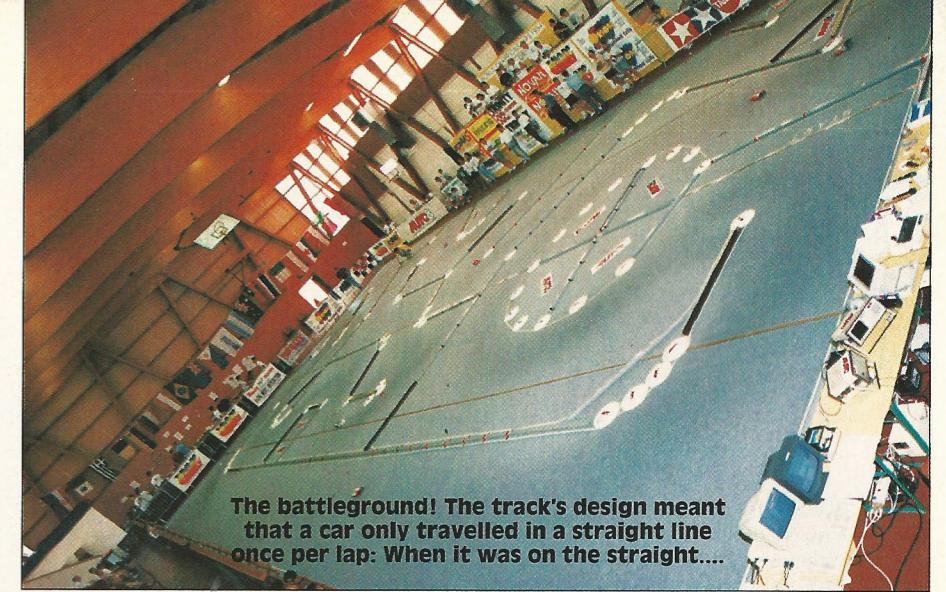


"If You Wish Upon A Star..."

Even before leaving these shores, we were all thinking "I hope he can do it" in quite an expectant manner, the form book indicating that our dream could well become reality....

At the '92 World Championships in America, British hopes were focussed on Phil Davies until David Spashett made the A Final. The '94 event saw David Spashett tipped by many, including some of the Americans 'in the know', to be the winner. Other Europeans such as Oscar Jansen, Anders Nilsson, Ralf Krause, Jose Rosas, Andy Griffiths and that old perennial (sorry!) Phil Davies, to name but a few, were all possible contenders on 'home' ground, but they were all going to do battle against the might of Associated and Trinity and, let's face it, they've rubbed our noses in it many times before. There was a certain amount of controversy regarding a motor immediately prior to the event and, although not privy to the details, we expected to be 'surprised' with something! In the past, nicads have always been the contentious issue, so many drivers set



The battleground! The track's design meant that a car only travelled in a straight line once per lap: When it was on the straight....



Trophies



about procuring the finest the World had to offer, only to be a little disappointed when it didn't really offer much!

Two years ago we took what we thought were some awfully good cells to the States, only to realise how 'average' they really were on our arrival, so was this going to happen again? Well, Oscar Jansen stuck his neck well out when he set the parameters for a legal cell, but unfortunately the dimensions and weight tolerances for packs and individual cells weren't distributed too well in advance of the meeting, and so didn't make it to the Brits in time. This oversight resulted in some unprintable words being uttered when the French Scrutineers asked for all of our packs to be disassembled for testing, but by the end of the event it was apparent that no-one possessed the mega-cells all had feared, making the whole event much more fair than it was initially thought it might be. Thanks should go to Oscar for his hard work and risk of reputation; this was a difficult task!



"That's my boy!" Ian Spashett, the proud father of new World Champion, David.

of the circuit consisting of esses and more chicanes, plus even more hairpins than the 'keyhole' corner before the timing loop and the straight. The circuit was marked out with bot dots and plastic conduit, stuck down with vinyl tape on a nearly new carpet, which seemed like a recipe for disaster. The Organisers were a little tense, which they had good cause to be, as some budgetary problems were exaggerated by factors beyond their control when the original backers pulled out. Remember that this meeting was supposed to be held at EuroDisney? All of these problems contributed to their more than cool response to any critical comments from the likes of us.....

Dallas the Ref applauded the driving standards seen during the meeting.



After practising, some of the problem areas were modified, then the track was applauded by all (those that could get

The Background...

We arrived to find the most difficult of tracks beautifully laid out, altogether a real drivers circuit. There wasn't a sweeper at the end of the straight, just a chicane and a hairpin, with the rest

David Spashett's winning Corally SP12G2 ran the programmable Helbing 3000 speed controller, with a receiver pack conspicuous by its absence.



The 1994 IFMAR 1/12 World Championships

"If You Wish Upon A Star..."

The Finals

The format for the Finals was simple. Those in the A drove three legs and threw away the score for the first finish (don't forget points were awarded for places and not times). Those not in the A got two runs, with both counting. Cruel world ain't it? The practice A Final went well, as all the drivers seemed to have the same policy; drive safe, but chase hard and hope the guy in front bobbles on a dot and then go past while they're unsettled. Good Theory!

4	Mike Blackstock	30	8:03
5	Anders Nilsson	30	8:10
6	Andy Griffiths	30	8:11
7	Oscar Jansen	30	8:12
8	Jon Orr	30	8:14
9	Kevin Jelich	30	8:16
10	Mickael Fransson	29	8:00

The Clincher!

"Hey! Smudge! All you've got to do is win the next one!!!!" Again David's start was good, but Mike Blackstock was closer this time, whilst Joel snatched third place earlier with Fransson running in fourth. Again the infighting behind enabled David to consolidate his lead whilst all of

First Blood!

You could have heard a pin drop just before the start of the first A Final leg. If one had, there would have been a few false starts! David calmly won the first bend and simply pushed away. Mike Blackstock caught a dot and had the pack, running in order at first, piled up behind him. Jelich caught a dot, so Johnson moved up, the order remaining static at the front until Blackstock caught another dot which allowed Joel Johnson to hold second until he did the same. The middle runners were now Blackstock, Hirosaka, Jansen, and Orr, all harrying each other which allowed David to remain nicely composed and run away further to make certain of that most prestigious of positions, first! The fight for second was between the two Trinity cars driven by Joel and Mike Blackstock. Joel won that battle, then Blackstock had a similar fight with Masami and lost out there too. The 8 minute mark came and went, David driving so, so carefully over the line to the cheers of the crowd. One leg down and 10 points on the board for David Spashett!

Results

1	David Spashett	31	8:12
2	Joel Johnson	30	8:00
3	Masami Hirosaka	30	8:02

the actual 'racing' took place behind him. Anders and Griff battled non-stop for a place while David was actually lapping them! Masami Hirosaka was out of contention for this one, whilst Joel Johnson and Mike Blackstock again disputed second place, Joel taking the verdict on the last lap.

Results

1	David Spashett	31	8:09
2	Joel Johnson	31	8:14
3	Mike Blackstock	31	8:14
4	Mickael Fransson	30	8:06
5	Andy Griffiths	30	8:10
6	Anders Nilsson	30	8:13
7	Masami Hirosaka	30	8:17
8	Jon Orr	30	8:19
9	Kevin Jelich	23	6:24
10	Oscar Jansen	12	3:21

So that was it, barring any protests or technical infringements, David had become the new World Champion by winning the first two legs of the A Final with the last leg yet to run!!

The Entertainment!

Masami Hirosaka is one highly gifted son of a gun! He displayed his talent by driving a car with the transmitter anyway but the right way up, then finished off with a demo lap driving with his toes! This wasn't the only manner in which he won the



Dave is the Champion!

It was totally unreal when we watched the winners climb the rostrum; in third place for Japan, multiple IFMAR World Champion, Masami Hirosaka, then multiple ROAR and '92 1/10 On Road World Champion Joel Johnson in second for the U.S.A., then David Spashett at the top for Britain...Yes!!

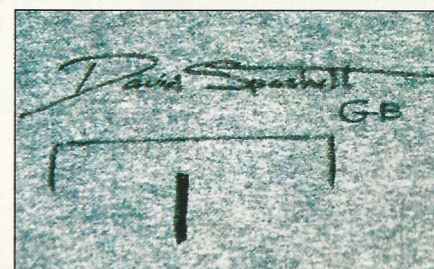
hearts of the crowd. The start of the last leg saw David again make a run for it, while Blackstock, Hirosaka and Johnson dived for second. Then David crashed, dropping down the field leaving the lead to be fought out by the rest, with Andy Griff having a go at leading for a while. Nice for "the other" Andy Griffiths to see his AGR motor at the head of a World championship Final! David then really impressed the crowd by passing the other lesser mortals, you know the type, multiple Champions etc, two at a time to catch Masami, who by now had settled into the lead. On looking up at the rostrum there were two cheesy grins on their faces while they 'played' in the last leg of this, a World Championship A Final! First one, then the other would lead, drawing "oohs" and "aahs" from the crowd, real breathtaking stuff! Unfortunately David caught a dot which left him on his side, so Masami waited for him as long as he could, but then the 'rest' began to close up fast so he had to go. Many places changed in the last minute; Masami took the win with Jon Orr 'stealthily' nipping home in second ahead of Joel.

Results

1	Masami Hirosaka	30	8:02
2	Jon Orr	30	8:04
3	Joel Johnson	30	8:05
4	Andy Griffiths	30	8:05
5	David Spashett	30	8:08
6	Anders Nilsson	30	8:12
7	Mike Blackstock	30	8:15
8	Oscar Jansen	24	6:34
9	Kevin Jelich	23	8:25
10	Mickael Fransson	8	2:37

This was without a doubt the Final with the most action, basically because with the winner already decided the atmosphere was a little easier for all, and they were out to enjoy themselves as well as improve their positions. The overall results were decided by points for positions in each of the legs; the winner being awarded ten, second nine and so on.

I make no apologies for only covering the top ten drivers in detail, especially while monitoring



David's progress. The rest of the Brits fared well, although not as well as some expected. Andy Griffiths' achievement was a little overshadowed by David's success, but fifth overall was a very good result both for him and his namesake from AGR. Indeed, making the A Final is an achievement in itself, so 'Well done the two Andys!' Craig's qualifying runs were electrifying, proving what a superb 'total' driver he is.

The rest of the British Team finished:

PHIL DAVIES	13TH
CRAIG DRESCHER	18TH
MARK JEWITT	26TH
MICK FARRELL	39TH
BOB HEPPLE	42ND
NEAL ROBINSON	47TH
STEPHEN ROWLEY	48TH
PETER RILEY	63RD
ANDY SAWYER	64TH
LEON SHATWELL	71ST
RUSS GILES	72ND
JIM SPENCER	75TH
KEVIN CREASER	83RD

There were 100 competitors from all over the World; there weren't many countries that weren't represented. Of these, 48 drivers ran Corally cars of one type or another, 44 ran Associated's and 8 drove Trinity Revolvers. Examine the A Final tech chart to see how even things really were, this makes David's win even more special. David is our first ever electric World Champion, and this was also the first time that a European car (Corally's new SP12G2 powered by a Corally motor) has won, breaking the American dominance of the class that Mike Reedy regards as the true pinnacle of electric racing, even after all of his Off Road successes. Congratulations are thus in order for all at Corally, with Oscar Jansen the man responsible for the motive power, whilst Philippe Neidhart at Orion supplied the cells that took David to his win. The alliance between these two European firms has really started to produce excellent results lately!

David is now the second Brit to hold a World Championship title, joining Phil Booth, the 1979 1/8 IC circuit World Champ, in the record books. We are sure this won't be the only World title to fall to David now that he's tasted success. Well done David, we knew you had it in you!

POS	NAME	COUNTRY	AGE	OCCUPATION	SPONSORS	YEARS RACING	OTHER CLASSES	MAIN INFLUENCES	WHAT NEXT?
1	David Spashett	GB	18	Student (Technology)	Intronics, Corally, Orion Helbing, Galeforce	8	1/10 on road 1/10 2wd off	Dad, Corally, D. Gale P. Davies, D. Hall	Perfection of the "dunk"
2	Mike Blackstock	USA	21	HiLo Driver	Trinity, Point Blank, TRC Magic Motorsport Novak, JR	10	1/10 on road 1/10 off road	Mother & Father	Cleveland
3	Kevin Jelich	USA	22	Chevron employee	Ass, Reedy, Novak, Jaco Kimbrough, Fast Fashion	7	1/10 on road	Mike Reedy Mean Gene Hustings	Go snowboarding win Norca Nats
4	Masami Hirosaka	Japan	24	Sales Engineer	Yak, Ass, Reedy, Novak KO, Orion, Ellegi, Dumor	18	1/10 off & on road	All the people that surround him	To continue
5	Joel Johnson	USA	26	Trinity R&D	Trinity, TRC, Novak Airtronics	19	1/10 on road 1/10 off road	Ernie Provetti, Jim Dieler, Father	Cleveland 4 cell Nationals
6	Oscar Jansen	Holland	27	Motorman Corally	Corally, Orion, Helbing Protoform	11	1/10 on road	Constant, Bert Corally family David Spashett	Drive my new Ferrari
7	Andrew Nilsson	Sweden	24	Computer Technician	Corally, Orion, Novak KO, Procar, Bildelen AB	11		Hans-Ake	Top 3
8	Mickael Franson	Sweden	21	Electrician	Corally, Orion	10 1yr 1:12	1.8 Gas	Dad, Mom	Top 3
9	Andy Griffiths	GB	19	Electrician	Corally, Helbing, AGR Brampton, Orion, HMC	7	1/10 on	Dad, Phil Davies Dave Spashett	96 Worlds
10	John Orr USA	USA	22	Student (Law)	Ass, Reedy, Novak, Jaco RCPS, Dumor, Protoform	5	1/10 on 1/10 off	Greg Phillee Gene Hustling	1/10 Worlds German women!