments from dad Brian. Kevin Moore was down the order but felt confident he could go better.

At this point the Losi cars didn't look like showing the form of practise and to rub salt into the wounds of the hard trying Losi/Trinity team the Associated/Reedy cars looked to be getting better.

In round three Kevin Moore did it again to take the second spot, Kevin drove a controlled race pushing just hard enough with no mistakes, the result was under a second off TQ.

Cliff Lett moved up to 6th place and Billy Mitcham dropped to 9th but still in the A!

By the 4th round the track was hot, dusty and a little rutted, not many people improved and again sad stories of a track not up to much were heard, some of the Brits were having a hard time and those in later heats seemed to find the going tougher.

In round 5 after a freshly groomed track Kyle Reed set the track alight by taking TQ for Losi/Trinity, Kyle's car at long last looked as it did in practice and as the teams set off to the hotel for the night Gil Losi Snr and Ernie Prevetti looked well pleased with TQ and Associated looked a little shell shocked.

Sunday morning arrived and the track looked damp, hard and set for fast times, Billy Mitcham sat in 10th spot and hoped the track would be as slow as the day before but his chances soon disappeared in the first heat when Jurgen Lautenbach set an A final time, the track was fast again and this was a cruel blow to those who had done good times on the Saturday. At the end of an amazing round of qualifying half the drivers who had been in the final the night before were out, including Cliff Lett the 4WD champion.

The track was so much faster that Masami knocked 5 seconds

off TQ.

This was another example of the track not giving a consistent surface for racing, many drivers ended up happy at the end of the round, many sad. All we could do was look forward to some exciting finals.

Finals

Before the finals the biggest smile in the pits was that on the face of Jim Jenkins, the man who owns Traxxas. His car was 4th on the grid first time out - no mean achievement considering the field.

The second biggest was on Ernie Prevetti's face, he could feel a win in the air with Kyle Reed in 2nd spot.

The first 2WD final was a really close exciting race, the battle between Masami and Kyle Reed was intense, Kyle so fast over the bumps and Masami so quick in the corners, in the end it was Kyle Reed who kept on his wheels as Masami rolled away to 5th place. Second was Mark Pavidis and third Britain's Kevin Moore.

In the second final Kyle Reed flipped in the first corner, this let Masami into the lead and the dark horse Rick Vehlou into second. The battle between these two was finally settled when again Masami flipped and Rick took the lead, he held on to win by under 1 second. Other good performances came from Kevin Moore 4th, and Jurgen Lautenbach 5th. Craig Drescher was having a hard time loosing a

WORLD CHAMPIONS



The Parma van summed up the American attitude to racing - win but have fun at the same time!

track rod while running well up and Scott Montgomery seemed to always come off worse in the first corner pile up.

The last final again meant a number of drivers could win, Reed and Vehlou had wins but Masami was on pole. He had already led every 2 and 4WD final and lost the lead and was in no mood to loose his 2WD title as well as his 4.

Masami led at the green and drove a fast race, in second spot was Rick Vehlou and third Kyle Reed. The racing was very quick, near the TQ, and try as they might Vehlou and Reed just could not quite catch the flying Masami, the three finished in that order and as they past the line Rick Vehlou jumped in the air and was congratulated by Masami and the other drivers on the rostrum. Most felt he had won

on points but minutes later it was announced there was a tie, the track went silent as the results were read out and it was Masami who had won. Vehlou took it well and ended up pleased with 2nd spot.

Reed ended up 3rd and Kevin Moore a fine 4th.

The 2WD event had been far more fair than 4WD in many ways, the track allowed more than one good chance and held up to the 2WD cars far better than 4WD.

The Losi cars looked good but Kyle Reed had a hard task as the only Losi in the final. The new RC10 of course won and Gene Hastings of Associated said the car could be on sale within 6-8 months. In the final again some of the cars ran 1700SCR Panasonic cells but the winners won on 1700 SCE's.

TWO WHEEL DRIVE

NAME	POS	CHASSIS	BODY	MOTOR	BATTERIES	RADIO	RECEIVER	SERVO	FRONT TYRES	REAR	SPEED	SPONSOR
Masami Hirotsuka	1	RC10 Associated	Viper	Reedy	Sanyo Yokomo	Ko Esprit II	Ko	Ko	Yokomo TF 330	Yokomo TR 32	Novak MIC	Associated Yokomo Reedy Novak Ko Propo
Rick Vehlou	2	RC10	RCPS Turbo Mirage	Reedy MRT	Reedy Matched Sanyos	Airtronics CS2P	Novak	Airtronics 737	Yokomo TF 330	Yokomo TR 32	Novak MIC	Yokomo Associated Reedy Novak Airtronics
Kyle Reed	3	Team Losi Double X	Team Losi Double X	Trinity	Trinity Pushed	Ko Propo EX1	Ko Propo	Airtronics 737	Losi Momo	Losi Momo	Novak M-5	Losi Trinity Novak Magic Motorsports Jammin Prop Ko Propo
Kevin Moore	4	Schumacher Cougar	Cougar	LRP	LRP	Ko	Ko	Ko	Yokomo	Yokomo	LRP	Schumacher LRP KO MPH
Mark Pavidis	5	RC10	RCPS Turbo	Reedy	Reedy Sanyo SCE	Airtronics	Novak	Airtronics 747	Yokomo	Yokomo	Novak	Associated Reedy Novak RCPS Oakley Team MOO
Jurgen Lautenbach	6	Schumacher Cougar	Schumacher Cougar	LRP Blue SE	LRP	Ko	Futaba	Ko PS-87	Yokomo	Yokomo	LRP LE 25A	LRP Electronic Schumacher Ko-Radio
Satoshi Maezum	7	RC10	RC10	Atlas	Atlas Panasonic	Ko EX-1	R291 Fi	Ko 1001 Fiat	Dynamite	Yokomo 32S	Firoce MOCH7	Ko Yokomo Miwa Hobby
Scott Montgomery	8	Traxxas	Traxxas	Peak Performance	Team Orion	Ko Exi	Ko	Futaba 9301	Schumacher	Proline	Novak	Traxxas Peak Performance Team Orion Novak Proline
Craig Drescher	9	RC10	Mirage Turbo	Reedy MRT	Keil	Ko	Ko	Ko	Yokomo 330	TR32	Novak 410 MIC	Reedy Associated Keil Novak Ko
Derek Furutani	10	Associated RC10	RCPS Miragess	Peak Performance	Team Orion SCE's	Ko Propo EX-1	Ko Propo	Ko Propo	Yokomo	Pro-line	Novak 410 MIC	Peak Performance Associated Novak Ko Propo RCPS Pro-line Team MOO Team Orion



So the 1991 world champs was over, we had Cliff Lett driving a non-standard Yokomo the winner, whether the car will become available is not clear but the cars were not allowed to be photographed and were often covered up. Masami won 2WD again with a new car - this though will hopefully become available soon. Both these winners used a white powder on their cars' tyres in the finals, this seemed to stop the mud sticking and obviously worked. Panasonic 1700SCR cells featured in the final but did not win - but look out for these in the future.

In general it was felt the meeting lacked in atmosphere and quality because of the track and layed back manner in which the racing was organised, a good commentator was also sadly not provided. Let's hope we learn from these championships and look forward to the next one in 1993!

WORLD CHAMPIONS



Too many to mention; Left; Craig Dreschers RCMC RC10 was in the final. Far left; The Procat of Kevin Moore. Above; The 2WD of Cliff Lett. Far left centre; Masami's dad with his 4WD car. Top Right: The power man - Mike Reedy.