

1992 IFMAR 1/10th On-Road World Championships – California, USA

WEST COAST WINNER!

Joel Johnson has given Trinity a new World title, Graham Creasey reports

California is a model car racer's paradise. It is the home of many of the big name manufacturers, Associated, Losi, Novak, Reedy, Twister, as well as top drivers like Cliff Lett, Rick Hohwart, Tony Neisinger, Joel Johnson, Jay Halsey and Brian Kinwald. Then there are the race tracks and there are surely few more famous than the Ranch Pit Shop in Pomona, venue for the first ever World Championships for 1/10th on-road model cars (better known to us Brits as Pro-10s).

A World class field of drivers assembled for what promised to be a spectacular week of high speed racing. Favourites had to be the Americans who were fielding one of the biggest teams ever seen at a World Championship event (nearly 70 drivers). The British team was second largest with just 8 drivers, with drivers also coming from as far apart as Italy, Denmark, Austria, Japan and South Africa. As expected, the United States drivers dominated the event. Joel Johnson was fastest in timed practice at the start of the week and set the early qualifying pace. His 17-4:10.92 in round one was to keep him at the top of the field

From the top; Ron Schuur, Jay Halsey, Tony Neisinger, Barry Baker and Ralph Burch Jr. all driving Associated RC10L's except Burch Jr who used the Hyperdrive car.

RADIO CONTROL MODEL CARS

for the first day of qualifying.

The following day was Tyree Phillip's turn to grab the limelight, just managing to pip Joel's time with a 17-4:10.58. Tyree was to remain in TQ position until the first round of day three when 19 year old Associated driver Mike Blackstock blasted round to a 17-4:08.15. Joel Johnson fought back to climb into 2nd with Tyree hanging on to 3rd from a very impressive Ralph Burch Jr. Qualifying ended with an A-final full of American drivers, seven of them from California (perhaps racing on your local track does have a few advantages). Indeed there was only one non-US citizen in the top 20, Jurgen Lautenbach qualifying 18th.

The A-final legs were Joel Johnson demonstration drives. It all looked so easy as Joel rocketed away at the start of each leg, pulling out a comfortable gap over the chasing group, before easing up to cruise home for a win. All the action took place behind him, with Tyree Phillips and Tony Neisinger both putting in some good runs to claim 2nd and 3rd overall.

High Grip

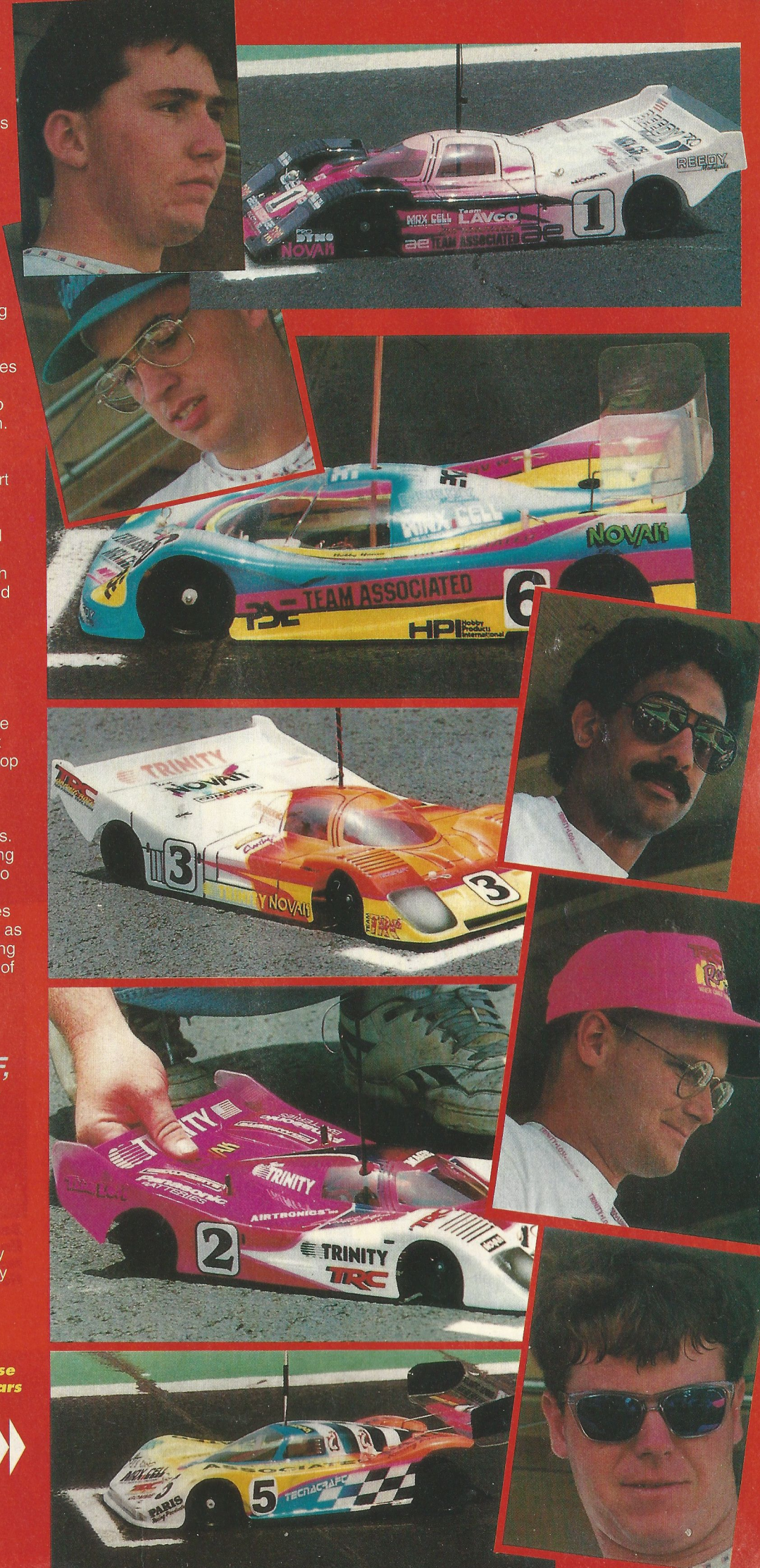
Traction was absolutely unreal. Starting with a fine asphalt surface, the track had been coated in a black latex paint that went sticky in the heat. On top of his was sprayed the traction compound normally used for full-size dragster racing and then the drivers were also allowed to use tyre additives. Spinning out was impossible – stopping your car traction rolling and getting it to last 4 minutes were the big problems. Unfortunately the use of track additives meant that the grip deteriorated badly as each day went on. Really fast qualifying runs can only be set in the first round of racing each day.

‘...With temperatures reaching 98 degrees F, the heat was a major problem to contend with...’

Tough Track

The Ranch Pit Shop circuit was designed by Gil Losi, Jr. and was very challenging to drive. It was tight, twisty and narrow with metal bots-dots and very solid track boards that soon

From the top; Mike Blackstock, Bobby Horan, Tyree Phillips, Joel Johnson and Mike Swauger. These drivers used Associated RC10L cars except Joel who used the Trinity 'Towel' prototype car to win.



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created plenty of trade for the Pit Shop as car after car got broken. It suited the American 'point and shoot' style of driving in which racing lines are sacrificed in favour of sheer horsepower between corners. Racing certainly isn't like this in Britain!

British Team

For the British drivers it was all a lot of hard work for little reward. Not used to using tyre additives or racing for just 4 minutes, they were faced with a huge learning curve in order to compete with the well practiced US drivers. As Neil Mead put it, 'This isn't the World Championships for the class I race in - this is like racing big 1/12th cars!'

Heat Wave

With temperatures reaching 98 degrees F, the heat was a major problem to contend with. Cells and motors were too hot to touch after a 4 minute race; brushes would go purple after just 2 runs and commutators needed frequent skimming. Many drivers resorted to charging their cells up the night before in their air

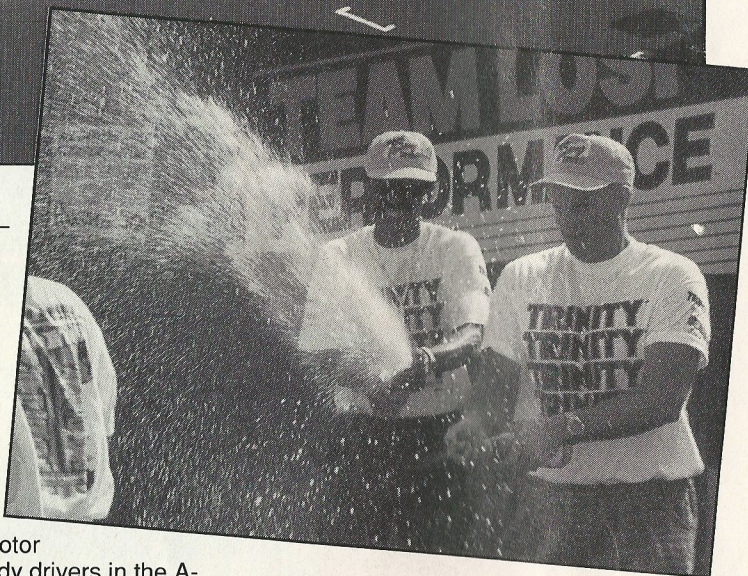
conditioned rooms - it was next to impossible to get a full charge in at the track.

Reedy Power

Mike Reedy spent most of his week working at his computerised motor dyno. As if five Reedy drivers in the A-final was not enough, Mike also had the satisfaction of one of his motors powering Mike Blackstock to the TQ position.

Magic Man

Joel 'Magic' Johnson had plenty to smile about after becoming World 1/10th on-road Champion. Joel is Trinity's leading professional driver and has been racing model cars for 16 years. He is also a previous world champion having won the 2WD buggy title at Romsey in 1987. Rumours that this victory had earned him a Ferrari were not confirmed though.



Below; The impressive Concours line-up gave the judges a difficult task. Above; The champagne flowed after the final!

Right; Garry Owen of Parma PSE, Dickie Mee - Britain's most enthusiastic driver! and Andrew Griffiths the UK Agitator driver.

'Hand-made' Cells ?

An official protest was lodged after the A-final as it was suspected that the top US drivers were using 'hand-made' Panasonic cells. These packs typically weighed 35 grammes more than conventional Panasonics, which it was estimated could equate to up to 45 seconds more run time on the track. After a lengthy meeting by the International jury, Mike Reedy issued a carefully worded statement claiming that none of these cells actually contravened the current IFMAR rules. Mike admitted that these rules were no longer sufficient though; changes are likely before the next World Champs.

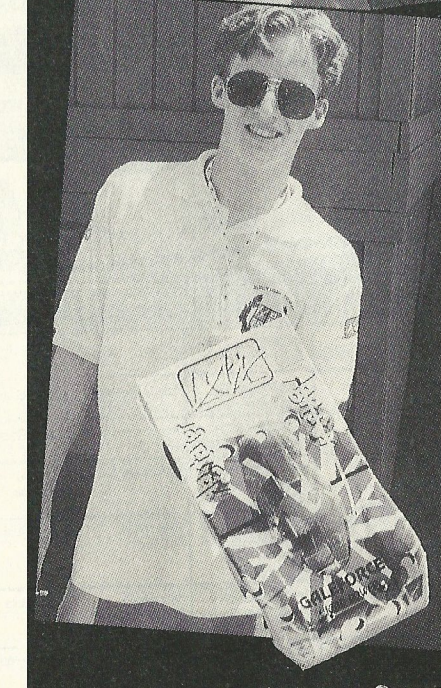
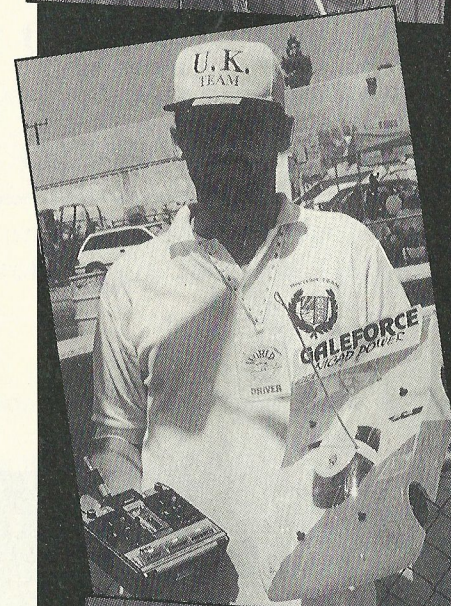
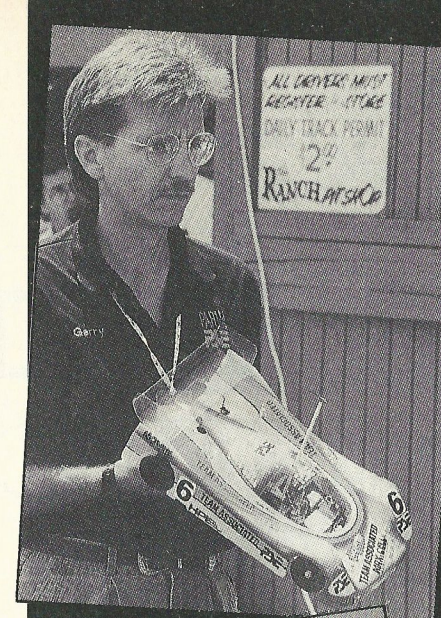
What is a Wing ?

The IFMAR rules clearly state that a car can only be fitted with one rear wing. However, many of the latest bodysells come with a moulded air dam at the rear of the car that IFMAR also class as a wing. After a lot of discussion it was decided that drivers running such bodysells must cut the rear of their shells do to the horizontal plane if they wanted to run an additional rear-pod mounted wing.

Top Cars

The Associated RC10L was the car to have in Pomona. Many Team Associated drivers were using the new wishbone style front suspension and a steeply angled steering servo, arranged to get rid of bump steer. Tyree Phillips had produced a simple beam front axle for the RC10L that certainly seemed to work well; three of these cars making the A-final. Ralph Burch Jnr. did well to get his Hyperdrive in the A-final, with ex-

'...Cells and motors were too hot to touch after a four minute race...'



Brit Andy Dobson making the B-final with his Lynx II, joining Twister's Jon Orr, the top Corally driver. Then there was Joel Johnson's prototype Trinity car, which seemed to be made out of a white cotton towel with wheels sticking out (at least that's all we got to see of it!)

Andy's Top Five

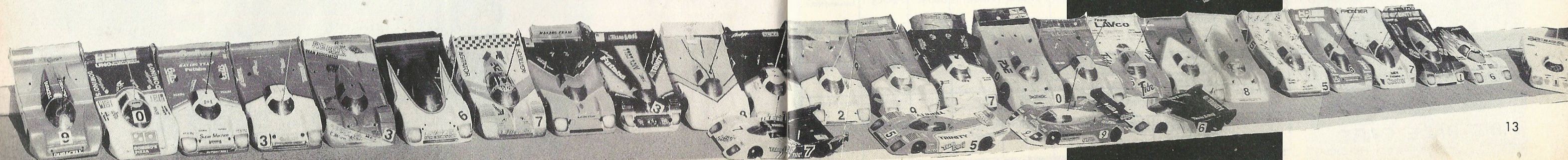
The new Andy's Nissan bodysells were undoubtedly the most popular in Pomona. The unique shape allows the rear of the front vents to be cut away, supposedly all owing air entering the front of the car to escape without causing drag. Drivers who had used an Andy's shell assembled for a group photo with the man himself, who was well pleased with his bodysells taking the first 5 places in the A-final

Parma's Singing Mechanic

Garry Owen of Parma/PSE was a busy man. First he had to sing the National anthem for the opening ceremony, then he had to look after his PSE drivers. He also helped out the British team who were all running PSE wheels and tyres.

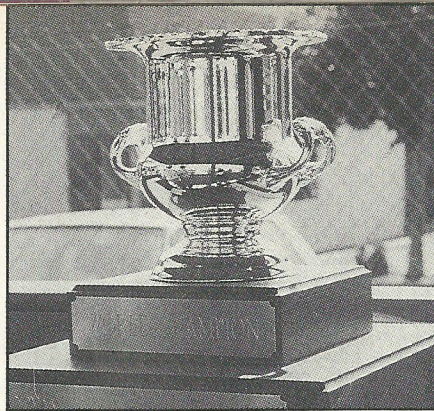
Top 20 in Qualifying - Pro-10 World Champs

1	Mike Blackstock	17-4:08.15
2	Joel Johnson	17-4:08.59
3	Tyree Phillips	17-4:10.58
4	Ralph Burch Jnr.	17-4:11.61
5	Mike Swauger	17-4:11.94
6	Bobby Horan	17-4:12.69
7	Barry Baker	17-4:12.95
8	Tony Neisinger	17-4:13.09
9	Jay Halsey	17-4:15.03
10	Ron Schuur	17-4:15.08
11	Terry Rott	16-4:00.16
12	Cliff Lett	16-4:00.21
13	Jon Orr	16-4:00.36
14	Kevin Jelich	16-4:00.68
15	Rick Hohwart	16-4:00.83
16	Gil Losi Jnr.	16-4:00.84
17	Andy Dobson	16-4:00.88
18	Jurgen Lautenbach	16-4:01.86
19	Willy Decker	16-4:01.93
20	Fernando Belair	16-4:02.07



British Team

37	Mark Jewitt	16-4:10.44
49	Rob Roy	16-4:13.60
58	Mike Haswell	15-4:00.07
64	Graham Creasey	15-4:02.26
68	Adam Stephenson	15-4:03.33
77	Neil head	15-4:06.56
86	Andy Griffiths	15-4:09.10
100	Richard Mee	14-4:11.53



Results of other finals

B-final

1st Cliff Lett (USA) 16-4:04.14
2nd Kevin Jelich (USA) 16-4:10.30
3rd Jurgen Lautenbach (Ger) 16-4:12.20

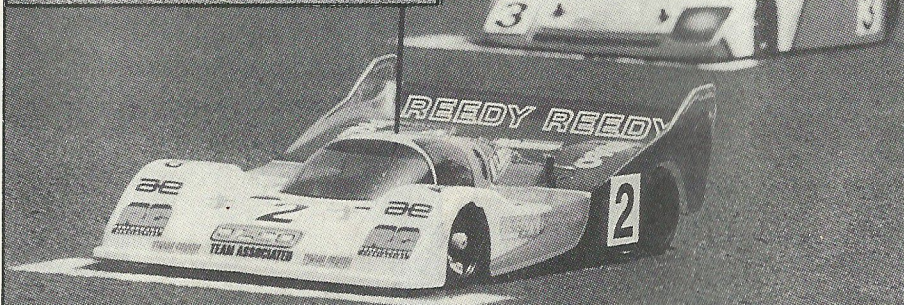
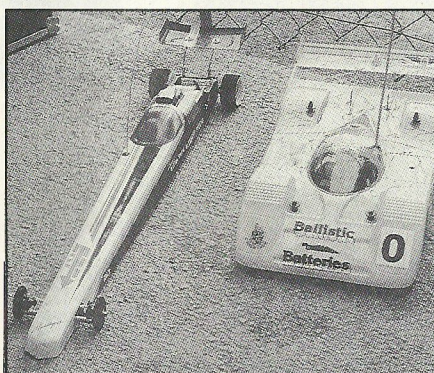
C-final

1st Frank Calandra (USA) 16-4:04.87
2nd Paul Wynn (USA) 16-4:17.43
3rd Gary Kyes (USA) 16-4:18.74

D-final : Edwin McTureous (USA) 16-4:10.82
E-final : Mike Garrett (USA) 15-4:00.36
F-final : Paul Smith (USA) 15-4:04.62
G-final : Robert Cavazos (USA) 15-4:09.01
H-final : Gary Briant (5 Africa) 15-4:11.46
I-final : Tommy Porfirio (USA) 14-4:00.35
J-final : Al Chuck (USA) 14-4:04.92

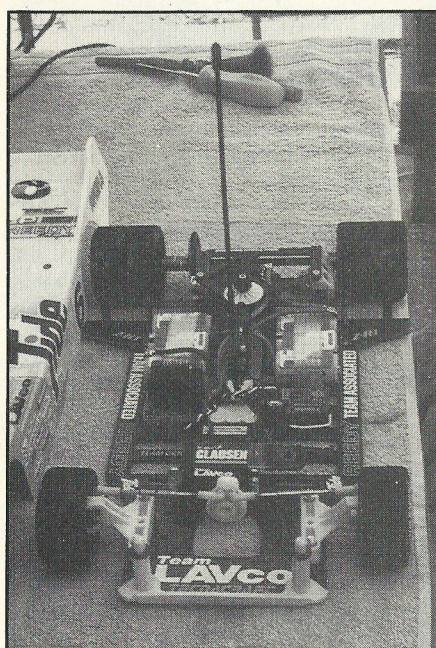
British Team

38th Mark Jewitt
50th Rob Roy
59th Mike Haswell
64th Graham Creasey
70th Adam Stephenson
76th Neil Head
88th Andrew Griffiths
94th Richard Mee

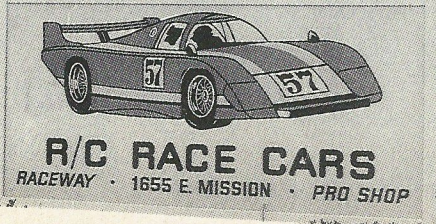
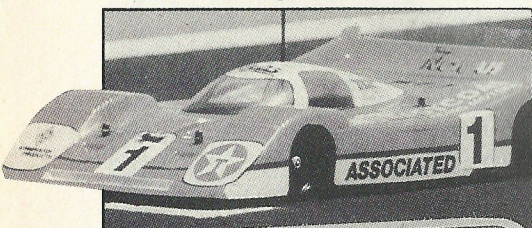


A-final results - Pro-10 World Champs

		Leg 1	Leg 2	Leg 3
1st	Joel Johnson	17-4:09.15	17-4:13.31	17-4:10.03
2nd	Tyree Phillips	16-4:02.75	16-4:01.39	16-4:04.36
3rd	Tony Neisinger	16-4:04.29	16-4:02.11	16-4:02.57
4th	Mike Blackstock	16-4:10.69	16-4:06.44	16-4:00.62
5th	Jay Halsey	16-4:13.34	16-4:05.81	16-4:08.98
6th	Ralph Burch Jr.	17-4:13.43	15-4:06.24	16-4:13.05
7th	Mike Swauger	16-4:07.16	16-4:11.84	16-4:12.68
8th	Bobby Horan	16-4:04.07	15-4:00.61	1-0:41.27
9th	Ron Schuur	16-4:07.17	16-4:09.36	15-4:16.10
10th	Barry Baker	3-0:54.00	15-4:03.33	15-4:03.23



Below; Terry Roth's 11th placed car from qualifying.



The First 10th scale on road World Champs, California, - tech chart

Pos	Driver	Sponsors	Car	Front Tyres	Rear Tyres	Cells	Motor	Speed Control	Body Shell
1	Joel Johnson	Trinity/Novak TRC Andys Airtronics	Trinity Prototype	TRC Gold	TRC Gold	Trinity pushed Panasonic	Trinity 12x3	Novak 410 HPC	Andy's Nissan
2	Tyree Phillips	Trinity/Novak/Trc Andys comp. craft	Associated RC10 LT	TRC Gold	TRC Gold	Trinity pushed Panasonic	Trinity 12x3	Novak 410 HPC	Andy's Nissan
3	Tony Neisinger	Associated/Reedy Max-cell/Novak Airtronics	Associated RC10L	Atlantic Gomme	TRC Green	Max-Cell Panasonic	Reedy 11x2	Novak 410 MXC	Andy's Nissan
4	Mike Blackstock	Associated/Reedy max-cell/Novak, HPI Airtronics/Trc Paragon/Buds	Associated RC10LT	TRC Gold	TRC Gold	Max-cell Panasonic	Reedy 12x2	Novak 410 HPC	Andy's Nissan
5	Jay Halsey	Trinity/Novak Jaco Losi/HPI/Airtronics Andys Jammin pro	Associated RC10L	Jaco Gold	Jaco Gold	Trinity pushed Panasonic	Trinity	Novak M5	Andy's Nissan
6	Ralph Burch Jr.	Hyperdrive/Cam PTI/Tekin/PSE Futaba/Technacraft	Hyperdrive	PSE Green	PSE Red Star	PTI Pana.	Cam 12x1	Tekin 411G	Associated Nissan
7	Mike Swauger	Associated/Reedy max-cell/Tekin/Trc Paris/Novak Airtron Lavco	Associated RC10L	TRC Gold	TRC Gold	Max-cell Pana.	Reedy 11x2	Tekin 411G	Associated Jaguar
8	Bobby Horan	Associated/Reedy Max-cell/Novak PSE/Technacraft Airtronics/HPI	Associated RC10L	PSE Gold Star	PSE Gold Star	Max-cell Panasonic	Reedy 12x2	Novak 410 MIC	PSE Mazda
9	Ron Schuur	Associated/Cam HPI/Novak/Trc Andys/Buds	Associated RC10LT	TRC Gold	TRC Gold	Arlington Panasonic	Cam 12x2	Novak M5	Andy's Nissan
10	Barry Baker	Associated/Reedy Max-Cell/Novak PSE/Technacraft Airtronics/Buds	Associated RC10L	PSE Green	PSE Green	Max-Cell Panasonic	Reedy 11x2	Novak 410 HPC	Associated Nissan

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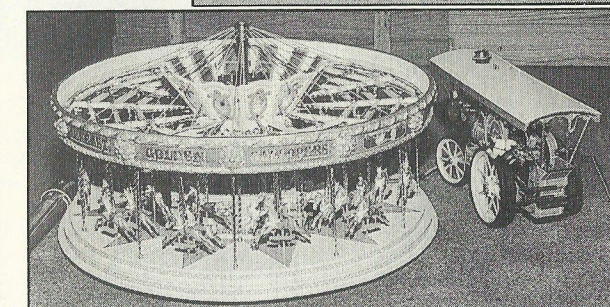
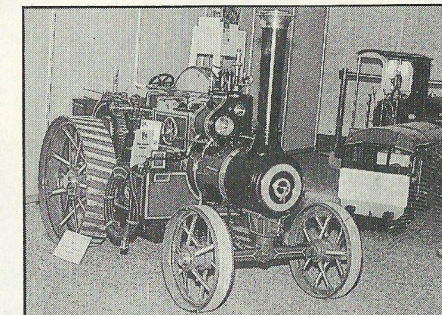
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