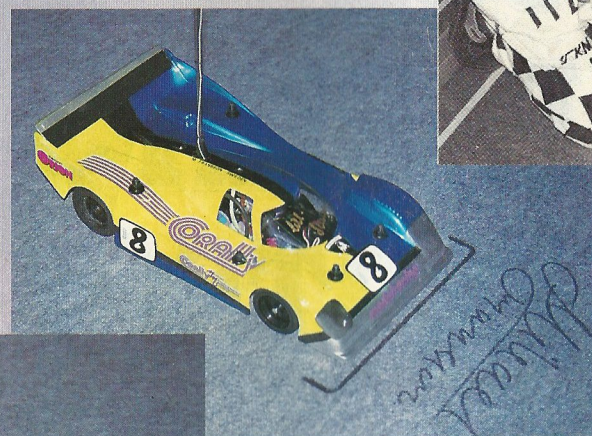


Congratulations must go to Great Britain's David Spashett on becoming the first electric class World Champion the UK has ever had. The title David has captured is the 1:12 on road class as Mick Farrell reports from France...



Report by Mick Farrell



duration completed were filtering through the pits. Everybody was taking notice of David. The Associated drivers and the confident Trinity drivers were beginning to take David seriously. It wasn't until the third round of qualifying that David hit the front, a position he would hold throughout the meeting, eventually winning the first two legs of the A final in style to take the World crown.

David has become only the second British World Champion, the first in the electric classes.

helpers Chris Hardisty, Flec Goodwin, Ian Spashett, Mike Drescher, Mo Griffiths, Kevin Appleby and the "other" Andy Griffiths. Quite a large team, all competent and capable drivers.

A large Gymnasium in the town of Laigneville was the venue for the event. This was an excellent venue, providing all that is required for such an event except for air conditioning! The temperature in the pits was very uncomfortable, thermal charging becoming very hit and miss. The pits were split into two

a bus stop. This was followed by a left hairpin, the entry to which was important due to the positioning of the tape joint, which was right on the turn-in point. Next came a tricky "wiggly" bit which could just be taken straight. A sharp right then took you into a chicane which exited via another sharp right and then into a left hairpin. All of this was directly under the rostrum and needed to be taken neatly in order to keep lap times down. A right sweep took the cars into the third chicane which exited via a wide hairpin which started the keyhole section of the track. This was a long sweeping 180 degree corner which was lined all the way round with bot dots. One mistake here, either wide or tight could destroy a good lap. This corner was followed by the right turn onto the straight away.

The track was incredibly demanding, the fear of bot dots uppermost in everyone's mind. In order to post a good time, 16 seconds was the requirement for a lap. To make the A final 15 seconds was needed on a regular basis.

The tyre additive "paragon" was legal for this event and contributed to the incredibly high grip. The track appeared to be faster at the

rooms, one mainly for the American, British and Japanese teams and the other for everybody else. The temperature on the track was not too bad although sweat became a problem on the rostrum. Pete Riley found a piece of towelling wrapped around his forehead helped him whilst driving, but it certainly didn't help his street cred! The Japanese in particular finding it very amusing!

#### The Track

The centrepiece of the event was typical French, bot dots everywhere! The track was large and

favourites for the win, coming into the event as reigning European Champion. David Spashett was also expected to do well. Both of these had been in practice for the event, spending the previous week at Corally's test track in Dordrecht, Holland.

Other quick Corally drivers included Anders

#### Trinity

Trinity entered the event with a large amount of confidence. Ernie Provetti was there encouraging his array of talent.

Joel "Magic" Johnson, Mike Blackstock, Mark Jewitt and Frank Calandra were the quickest drivers in the team and all were on the pace from the start. The car they were using was a little different from the production version we reviewed recently. Subtle changes have improved the car dramatically. A longer T-piece is now in use, the

positioning of the rear sideways damper has changed, making the Associated Nissan fit properly. The front plate had some bushes fitted to ease the kingpin travel through it, this being a vast improvement on the original design. Weight was cut down to an absolute minimum, the chassis being fretted away to almost nothing.

TRC tyres provided grip, with the expected Trinity horsepower not lacking in any way.

Nilsson, Ralf Krause, Jose Rosas, Andy Griffiths, Benoit Thomaes and the relatively unknown Mickael Fransson.

The car they were using was the Euro's winning version of the G, named the Gil. A tweak plate was added to the car for the first part of the week, but most removed it by the end of the week. PK/Corally tyres were used along with Corally motors and Team Orion Cells.

Man to be proud of: UK's David Spashett - now a World Champion...

# Spashett On Top Of The World

It had been a pretty lean year for David Spashett. The loss of his Modified National Championship to Andy Griffiths, the loss of his Standard National Championship to Phil Davies and the loss of his European Championship to Oscar Jansen left David title-less for the first time in ages.

The only thing left for him to win

was the World Championship. This would rescue a disappointing season, and make up for all those titles lost. After all, the Worlds is the one everybody wants to win.

In the event David didn't just win, he devastated the field and won with style.

Throughout the practice sessions David was the quickest, rumours of 15.2 second laps with the race

#### The British Team

The British team consisted of 15 of the best drivers we had to offer. David Spashett, Andy Griffiths, Phil Davies, Mark Jewitt, Mick Farrell, Bob Hepple, Craig Drescher, Stephen Rowley, Pete Riley, Neal Robinson, Leon Shatwell, Jim Spencer, Andy Sawyer, Russ Giles and Kevin Creaser. Added to this group were the

in some places was very narrow. The design was interesting and featured an exciting "keyhole" as its main feature.

From the staggered start the cars sped off down the straight which ended with a right and went through a very narrow chicane to a right handed hairpin. A short straight took the cars through a slight kink and round a ninety degree left which tightened into

beginning of the day and then again in the evening.

#### Corally

Corally were looking for a good result. They were racing in their back yard, knew the carpet and the conditions and had a large amount of talent to call upon. Oscar Jansen was the team leader and one of the



## Associated

This was one of the larger teams, mainly American. Kevin Jelich, John Orr, Steve Radecky, Barry Baker, Phil Davies, Craig Drescher and the Japanese legend, Masami Hirosaki were the main contenders.

The basics of the car were unchanged, the RC12LS being used. The team drivers were using a new diff, with new quick release wheels. This diff has been in use in the UK for some time by the team drivers with the "stealth" washers, these being smaller than the original ones. The rear wheels allow changing without dismantling the diff, which is a godsend for all Associated drivers!



Drivers were asked to autograph their starting positions before the first leg of the A, Masami produced a full scale drawing but most just left their mark... Drivers for the final prepare. Below: Latest version of the Corally concept has now captured the World title it deserves.

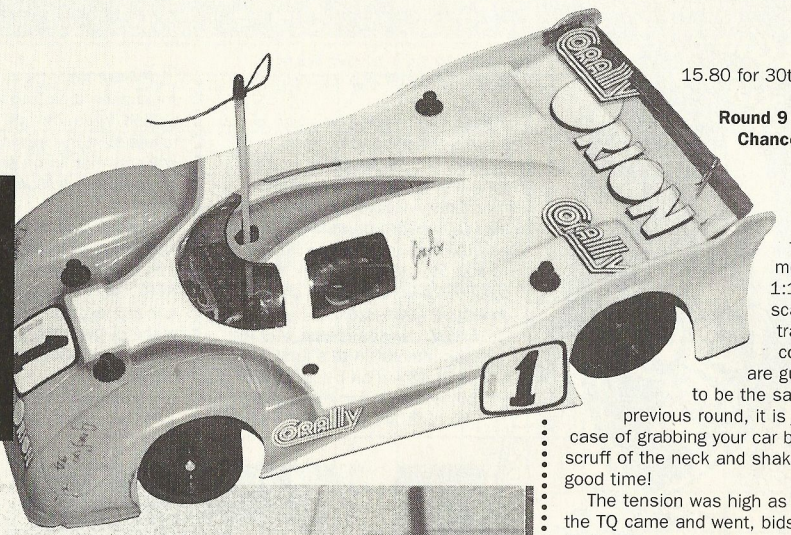
## Day One

The format for qualifying was three rounds per day, preceded each day by one timed practice session. With three days put aside for qualifying, that meant that nine rounds of qualifying would take place. Plenty of time to find that one "good run".

After round 1 it was the third placed driver from last time who was leading, Trinity's Mike Blackstock scored 30 4.13. Anders Nilsson also started well with 30 4.79. At this

David's heat and followed him around top score a good 30 lapper and put himself up into 5th place overnight.

1.	David Spashett	30	1.12	Corally
2.	Joel Johnson	30	3.01	Trinity
3.	Anders Nilsson	30	3.60	Corally
4.	Mike Blackstock	30	4.13	Trinity
5.	John Orr	30	4.41	Associated
6.	Craig Drescher	30	6.29	Associated
7.	Erik Jonk	30	7.99	Corally
8.	Oscar Jansen	30	8.50	Corally
9.	Ralf Krause	30	12.29	Corally
10.	Andy Griffiths	30	12.51	Corally



15.80 for 30th.

## Round 9 - The Last Chance

Leaving your best to last is the usual method in 1:12th scale. The track conditions are guaranteed to be the same as the

previous round, it is just a case of grabbing your car by the scruff of the neck and shaking out a good time!

The tension was high as bids for the TQ came and went, bids for lower finals were made by the lower ranked drivers, but these generally paled into insignificance, leaving only the driver smiling!

In the top ten the only mover was Joel Johnson, he picked up 3 seconds to nudge ahead of Oscar Jansen for 5th place.

Further down, Hiroyaki Matsumoto and Mike Lufaso came up from the C final and into the B, this forced Mark Jewitt down to pole in the C. This was a shame for Mark, as his performance all week had been deserving of a B final place. Mikael Nilsson moved up from the D into the C at the last attempt, forcing Markus Mobers down into the D. Both of these drivers are ex-Euro A finalists, so were a little disappointing in their performances.

How did the British drivers fare? Like this:

1.	David Spashett	31	11.78	Corally
9.	Andy Griffiths	30	0.14	Corally
11.	Craig Drescher	30	2.36	Associated
16.	Phil Davies	30	5.48	Associated
21.	Mark Jewitt	30	9.96	Trinity
33.	Mick Farrell	30	15.68	Associated
45.	Bob Hepple	29	5.55	Associated
47.	Neal Robinson	29	6.46	Associated
50.	Stephen Rowley	29	8.02	Associated
63.	Pete Riley	29	16.94	Corally
64.	Andy Sawyer	29	18.44	Corally
71.	Russ Giles	28	3.60	Corally
75.	Leon Shatwell	28	7.01	Corally
79.	Jim Spencer	28	10.98	Associated

## The Brits And Their Excuses!

The first three Brits need no excuses. David was quite simply the best in the World, Andy was equally superb in making the World A final. Craig was a little unlucky, he and his

car always looked like a contender, he just lacked that little bit of consistency on his quicker runs.

Much was expected from Phil Davies, but the car was always a little better than he was. They are his words and not mine!!

Mark Jewitt was brilliant in just missing

# WORLD CHAMPIONSHIPS 1994

The front wheels were held with different, flangeless bearings which sat in grooves inside the wheel. A thicker chassis was also in use, making the car a lot stiffer. Specially selected Yokomo tyres were in use by the team, with the usual Reedy motors and cells. Team Orion cells were also used by many members of the team.

## Kawada

Kawada had developed a new version of the M-300 for the event. This car was an exact copy of the design of the Associated car, the colour of the mouldings being the only apparent difference!

A few of the Japanese drivers were using the car, I'm not sure who, or what power source they were using.

## Motors And Cells

Motors and cells are obviously the main parts of the cars. Once the chassis is set up, the power can be applied to the track. Cells were very strictly scrutinized to remove those "special" cells from the event. All the cells were weighed to check their legality, unfortunately the weight limit was rather low, not allowing for the connectors. Most of the competitors had to strip down their cells to get them through scrutineering, which was a bit of a bind and didn't go

down too well at all! Team Orion were very well represented as expected, the quality of their matching being of a very high standard. Reedy had some high quality cells available to the team, with Keil also providing high quality cells.

The dilemma for the drivers was which type of cell to use, Panasonic or Sanyo. Most eventually elected to use Panasonics, but most also used Sanyos at some stage of the event. It was good to see how competitive the Sanyos were. With the right motor, the difference between Panasonic and Sanyo was negligible. As Sanyos provide the immediate future for 1:12th scale I was happy to see Sanyos feature in the A mains.

All kinds of winds were in use during the event, from 12 turns right up to 21, depending on the cells in use, and the quality of the drivers thumbs (or fingers on steering wheel radios!). As a guide, I was using Sanyos all week from Team Orion with an 18 turn motor from Reedy and lacked nothing in the horsepower stakes, on the other hand, David Spashett was running Panasonics, also from Team Orion with anything down to 12 turn Corally motors. The difference was 0.5 seconds per lap, that being David's skill rather than power.

Two days of organised practice was available to the drivers, providing each competitor with ample time to

learn the track and sort out those gear ratios. Stop watches were everywhere, with rumours and psych-outs being spread about like hot butter.

It soon became apparent as to who the quick drivers were. David Spashett was immediately one of the quicker drivers, rumours of a 15.2 second string of laps, with eight minutes completed had everyone checking the accuracy of their stop watches! Joel Johnson was also quick as was Masami Hirosaki, although Masami was having trouble getting past 6 minutes!

Ralf Krause, Andy Griffiths and Craig Drescher were also looking very good during the practice sessions.

stage 30 laps went down to 11th place, so it was clear that 30 laps was needed to feature in the results. Stephen Rowley was sensational after the first round, lying in 14th place with a mid 29 lapper.

Round 2 saw Joel Johnson put his Trinity car into the lead with 30 3.01. Anders improved by a second to remain in 2nd place just ahead of Mike Blackstock. Craig Drescher was looking very good at this stage in 4th place after dropping a position from round 1 with 30 6.29.

Round 3 saw David Spashett jump from 5th to 1st place with a stunning 30 1.12. Joel, Anders and Mike couldn't improve and lay in 2nd, 3rd, and 4th respectively. John Orr was in

## Day Two

The first round of day two saw some incredible times posted. David Spashett blew the TQ time into the weeds with a sensational 31 lapper, 31 11.78. John Orr was again following David round and he moved up to 2nd place with 30 0.38. Anders also improved to 30 1.21 with Andy Griffiths getting a good time to lie in 4th place at this stage. Mikael Fransson and Masami Hirosaki joined in the top ten after round 4 in 8th and 9th positions.

Fast times were being posted right down the list during the 4th round, Phil Davies improved his time by 4 seconds to move up to 12th place, Steve Radecky moved up 30 places to take 14th and Rick Hohwart cured some of his handling problems and moved up into the B final.

David was the only one to break

31 laps again during round 5, but it wasn't an improvement on his TQ. Masami took 3 seconds off his time to jump up to 4th place, with Craig also improving to 7th, just behind Mike.

Round 6 and the track was quick again. 31 laps were now posted by Kevin Jelich (using Sanyo's), Oscar Jansen, Joel, and Anders. It now became clear that 31 was the requirement for an A final. Very quick 30 lappers were now coming thick and fast. Mark Jewitt got his Trinity car going well to score 30 9.96 and lie in 18th overnight. I was also able to crack the 30 lap barrier, but with a split time of 17.17, it was only good enough for 30th, 1:12th is very close!!

The second overnight top ten now looked like this:

1.	David Spashett	30	1.12	Corally
2.	Joel Johnson	30	3.01	Trinity
3.	Anders Nilsson	30	3.60	Corally
4.	Mike Blackstock	30	4.13	Trinity
5.	John Orr	30	4.41	Associated
6.	Craig Drescher	30	6.29	Associated
7.	Erik Jonk	30	7.99	Corally
8.	Oscar Jansen	30	8.50	Corally
9.	Ralf Krause	30	12.29	Corally
10.	Andy Griffiths	30	12.51	Corally

## Day Three

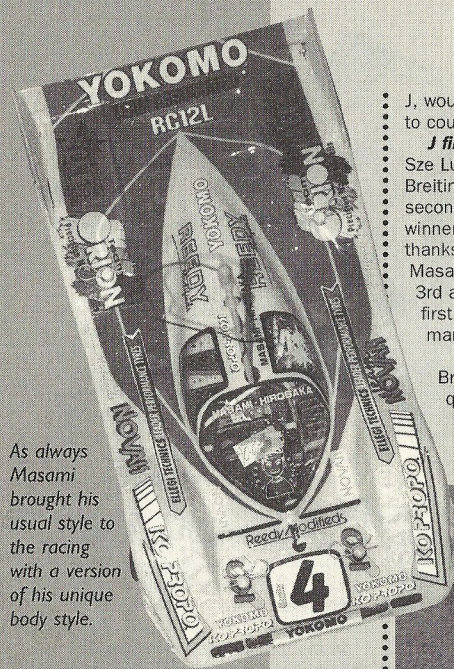
This was the last day to qualify; with three rounds left to make your mark on the top ten.

As it turned out, nobody actually managed to make their mark on the top ten as the content of the A final did not change, only a slight shuffle in the order. Many an attempt was made, but all to no avail. Masami and Mike joined in the 31 lap club to take 3rd and 5th places after round 7.

Steve Radecky had another good run but was 3 seconds short of 31 laps and as a result was half way down the B final!

Round 8 saw very few improvements, Mike scored another 31 lapper and moved himself to 2nd place. The only other improvements in the top 30 were from Josh Cyril who managed 30 2.53 for 12th place, Phil Davies 30 5.48 16th, Ralf Helbing 30 13.57 27th and Brett Polivka 30





As always Masami brought his usual style to the racing with a version of his unique body style.

the B final. I was disappointed with my performance, but very happy to be there.

Bob Hepple always looked good, maybe a few more gee-gee's were required. Neal was also looking good in between his crashes! Stephen never improved on his first run, but was not too disappointed in making the top 50. Pete Riley and Andy Sawyer were always close together, never really finding the little "extra" required for a World Championships.

Russ Giles, Leon Shatwell and Jim Spencer also suffered in the heat of competition, but seemed to accept their position with pride, typical British! Kevin was the lowest Brit, but was very happy to be there and to be pitting close to the Americans!

All in all, I think we did well as a team. We had interest in most of the finals, and all really enjoyed the spectacle of the event.

#### The Fastest In The World

1. David Spashett	31 11.78	Corally
2. Mike Blackstock	31 14.67	Trinity
3. Kevin Jelich	31 14.85	Associated
4. Masami Hiroasaki	31 15.53	Associated
5. Joel Johnson	31 15.71	Trinity
6. Oscar Jansen	31 15.80	Corally
7. Anders Nilsson	31 18.29	Corally
8. Mickael Fransson	30 0.10	Corally
9. Andy Griffiths	30 0.14	Corally
10. John Orr	30 0.38	Associated

The scene was set for three very exciting A finals. The field was tightly packed, with the possible exception of the pole man! the winner could come from anywhere on the grid. Only a fool would bet against the likes of Masami and Joel, but the favourite was always going to be David. The question was, could the young man hold up to the pressure??

The format for the finals would be the usual three legs for the A finalists, with the best two scores to count. Ten points for the winner and one point for the 10th placed driver.

The mere mortals, those in the B

J., would have just two legs with both to count.

**J final:** The first leg was won by Fat Sze Luen, the second by Rene Breitinger. With a 3rd place in the second leg, Fat was the overall winner. 2nd place went to Jiro Ozaki thanks to two 2nd place finishes.

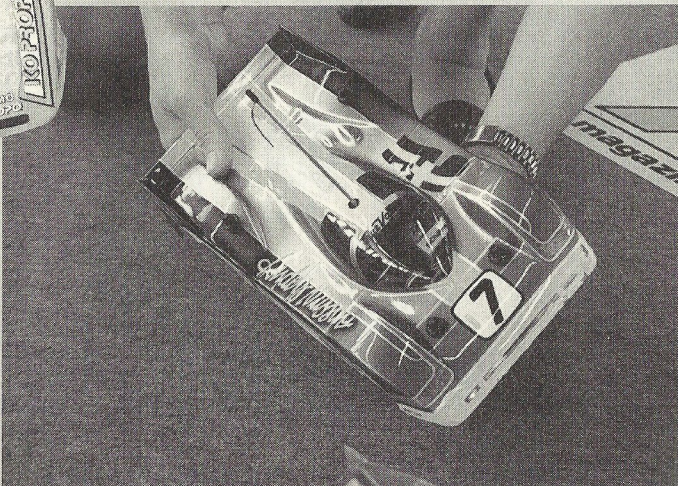
Masayuki Seguro came in 3rd with a 3rd and 5th in the two legs. Rene's first final was poor so he only managed 4th overall.

**I final:** Kevin Creaser was the British interest in this final, qualifying 4th on the grid. With a 5th and a 2nd in the two legs he took 3rd overall. The winner

**F final:** No Brits in this one. Anton Johansson took 2nd in the first leg, behind Tyree Phillips. The order reversed in the second leg, but it was decided that Anton should be the winner. Shinya Momosaki finished up 3rd.

**E final:** Bob Hepple, Neal Robinson and Stephen Rowley were together in this one, Bob winning the first leg. Reto Koenig took the win in the second leg, both drivers having a 4th place in the other race. The win went to Reto with Bob 2nd. Alain Chabert came 3rd.

Neal finished 7th and Stephen 8th after two races towards the back of



was Jordi Esteban of Spain, winning both legs. Yoshiaki Matsumoto took 2nd place overall with a 2nd and a 4th.

**H final:** With Russ Giles, Leon Shatwell and Jim Spencer in



this one, hopes for a British win were high. Russ was on pole, but could only manage two 2nd place finishes, giving him 2nd overall. Leon was the winner thanks to a win in the second leg and a 3rd place in the

first. Shinichi Saito took 3rd overall with a win in the first leg and a 3rd in the second leg. The three drivers were tied on 18 points, the finishing order going down to the count back.

**G final:** Pete Riley and Andy Sawyer were in this one, but were not able to prevent Stephen Ko Sze Man from winning the final, two wins took care of that! Soren Bang took 2nd overall with 6th and 2nd place finishes. Pete held 3rd place after 4th and 6th in the two legs, Andy managing 4th place after a 2nd place in the first leg and a comparative disaster in the second.

the field.

**D final:** The contenders for this one were all well known names with two of the Euro's A finalists in there. Sakke Ahoniemi and Petri Kyrolaninen were a little disappointed with their results, but it is tough at the Worlds. I was there to fly the Union Jack.

The first leg fell to Markus Mobers with Petri 2nd and Frank Calandra 3rd. I was able to finish 4th in this one.

The second leg saw Frank take the win from Brett Polivka 2nd, Marcus Thornstrom 3rd. This all meant that Frank took the overall win with Brett 2nd and Petri 3rd.

**C final:** Associated's Barry Baker stormed both legs of this race to take the win from 5th on the grid. With two 2nd place finishes, Ryuzo Nakayama took 2nd overall, and with two 3rd

place finishes, Jose Rosas took 3rd overall - all very simple!

Mark Jewitt started from pole but was unable to take advantage, finishing 6th and 7th in the two races and 6th overall.

**B final:** Craig Drescher was there on pole position, disappointed with not making the A, Phil Davies, equally so on 6th on the grid.

As it turned out, neither could do anything about the 3rd qualifier, Erik Jonk. He took the win in both legs and so took the overall win.

Hiroyuki Matsumoto was consistent with a 3rd and 2nd place to take 2nd overall. After finishing 2nd in leg one, and 4th in leg two, Phil took 3rd overall. Craig finished up 8th after a couple of disappointing races.

#### A Final - Leg One

Prior to the start of the finals all the A finalists were asked to autograph their grid position. Masami took it literally and went about a serious piece of graffiti, probably meaning something very profound in Japanese! Andy Griffith's attempt looked like something you might find on a toilet wall!! The rest were very respectable attempts at making their grid position "special".

Start: My vision was a little obscured for this one, but it didn't stop me from seeing David Spashett go from pole position into the lead. Mike Blackstock was close behind as was Kevin Jelich. Kevin soon made a mistake as David began to pull away and Joel Johnson took 3rd place.

2 minutes: David was still pulling away, as Joel took 2nd from Mike. Masami was holding 4th place from Oscar Jansen. Andy had started well and was holding 5th place. Joel made a mistake allowing Mike back in 2nd place closely followed by Masami.

4 minutes: David's lead was now considerable and he looked very composed on the rostrum. Joel caught Masami and forced a mistake allowing him to go back up to 3rd place, and set about catching team mate Mike - which he duly did.

6 minutes: Joel passes Mike underneath the rostrum to take 2nd

place, David still some way ahead. Masami passes Mike for 3rd place with Anders Nilsson going well in 5th place.

8 minutes: David maintained his position to take an easy win. Joel holding 2nd and Masami 3rd.

#### Race Order:

1st	David Spashett
2nd	Joel Johnson
3rd	Masami Hiroasaki
4th	Mike Blackstock
5th	Anders Nilsson
6th	Andy Griffiths
7th	Oscar Jansen
8th	John Orr
9th	Kevin Jelich
10th	Mickael Fransson

#### A Final - Leg Two

Start: All got away cleanly and began a snake around the track. David led from Mike, Kevin, Joel and Masami. Joel soon took Kevin as Mickael Fransson, after a good start, moved up to 4th place. Masami's bodysell became tucked up, so a rapid pit stop pushed him down the order. David began to pull away again, soon pulling out a 2.5 second lead.

2 minutes: Joel and Mike are keeping close attention but can't do anything about David's lead. Kevin and Oscar make mistakes dropping them back. The first three have broken away, Mickael holding a lonely 4th place.

4 minutes: The lead for David is still a controlled 2 seconds, as Joel closes in again on Mike to challenge for 2nd place. Meanwhile Anders and Andy are fighting hard for 5th place.

6 minutes: David's lead goes up to 3 seconds as Joel and Mike battle for 2nd place. Kevin Jelich retires from the race. Anders begins to dump at 7.30 and Andy goes through for 5th place.

8 minutes: David holds his lead and takes another comfortable win. On the last lap Joel passes Mike for 2nd place, Mickael comfortable in 4th and Andy cruising home in 5th place.

#### Race Order:

1st	David Spashett
2nd	Joel Johnson
3rd	Mike Blackstock
4th	Mickael Fransson
5th	Andy Griffiths
6th	Anders Nilsson
7th	Masami Hiroasaki
8th	Jon Orr
9th	Kevin Jelich
10th	Oscar Jansen

That was it. David, in winning the first two legs of the A final, captured the crown of World Champion.

Emotions were high as the crowd appreciated the Champ. Ian Spashett was close to tears!

# tech chart

#### IFMAR World Championships, Paris 1994

Pos	Name	Country	Car	Cells	Motor	mm/rev	Speedo	Set	Front Tyre	Rear Tyre	Radio	Servo	Bodysell
1	David Spashett	GB East Dourne	Corally SP12 GII	Orion Pan	Corally 14x3	36.5	Helbing 3000	SSA	Corally Silver	Corally gold	Apex	Sanwa 141HR	PK Nissan
2	Mike Blackstock	Michigan USA	Trinity Revolver 12P	Trinity P170 World Tech	Trinity Kinwald	19 27.1.00	Novax	40A	TRC Purple	TRC White	TR 757	JR 3025	ProtoForm Nissan
3	Kevin Jelich	California USA	Ass 12LS	Orion P&N	Reedy Ultra 15x5	100 spur 24 pin	Novak HPC	40A	Jaco B	Jaco Y	KO	143 Sanwa	Assoc Nissan
4	Masami Hiroasaki	Japan	Ass 12LS	Orion Pan	Reedy Sonic 15x3	37.6	Novak HPC	40A	?? 36	Yok	KO Esprit II	KO Fet	Protoform Nissan
5	Joel Johnson	USA California	Trinity Revolver 12P	Trinity P170 World-Tech	Trinity Kinwald	1.9 20/100	Novak HPC	40A	TRC Yok	TRC Yok	Altronics, Sanwa Super???	Sanwa 141HS	Protoform Nissan
6	Oscar Jansen	Holland	Corally SP 126II	Orion	Corally 15x3	37.2	Helbing 3000	55A	Corally Silver	Corally Gold	Sanwa	Sanwa 142HS	Protoform Nissan
7	Andere Nilsson	Sweden Malmoe	Corally SP12 GII	Orion	Corally 15x3	31.0	Intronics	Full	PK Silver X-???	PK Gold	KO	Sanwa 141HS	Protoform Very nice
8	Mickael Franson	Sweden	Corally SP 12612	Orion	Corally 16x1	33.0	Intronics	Full	PK Gold	PK Silver	Futaba FF3	Sanwa 141 HS	Ass Nissan
9	Andrew Griffiths	GB Leicester	Corally SP12G2	Orion Pan Brampton SCRC's	AGR 15x3	37.0	Helbing 3000	50A	Corally Silver	Corally Gold	JR x756	Sanwa 141HS	PK Nissan
10	John Orr	USA NY State	Ass 12LS	Orion Pan	Reedy Ultra 15x4	33.2	Novak HPC	50A	Taco B	Yok	KO EX	Altronics 94143	Protoform Nissan

#### IFMAR World Championships, Paris 1994

#### A Final - Leg Three

The winner was already decided but the race for second was still on. Rumour had it that David had fitted a "silly" motor, an exciting race was to follow...

Start: A packed house was ready as the buzzer went and David sped into the lead. Mike slipped into 2nd again with Masami in 3rd. David's car was a missile and he soon opened up a lead. After two complete races, David caught his first bot-dot and left the track. Mike did the same and Masami was leading from Joel, Kevin and David. It was only 30 seconds before David was back up to 2nd place and the race was on...

2 minutes: John Orr had sneaked up to 3rd place, but Masami and David are close through the infield. Onto the straight and David flies by! David clips another dot and Masami retakes the lead. Andy Griffiths moves up to 4th place.

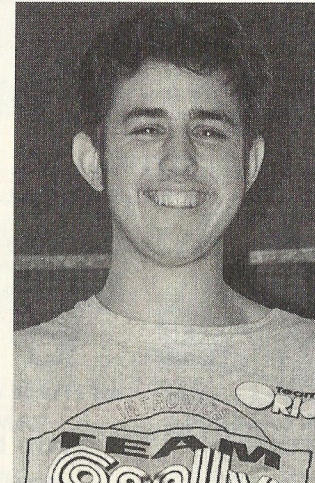
Round the keyhole a couple of laps later and David is again on Masami's tail. An error from Masami lets David into the lead. David drops into cruise mode in an attempt to make his cells go the distance. But then an error allows Masami back into the lead.

4 minutes: Masami and David are incredibly close, inches apart. John Orr begins to close in, Andy still 4th, Joel 5th. Try as he might, David can't pass Masami. Andy closes in on Jon, and soon nips through.

6 minutes: David passes, only to be instantly retaken, and David does it again! The two brush and Andy Griffiths moves up and passes David. A mistake by David drops him to 5th place, John moving up to 3rd, and Joel in 4th.

Andy begins to slow and Jon Orr passes him on the infield.

8 minutes: on the last lap everyone starts to slow, Masami still leads but Joel is right with Andy, and



passes him in the infield. Masami crosses the line to take a fine win with Jon in 2nd place, Joel 3rd and Andy 4th.

This was a fitting climax to three brilliant displays of driving from all ten of the A finalists.

#### Race Order:

1st	Masami Hiroasaki
2nd	Jon Orr
3rd	Joel Johnson
4th	Andy Griffiths
5th	David Spashett
6th	Anders Nilsson
7th	Mike Blackstock
8th	Oscar Jansen
9th	Kevin Jelich
10th	Mickael Fransson

#### David Spashett - World Champion

There it was, David took the applause with Masami, proving to the World he is the number one.

It is difficult to sum up how David

dominated these Championships. Maybe Ernie Provetti's words are the best: After the event, I asked Ernie if he was happy with his teams result, after all, 2nd and 4th is not bad at a World

Championships! All he could do was shrug his shoulders and say "We were first in class". From this I assume he meant that David was in a class of his own, I would agree!

#### Final Results

1st	David Spashett
2nd	Joel Johnson
3rd	Masami Hiroasaki
4th	Mike Blackstock
5th	Andy Griffiths
6th	Jon Orr
7th	Anders Nilsson
8th	Mickael Fransson
9th	Oscar Jansen
10th	hKevin Jelich

