

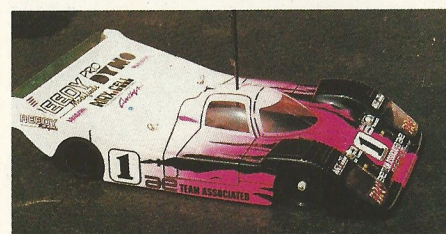
PRO TEN WORLD CHAMPIONSHIPS

Ranch Pit Stop - California



Jay Halsey's Associated 10L.

Mike Blackstock's Associated 10L.



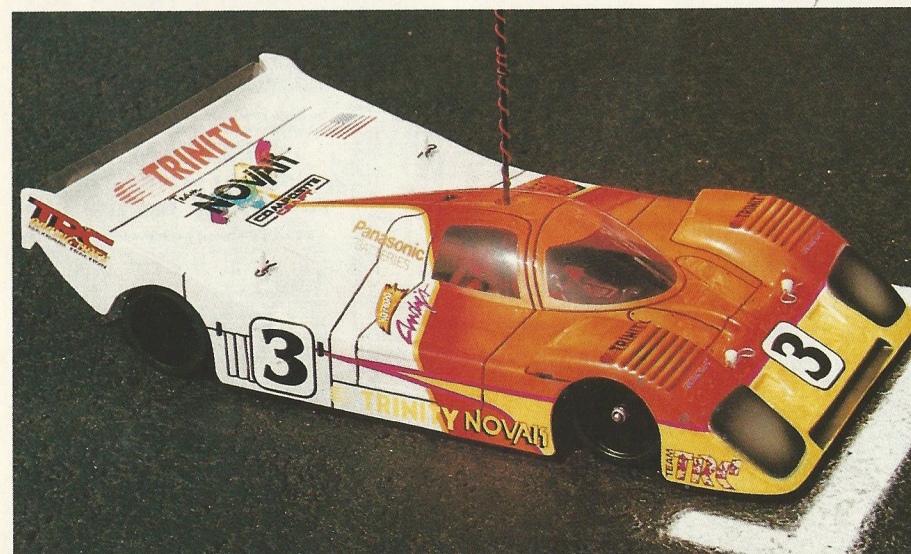
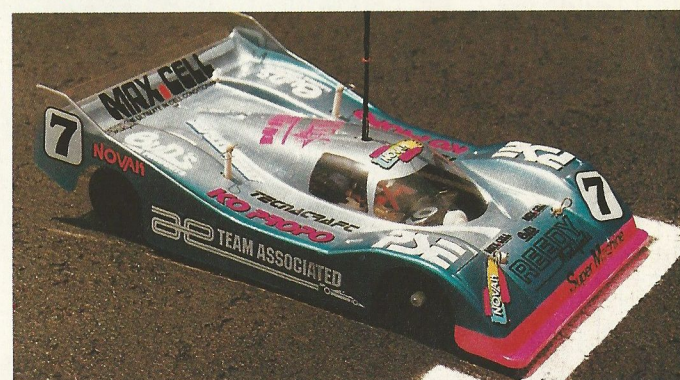
Joel Johnson's Trinity car.



Tony Neisinger's Associated 10L.



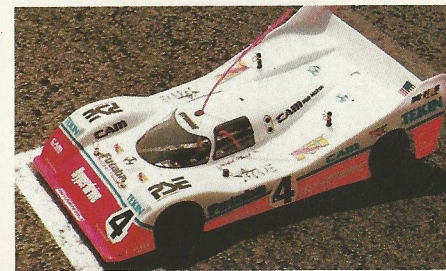
Barry Baker's Associated 10L.



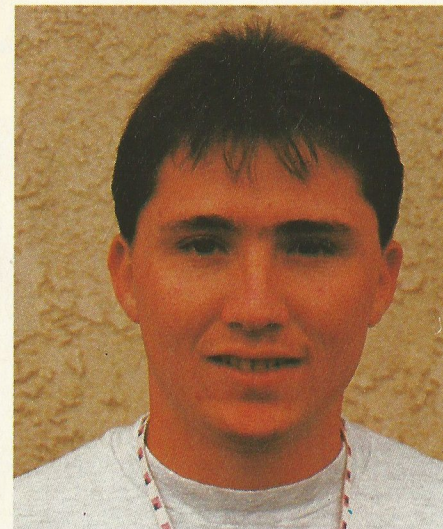
Tyree Phillips' Associated 10L.



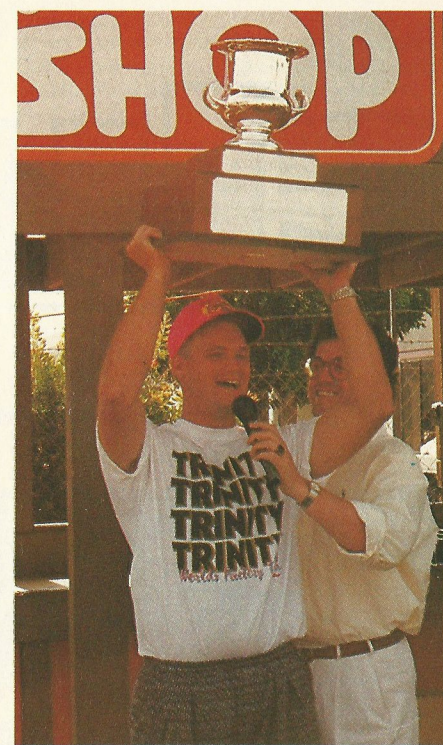
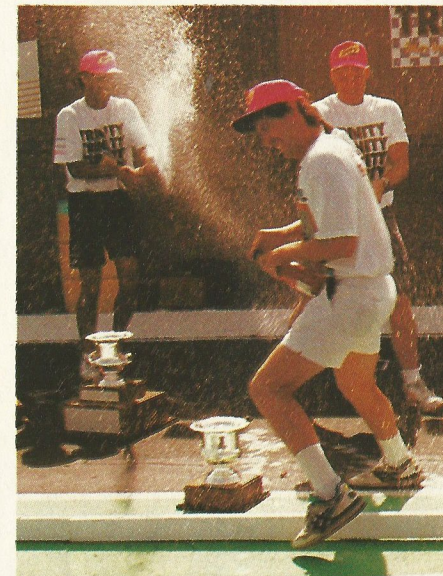
Ron Schur's Associated 10LT.



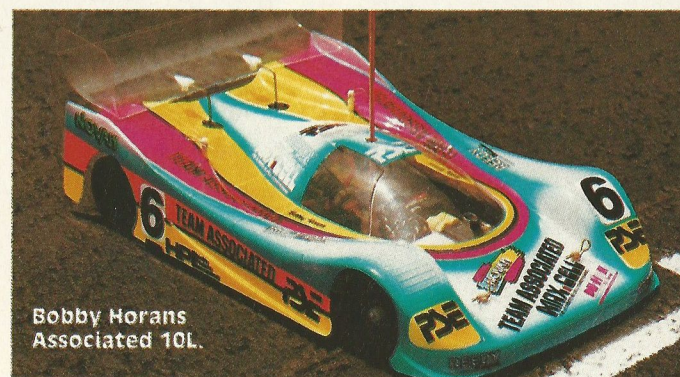
Ralph Burch Jnr's Hyperdrive.



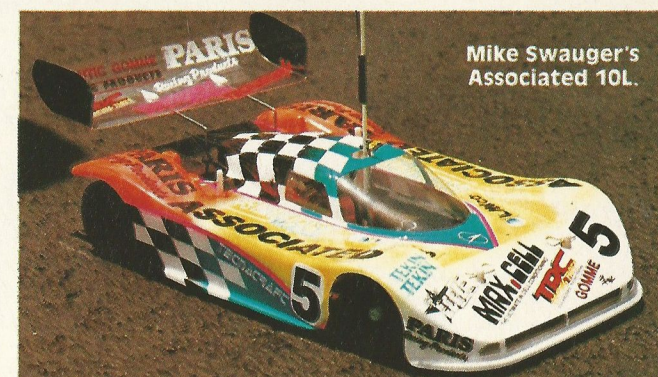
Mike Blackstock — top qualifier.



Joel 'Magic' Johnson — 1992 Pro Ten World Champion.

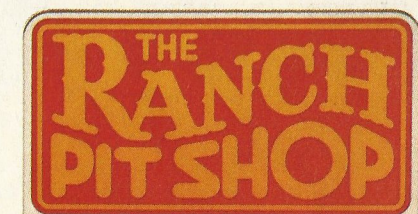


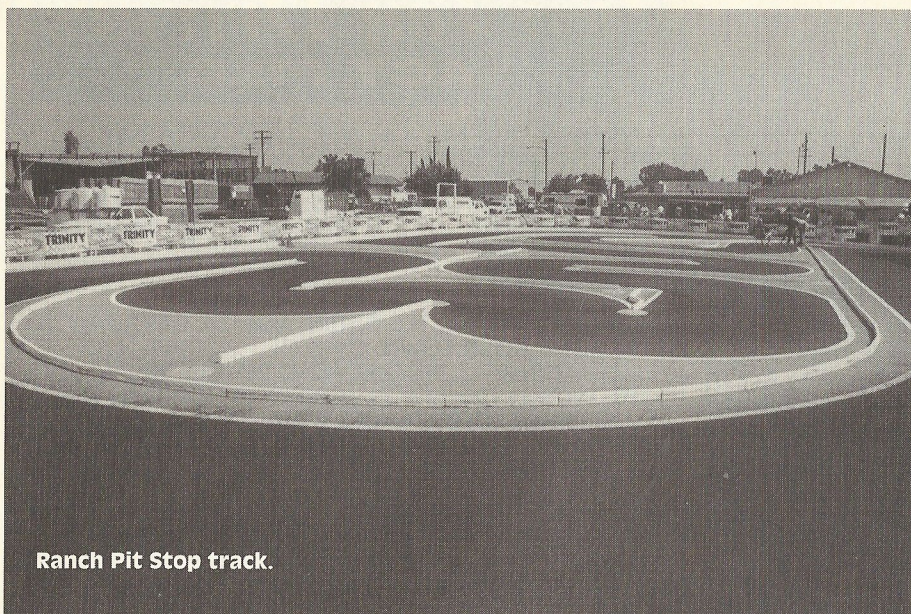
Bobby Horans Associated 10L.



Mike Swauger's Associated 10L.

British team.





Ranch Pit Stop track.

PRO TEN WORLD CHAMPIONSHIPS

Ranch Pit Stop - California

The first ever IFMAR 1/10 On-Road World Championship was held at The Ranch Pit Stop, who had previously hosted the first 1/8 Gas World Championships in 1977, and the first Off-road World Championships in 1985. The track is situated in Pomona, in Sunny California (so no chance of rain — whoopee) USA.

The Americans on home turf had the biggest and strongest team, with some 70-odd drivers including the new 1/12 world champion — Tony Neisinger, as well as Joel 'Magic' Johnson and Tyree Phillips, the only two drivers to have clocked 17 laps at the Ranch. By comparison, the next biggest team was the British with a mere eight! There was however a number of notable drivers missing, such as the European Champion, Ralf Krause, the British Champion David Gale as well as Masami Hirose and ex 1/12 World Champion Chris Doseck, whose wife was expecting their first child.

With six of the British team travelling together, they managed to cause a bit of chaos going through security at Heathrow, driving the X-Ray

machine crazy and having to unpack all their hand luggage. Anyone would think they hadn't seen a R/C car before! Graham Creasey who didn't have a problem with his hand luggage instead had the dubious pleasure of having a body search. Dickie Mee was disappointed to find out that we were going on a Boeing 767 and not a Jumbo Jet. Anyway, thirteen hours later after picking-up our luggage and hirecars we were experiencing the Los Angeles rush-hour traffic.

The Friday, Saturday and Sunday were given over to open practice with the meeting being officially opened by the Mayor(ess) of Pomona, with the American National Anthem being sung by Garry Owen of Parma/PSE, who was rumoured to be the only American to know all the words! It was a good job we didn't have to sing ours.

This was followed by the release of some red, white and blue balloons by the event sponsors, Ernie Provetti of Trinity and Bob Novak of Novak Electronics. Afterwards Bob was soon hard at work with Tyree Phillips checking all the

drivers transmitters with his spectrum analyser. There was some open practice on Monday until lunchtime and then we had T-times, which is where you book a slot for a four minute practice run and see if you were making time.

With the temperature in the high 30's (it went over 40 on a couple of days — 100F), some of the drivers were passing on practice to go back to the hotel and cool off in the pool — made good sense to me.

There were some more T-times Tuesday morning, before getting down to the more serious business of two rounds of practice by heats to ensure that there was no frequency problems, and have the cars go through technical inspection. On the equipment side of things the Associated 10L was by far and away most drivers choice, with Corallys and Bolinks being the next most popular cars with a few TRC/Composite Crafts Lynx II's, Hyperdrives and a number of modified chassis thrown in for good measure.

Joel Johnson had been playing with a Jim Dieter designed Trinity-prototype car, which spent most of its time hidden under a towel (must have been a very shy car). Ernie Provetti was less than keen about having any pictures taken of the naked chassis and you wouldn't want to argue with Ernie.

Tyre choice was pretty much universal with nearly all the drivers on greens, with the only argument being as to which make was better. The entire British team was on PSE rubber and our thanks go to George Land of Helgar Racing (Parma Europe), Garry Owen and Mike Houge of PSE/Parma for helping us out. We were also running tyre additive (horrible smelly stuff that is not allowed for racing in Britain and most of Europe) with Paragon Ground Effects and Trinity's Pro-Stik with Coppertone Factor 15/45 proving to be most people's choice.

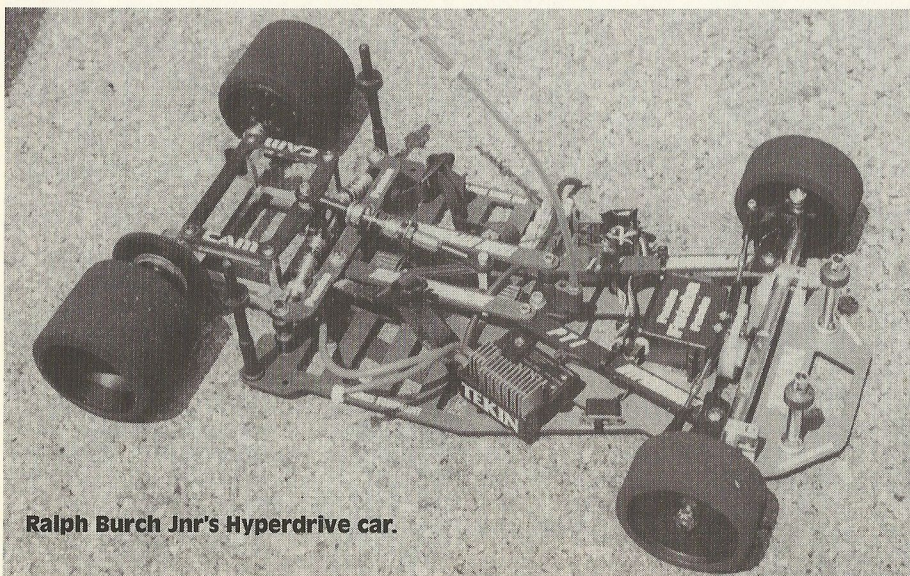
Eleven and twelve turn motors were in frequent use with some even going down to ten turns, although in the heat of the afternoon quite a few drivers were tending to run slightly softer motors like 13 turn doubles.

There were a couple of interesting new bodysells about such as the PSE Mazda and BBR Lola, but what really caught my eye was the new Andy's Mercedes which has a separate nose section which is stuck on the front of the car, very much like a real Sports Car. I had an interesting chat with Andy, we were in the same heat, and he told me that he is no longer going to be making the Lotec (has anyone seen a real one anyway?). However, his Nissan NPT '91 appears to be as good, if not better and was the most popular bodysell in use with seven of the eventual A finalists using it.

Ronald Bailey of Competition Electronics was also trackside with one of his Turbo-Dynos, which has now been acquired by the EFRA referee — Chris Hardisty, and was putting motors through on his Dyno for free. Twister and Cam were also using Turbo-Dynos, whilst Reedy had a Lavco and Trinity had an impressive set-up hooked up to a laptop computer.

Wednesday came and qualifying began, with Joel 'Magic' Johnson the fastest out of the blocks with 17 laps in 10.92 seconds. Also clocking up 17 laps was Mike Swauger, who had Ron Paris in his corner, which was impressive considering that he had only started racing 1/10 on-road a couple of weeks beforehand, although he is one of the finest 1/8 Gas drivers around.

Jay Halsey was third in his own backyard, his father Jim owns the Ranch and he was just 1/2 of a second shy of a 17 lapper. Of the Europeans, it was Germany's Jurgen Lautenbach who was best placed in fifth, having eventually recovered all his suitcases, just ahead of Andy Dobson. Mark



Ralph Burch Jr's Hyperdrive car.

Jewitt was the best of the Brits in an excellent 23rd place, with Rob Roy next in 29th. Graham Creasey led the rest in 51st, with Mike Haswell 57th, Neil Mead 59th, Adam Stephenson 64th, Dickie Mee 77th and Andy Griffiths in 85th after a couple of problems. However it was still early days and a lot was still to happen.

Round two saw Joel remain in top spot, with Ralph Burch Jr's Hyperdrive and Jay's Associated also joining the 17 lap club, pushing Mike down to fourth. The fabulous Barry Baker was up to fifth, with Jurgen, Dobbo and Oscar all in the top ten. Mark Jewitt had his car going really well, clocking 16 laps in 10.44 seconds, which incidentally turned out to be his best time, to be 24th. Rob didn't improve his time and dropped down to 42nd, whilst Mike improved his to go up to 56th. The rest of the team, apart from Andy, failed to improve their times and dropped down the order.

So with the track becoming slick in the last round of qualifying of the day there were no major changes in the overall leader board.

However, there was more fun and games when we got back to the hotel, when Neil found a small lizard in his bed which Dickie had to remove. Thursday saw a bit of early morning cloud keep the temperature down, well at least until the sun broke through. The infamous L.A. smog was also putting in an appearance, at least that's what we were told when we enquired as to who had pinched the mountains. With the cooler conditions the times came tumbling down, and



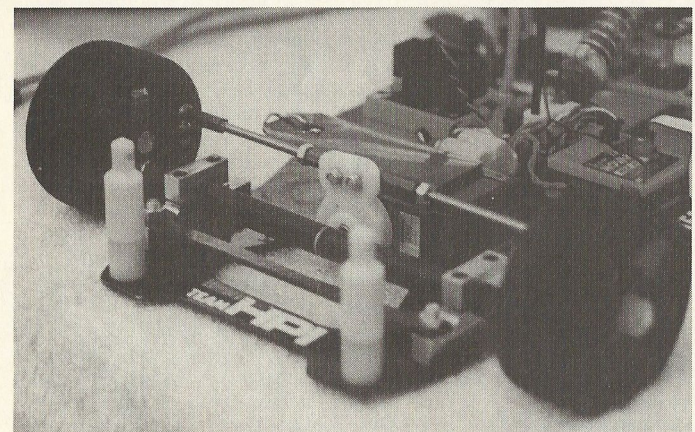
The Tyree Phillips front end as seen on Mike Blackstock's T.Q. car.

PRO TEN WORLD CHAMPIONSHIPS

Ranch Pit Stop - California

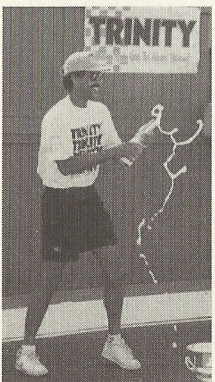
most drivers set their best times for the week.

The number of 17 lappers had now doubled with Tyree Phillips just pinching TQ from Joel by .34 seconds, Ralph improved his time to be third ahead of Barry Baker and Mike Blackstock, both



of whom had identical times. Also joining the 17 lap brigade in seventh place was Ron Schuur's Cam-powered 10L. Just missing the 17 lappers were Bobby Horan, Terry Rotand the Buggy Master — Cliff Lett, all three by fractions of a second.

Of the European challenge, it was Jurgen and Oscar who were top dogs in sixteenth and eighteenth places respectively. In the British camp, Mark had dropped to 34th, Rob was down to 46th despite an improvement in time and Mike was up to 53rd, just a frustrating seven-hundredths off a sixteen lapper. Adam, Graham, Neil and Andy all improved their times to go: 64th, 67th, 72nd and 80th respectively. Dickie failed to improve his time and dropped to 99th.



Top Ten Drivers

FACT FILE

NAME: MIKE BLACKSTOCK. **AGE:** 19. **OCCUPATION:** STUDENT. **HOME TOWN:** STERLING HEIGHTS, MICHIGAN. **YEARS RACING:** 8. **BEST PREVIOUS RESULTS:** THIRD IN '92 12TH WORLDS. **OTHER INTERESTS:** REAL RACE CAR FAN. **FUTURE AMBITION:** TO KEEP WINNING. **OTHER SPONSORS:** COMPETITION ELECTRONICS, PARAGON, BUDS, DU MOR, STARFORCE GEARS.

NAME: JOEL 'MAGIC' JOHNSON. **AGE:** 24. **OCCUPATION:** R/C RACER. **HOME TOWN:** CAMPBELL, CALIFORNIA. **YEARS RACING:** 17. **BEST PREVIOUS RESULTS:** '87 2WD OFF-ROAD WORLD CHAMPION. WINNER OF '92 ROAR ON-ROAD. **OTHER INTERESTS:** MOUNTAIN BIKING, WATERSKIING AND WOMEN. **FUTURE AMBITION:** TO GET COLLEGE DEGREE IN MARKETING.

NAME: TYREE PHILLIPS. **AGE:** 33. **OCCUPATION:** PROJECT MANAGER AT NOVAK. **HOME TOWN:** WESTMINSTER, HUNTINGDON BEACH, CALIFORNIA. **YEARS RACING:** 17. **BEST PREVIOUS RESULTS:** TQ AT '92 ROAR ON-ROAD NATIONALS. **OTHER INTERESTS:** MUSICIAN — PLAYS SAXOPHONE AND CLARINET. **FUTURE AMBITION:** HAVE FUN AND BE SUCCESSFUL.

NAME: RALPH BURCH JNR. **AGE:** 26. **OCCUPATION:** R&D TECHNICIAN AT PTI/HYPERDRIVE. **HOME TOWN:** WINSTON-SALEM, NORTH CAROLINA. **YEARS RACING:** 13. **BEST PREVIOUS RESULTS:** TQ AT 81, 83, 87 8TH WORLDS AND 2ND AT '89 8TH WORLDS. **OTHER INTERESTS:** REAL RACE CARS AND BIKES. **FUTURE AMBITION:** TO HAVE OWN RC BUSINESS. **OTHER SPONSORS:** TECNACRAFT, PSE.

NAME: MIKE SWAUGER. **AGE:** 16. **OCCUPATION:** STUDENT. **HOME TOWN:** ANTIOCH, CALIFORNIA. **YEARS RACING:** 6. **BEST PREVIOUS RESULTS:** 4TH AT '91 WORLD CHAMPIONSHIPS. **OTHER INTERESTS:** GIRLS AND CARS. **FUTURE AMBITION:** TO WIN 8TH SCALE WORLDS.

NAME: BOBBY HORAN. **AGE:** 20. **OCCUPATION:** COLLEGE STUDENT. **HOME TOWN:** ROCKLEDGE, FLORIDA. **YEARS RACING:** 6. **BEST PREVIOUS RESULTS:** 3RD AT '92 ROAR ON-ROAD NATIONALS. **OTHER INTERESTS:** SURFING AND REAL RACE CARS. **FUTURE AMBITION:** LIVE LIFE AND HAVE FUN. **OTHER SPONSORS:** TECNACRAFT, HPI.

NAME: BARRY BAKER. **AGE:** 22. **OCCUPATION:** HOBBYSTORE SALES. **HOME TOWN:** CARLSBAD, CALIFORNIA. **YEARS RACING:** 4. **BEST PREVIOUS RESULTS:** 2ND AT '89 ROAR 12TH STOCK NATIONAL. **OTHER INTERESTS:** GOLF AND BILLIARDS. **FUTURE AMBITION:** TO WIN A 12TH SCALE WORLDS. **OTHER SPONSORS:** DU-MOR, BUD'S, KO PROPO.

NAME: TONY NEISINGER. **AGE:** 31. **OCCUPATION:** ASSOCIATED TECHNICIAN. **HOME TOWN:** CORONA, CALIFORNIA. **YEARS RACING:** 12. **BEST PREVIOUS RESULTS:** THREE WORLD 12TH CHAMPIONSHIPS. **OTHER INTERESTS:** SPORTS AND CAR RACING FAN AND MUSIC. **FUTURE AMBITION:** KEEP GOOD NAME AND BE SUCCESSFUL.

NAME: JAY HALSEY. **AGE:** 24. **OCCUPATION:** INVENTOR OF JAMMIN PRODUCTS. **HOME TOWN:** CORONA, CALIFORNIA. **YEARS RACING:** 11. **BEST PREVIOUS RESULTS:** 85 OFF-ROAD WORLD CHAMPION. **OTHER INTERESTS:** QUAD BIKES AND RC CARS. **FUTURE AMBITION:** TO WIN OFF-ROAD WORLDS AGAIN. **OTHER SPONSORS:** JAMMIN PRODUCTS, HPI.

NAME: RON SCHUUR. **AGE:** 39. **OCCUPATION:** COMPUTER MANUFACTURING CONSULTANT. **HOME TOWN:** ANAHEIM, CALIFORNIA. **YEARS RACING:** 14. **BEST PREVIOUS RESULTS:** WINNER OF '91 NORRCA 10TH ON-ROAD NATIONAL. **OTHER INTERESTS:** REAL RACE CAR FAN. **FUTURE AMBITION:** BE SUCCESSFUL IN EVERYTHING I DO.

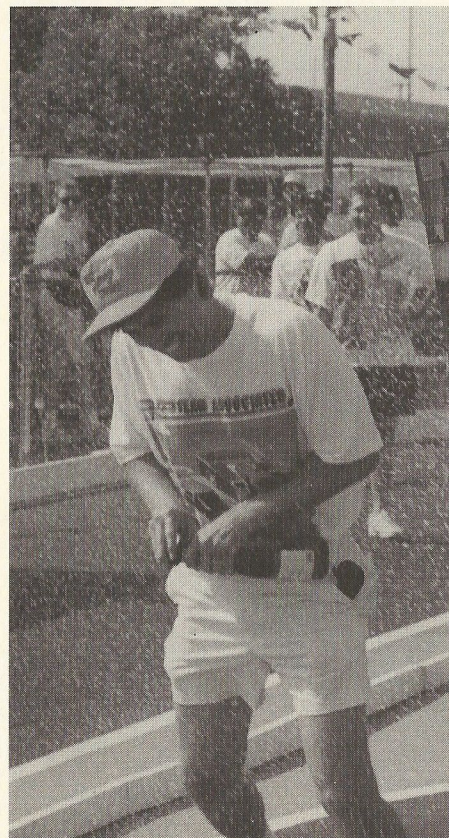
The only movement in the top ten in round five was Bobby Horan getting his 17 lapper to go fourth. Graham Creasey made the only improvement in the British team to go 62nd, just ahead of Adam. The last round of qualifying for the day saw only one improvement in the top ten, which was Mike Blackstock moving into fourth, so the track hadn't gone slick like the previous day. There were no improvements in the British or Euro camps, however we still had all the Brits in the top 100, despite Dickie's car developing an automatic wheel ejection system and Neil becoming to embarrassed to own-up as his mechanic.

Friday morning dawned and it was now-or-never time for the drivers. So after round seven we had a new TQ man in the form of Mike Blackstock with 17 laps 8.15 seconds. Also improving was Mike Swauger up to fifth and into eighth came Tony Neisinger, the 1/12 scale world champion, having got a decent run at last. All this meant that all the A finalists were now on 17 laps with Terry Rott in the unlucky eleventh spot. Into thirteenth place came New York's John Orr to be top Corally and Twister Driver.

Of the Europeans, both Jurgen and Oscar improved their times to lie 17th and 22nd. There were no improvements in the British camp, so most of us slipped down a place or so.

Round eight saw the 'Magic Man' go for it in a big way and he wound up 4/10ths short of TQ to lie second behind Mike Blackstock. There were no other improvements, so we move on to the final round of qualifying for the week. There were no improvements in the final round, with most drivers actually going a fair bit slower. In fact one driver complained that his car was like a snail with two broken legs down the straight, it was that slow! So the final qualifying positions looked like this:

Upon leaving the track on Friday evening, Mike Blackstock, the TQ driver, found that some thieving little *?!?!* had stolen some of his racing gear. Not the sort of thing anyone needs before a



1	Mike Blackstock	USA	17-8.15
2	Joel Johnson	USA	17-8.59
3	Tyree Phillips	USA	17-10.58
4	Ralph Burch Jr	USA	17-11.61
5	Mike Swauger	USA	17-11.94
6	Bobby Horan	USA	17-12.69
7	Barry Baker	USA	17-12.95
8	Tony Neisinger	USA	17-13.09
9	Jay Halsey	USA	17-15.03
10	Ron Schuur	USA	17-15.08

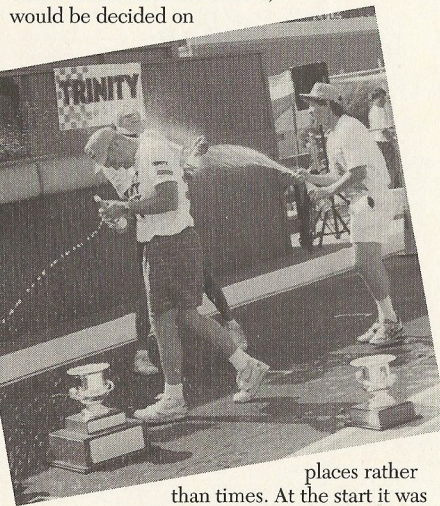
major final! Anyway, it didn't stop Mike going out to a club to try and relax.

Everyone got a practice final on Saturday morning, or more realistically a chance to go out and get your car wrecked — it was a bit rough out there! Maybe IFMAR should look at giving all the drivers three finals — it would certainly give the A finalists a bit more time to prepare, and cut down on the carnage.

The first final out should have been the K final but as there was only two drivers and one hadn't turned up for the practice run, the other driver, Graham Oliver of South Africa decided he didn't fancy tootling round on his own. So in the J final (or main as the Americans call them) we had a narrow win for Al Chuck over Futaba's Donn Rice, with Canada's Kelly Ho back in third. In fourth we had our own Dickie Mee just edging out Jay Kimbrough of Kimbrough Products, with Barry Hendricks of B&R motors in sixth.

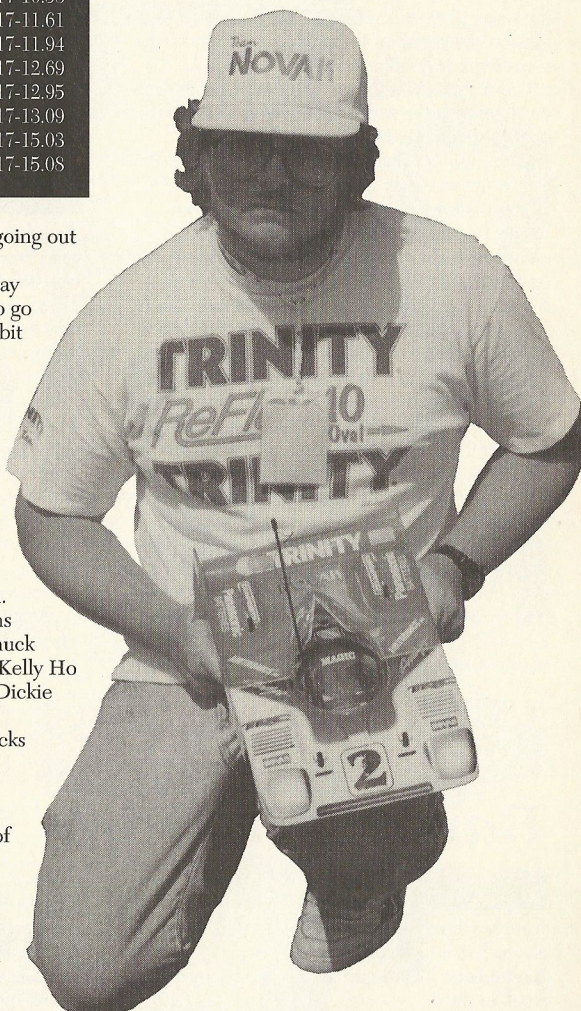
Tommy Porfirio from Texas won the I main from Willy Brown, with Joe MacGregor just pipping Andy Jacobsen of Andy's Bodys for third. In seventh was Austria's top (and only) driver, Chris Mertil, but when you have a wife like his, why worry? Of British interest we had Andy Griffiths, who had been up to third before being nailed in the chicane by the driver in second at the time.

So we move to the first of the A finals, which unlike the 1/12 Worlds, would be decided on



places rather than times. At the start it was Joel who got the holeshot to go into the lead with Tyree tucking in behind him for second and Mike in third. Mike was shunted up the back going into the hairpin putting him out of contention for this run. Ralph moved up to second when Tyree hit a bot-dot in the slow infield section. The order remained the same until the end of the race with both Joel and Ralph clocking up 17 lappers. Bobby Horan came through to claim fourth, just ahead of Tony Neisinger in fifth.

Jim Dieter - designer of Joel's winning car. (You can just see the nicads in the middle).



In the H main we had Gary Briant, another South African, take victory by 18/100 from Dave Gestoso after losing and regaining his lead on the last lap. In third we had Denmark's Troels Troelsen, who been adopted by the British team for the week, and in seventh was our own Neil Mead, who was a bit disappointed after winning the practice final.

In the G final we had Graham Creasey and Adam Stephenson, who'd also won his practice final. Graham's race was not helped by his alleged teammate taking him out, Andy Griffiths has the photograph to prove it. In the end though it was Robert Cavazos who won from Japan's Tsutomu Arakawa. Graham came in fourth just 3/4 of a second behind Germany's Uwe Dörner, these two will continue their sparring at the Tamiya F1 Euro Cup at Oberhausen, Germany in September. Adam unfortunately trailed in last behind Frikkie Badenhorst, yet another South African.

Mike Haswell who was in the F final was up to third, closing in on second placed Paul Smith the eventual race winner, when he clipped a board flipped the car over, slid into another board and was out of the race with a popped balljoint. Bobby Ochoa came through for second, with Jim Rose getting third place by one tenth of a second from Mike Critelli.

So we came to the second A final and Joel again made the best start with Mike catching the boards on the inside of the top corner causing total carnage to the rest of the field. Tyree had

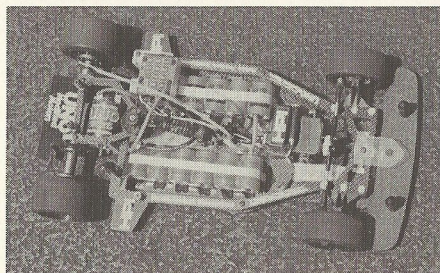
moved into second again and didn't make any mistakes this time, with Tony Neisinger just behind him in third place from eighth on the grid — impressive. The order remained the same with Joel easing out to another 17 lapper, whilst Jay Halsey had come up to fourth, just ahead of the recovering Mike Blackstock.

The E final should have been named the drop-out final with three drivers not bothering to start and these included Curtis Hustings, Mark Pavadis and our own Rob Roy, who was classified tenth. Anyway they missed a good race with Mike Garrett taking the win by two seconds from Byron Bressel and Derek Furutani, who obviously hadn't hit peak form. Bob Hayes picked up fourth, just ahead of Frank Killam, the first five cars were covered by less than five seconds.

In the D final we had Mark Jewitt, finished in eighth, ahead of top Canadian, Rob Press, who dropped out with a stripped spur gear after being assaulted from behind by Shawn Ireland. Corally's Constant Paul of Holland had led the D final until a mega-dump saw him drop down to fourth. So it was Edwin McTureous who eventually won the D main from France's David Delapierre, with Mace Horowitz in third.

The C main had Frank Calandra score a flag-to-flag win from pole position, with Paul Wynn red lining his motor all the way from the back of the grid to take second from Gary Kyes and Brian Kinwald. The B final saw some great moves being made as well as some very dodgy ones (ie. using

HPI's insane run oval car.



already knew that Joel was the first ever 1/10 on-road World Champion. However, second place was still up for grabs and to try to ensure a 1-2 Trinity were using moving all the top equipment into Tyree's car. Joel again got the start and disappeared off into the distance to win the third leg for good measure. Behind him Mike had made a decent start to go through to get second, whilst Tony had managed to get past Tyree to claim third. So overall it was Joel first with the Trinity car from Tyree's 10L, giving Trinity a one-two. Tony Neisinger collected third and poleman Mike Blackstock recovered to take fourth.

A few words about Joel's car as it had some unusual features, like having the cells down the centreline of the chassis, like most 2WD buggies. It also had three shock absorbers at the rear, similar to the Hyperdriver car but mounted a bit higher. The servo at the front was mounted in

So it was off back to the hotel for a swim and to play a new American game called 'Throw Barry Baker in the pool', which was recorded on video. After that it was to the awards dinner, where everyone had an enjoyable time and all the drivers were presented with their trophies. I gather that Ernie Provetti of Trinity had promised Joel a car if he won because the Americans kept asking him how he spelt 'Ferrari'.

So roll on 1994 when the next Worlds will be held in Europe, France being the hot tip from those in the know. Boy, will the Americans have fun racing if it rains! The British team rounded off their stay in California with a trip down to the beach to see the sights, which reminds me that I had better take some bibs next time. The sight of team members drooling is disgusting.

Our final full day was spent at Magic Mountain, which has some brilliant rides and is thoroughly recommended with the best ride being the Viper which goes at 70 mph and upside down seven times — Neil and Mike went on it twice and went on free-fall, they are definitely a couple of sandwiches short of a picnic.

So we proceeded to cause more havoc at the airport, with Mike having lost his ticket (no I don't know how either — free tip — make a note of your ticket number). Whilst the rest just had too much luggage. The flight back was livened-up by one of the computer navigation systems packing up which meant that we had to land at Chicago. In order to do this the pilot had to

PRO TEN WORLD CHAMPIONSHIPS

Ranch Pit Stop - California

the car in front as a brake board). It was Cliff Lett who was well out in the lead and away from trouble who scored a comfortable win, with Kevin Jelich in second and Germany's Jurgen Lautenbach making up a for a disappointing week in third.

So onto the third and final leg of the A final, we

front of the centreline of the front wheels like a Corally SP12G. We did however manage to take one sneak picture of the car at a suitably safe distance. Undoubtedly the man with the coolest head all week was Gene Hustings whose hat had a solar-powered fan built into it — ecologically sound as well!

dump a load of fuel and it was at this point that Graham and Andy decided that it was time to practice the crash position. Needless to say we landed safely and two hours later we were on our merry way again.

Driver	Nat	Team	Car	Nicads	Motor	Speed Cont	Front Tyre	Rear Tyre	Radio	Servo	Body	Qualify	Final	Notes
Mike Blackstock	USA	Associated Reedy/Novak Max-Cell/HPI Airtronics/TRC	Assoc 10LT	Max-Cell Panasonic	Reedy Mr S 12 dbl	Novak 410 HPC	TRC Gold	TRC Gold	Airtronics Caliber	Airtronics 94151	Andy's Nissan (flap)	1	4	Tyree Phillips front end Receiver pack HPI chassis
Joel Johnson	USA	Trinity TRC/Novak Airtronics Andy's	Trinity Prototype	Trinity Pushed Panasonic	Trinity 12 Triple 11 Quad	Novak 410 HPC	TRC Gold	TRC Gold	Airtronics Caliber	Airtronics 94143	Andy's Nissan	2	1	Receiver pack Technacraft hubs
Tyree Phillips	USA	Novak Trinity Andy's/TRC Composite Craft	Assoc 10LT	Trinity Pushed Panasonic	Trinity 12 Triple 11 Quad	Novak 410 HPC	TRC Gold	TRC Gold	KO Propo EX-I	KO 1001	Andy's Nissan (flap)	3	2	Tyree Phillips front end Receiver packs
Ralph Burch Jr	USA	Hyperdrive Cam/PTI Tekin/Futaba Du-Mor	Hyperdrive	PTI Panasonic	Cam 12 sgl	Tekin 411G	PSE Green	PSE Red Star	Futaba PCM	Futaba 9101	Assoc Nissan (flap)	4	6	Receiver pack
Mike Swauger	USA	Associated Paris Racing Reedy/Novak Max-Cell/TRC	Assoc 10L	Max-Cell Panasonic	Reedy Mr D 11 dbl	Tekin 410K(Q) 411G(F)	TRC Gold/Atlantic Gomme	TRC Gold/Atlantic Gomme	Airtronics CS2P	Airtronics 94151	Assoc Jaguar wing	5	7	Paris dampening kit and rear stabiliser
Bobby Horan	USA	Associated Reedy/Novak Max-Cell/PSE Airtronics	Assoc 10L	Max-Cell Panasonic	Reedy Mr S 12 dbl	Novak 410 Mic	PSE Gold Star	PSE Gold Star	Airtronics Caliber	Airtronics 94151	PSE Mazda wing	6	8	Receiver pack
Barry Baker	USA	Associated Reedy/Novak Max-Cell/PSE Technacraft	Assoc 10L	Max-Cell Panasonic	Reedy Mr D 11 dbl	Novak 410 HPC	PSE Green	PSE Green	KO Propo Ex-I	KO 1001	Assoc Nissan (flap)	7	10	Receiver pack New front end
Tony Neisinger	USA	Associated Reedy/Novak Max-Cell Airtronics	Assoc 10L	Max-Cell Panasonic	Reedy Mr D 11 dbl	Novak 410 MXC	TRC Green/Atlantic Gomme	TRC Green/Atlantic Gomme	Airtronics Caliber	Airtronics 94151	Andy's Nissan (flap)	8	3	
Jay Halsey	USA	Trinity Novak/Losi Airtronics Jaco/Andy's	Assoc 10L	Trinity Pushed Panasonic	Trinity	Novak M5	Jaco Gold	Jaco Gold	Airtronics Caliber	Airtronics 94151	Andy's Nissan	9	5	HPI aero brake and top brace
Ron Schuur	USA	Cam/HPI Associated Andy's/Novak Arlington	Assoc 10LT	Arlington Panasonic	Cam 12 dbl	Novak M5	TRC Gold	TRC Gold	KO Propo Ex-II	KO 1001	Andy's Nissan (flap)	10	9	Tyree Phillips front end Receiver pack HPI chassis & aero brake