

The '94 IFMAR World Championships were held at Kirchschlag in der Buckligen Welt, a small town set in idyllic Austrian surroundings.

The track was situated on the edge of the town, well within walking distance of the town centre. 149 drivers represented 24 nations, with lone representatives such as Marko Brekalo from Croatia, Trevor Winter from New Zealand and Roger Schwind from Canada, then the large Teams from Japan and Taiwan (unsurprising really!), their National flags lending quite a splash of colour to the proceedings.

You couldn't have a meeting in Austria without a Brass Band to get things underway!



The Background

Britain was initially allocated just six places, but the number eventually grew to 11. Jamie Booth, the current BRCA 1/8 Champion was obviously rated highly, but alas, Jamie's commitments to Schumacher for the 1/10 Euro prevented him from taking part.

The track really was awesome; built on a hillside with the rostrum at the bottom. There was only one artificial jump incorporated, with the rest of the jumps and adverse camber corners being natural features. The programme was free practice all day on Monday and Tuesday morning, with the drivers having four practice slots of 10 minutes. Tuesday afternoon was for timed practice to test the computer system's operation, the fastest time going to Italy's Alessandro Catozzi driving a TAG, whilst Steward Wilcox was top Brit with his Mugen Athlete in 8th place. The evening's official opening ceremony was graced with a Brass Band and a Folk Dance troupe, followed by the Team parade. Altogether very friendly! The following day would see the fight begin for real in temperatures that would probably reach 100°, so the evening was spent relaxing on the Hotel's verandah eating Wein Schmitzel and Apple Strudel with lashings of cream, plus the odd beer!

The Heat Is On...

Wednesday arrived hot, with the schedule two qualifying runs for every driver. A problem had arisen in scrutineering on Tuesday, when the scrutineers failed any car with a hole in the front window. IFMAR's officials then had a meeting and decided that holes would be allowed in the front screen. A commonsense decision with the high ambient temperature!

After

Kirchschlag, Austria

1/8 RallyX World Championships



The Finalists get away for an hour of hard racing.

Round 1, Germany's Daniel Reckward held FTD driving a Mugen. Interestingly he was in Heat 1, and in fact the top three drivers were in the first two Heats, with Alessandro Catozzi's TAG in second and Philippe Lachat's Laro third. The Brits? Our lads were flying!

Round 2 saw the top five places stay the same. Tommy Chung moved up to 6th place giving us two drivers in the top 10. Wicked! The current Champion, Kunihhiro Toge, was 49th, Kazushige Yoshida was 53rd and

Maurizio Monesi was 26th. Top Brit was David Crompton in 5th, but Mike Cradock unfortunately dropped to 92nd with pre-birthday nerves! Ian Oddie moved up to 36th, whilst Mark Stitson completed his best run for 46th. Stewart moved up to 60th place after failing to finish the race. He pitted for fuel on the last lap and wasn't allowed back out (qualifying Heats were of 10 minutes duration). John Zottl had a cut when he came in for fuel, to finish 80th, leaving the British standings as:

David Crompton	5th
Tommy Chung	6th
Justin Mackey	19th
James Weedon	24th
Mark Chaplin	31st
Ian Oddie	36th
Mark Stitson	46th
Stewart Wilcox	60th
John Zottl	80th
Mike Cradock	92nd

Thursday saw the racers trackside by 8am in bright sunshine. By now there were some large holes around the track, but a quick time was still possible.

There had been a few requests to have drivers swapped from what they regarded as slow heats to faster ones. Official protests were soon flying about! The protests were upheld, so the Heats would remain unchanged, so a delay was called for while the computer was reloaded with the original line-up. Whilst mentioning computers and programmes,

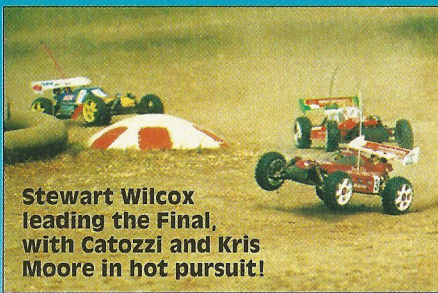
it's a shame that

Ken Weedon's

Monesi wins, but the Brits really shone!

Kirchschlag, Austria

1/8 Rally X World Championships



Stewart Wilcox leading the Final, with Catozzi and Kris Moore in hot pursuit!

Your reporter working hard with Dave Mackey, refuelling Justin's Athlete.

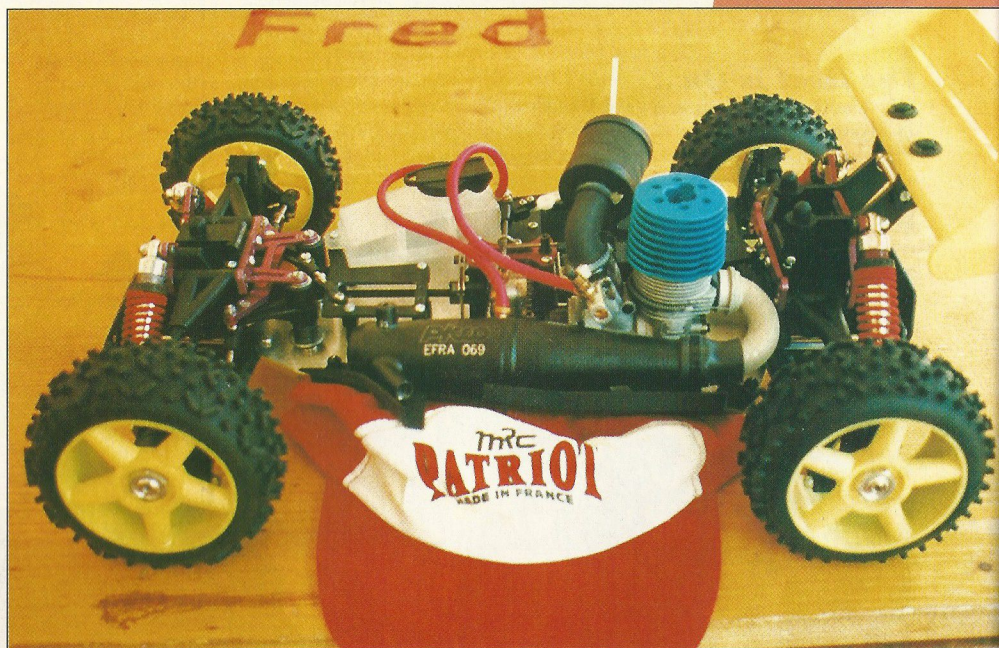


Crono's tool box art was something else!

The track was nicely sculpted from the hillside.

The latest car on the French market: The 'Patriot'.

The winners podium (prior to the champagne!).



The British Team atop the 'flowery' World Champs logo.



The Brits on parade.



Justin Mackey and John Dyett pitted for David Crompton during the Final. If only...



A jubilant Lawrence Harris took 3rd overall!

Brief History

Semi A

PHILIPPE LACHAT
DAVID CROMPTON
MAGNUS AMILON
ROBERTO GHEDINI
MATT LEDGER
ERWIN WEINMAN
BRIAN KINWALAD
ANDREA GENNARI
STEWART WILCOX
ADRIAN BERTIN

Top qualifier - '94 Euros
Qualified 3rd in Euros
Qualified 10th in '94 Euros
European Champion '92 and '93
Top Class American 1/10 Buggy racer
Qualified 2nd and finished 2nd - '94 Euros
World Champion 2WD 1/10 Buggy racer
European Champion '94.
Qualified 6th '94 Euros. Finished 3rd. BRCA Champ 1988
French driver sponsored by SVM

Semi B

MICHEL BARUZZI
TOMMY CHUNG
MARK PAVIDIS
KOJI SANADA
MAKUTO MOGI
MIKAEL PATSSON
LAWRENCE HARRIS

Top Class Italian 1/8 Circuit racer
Possibly the most experienced British 1/8 racer
Top Class American 1/10 Buggy racer
1990 1/8 Rallycross World Champion. Designer for Mugen
Previously unknown
Top Swedish Laro sponsored driver
Finished 4th in British '93 Championships in his 1st year and qualified 5th in '94 Euros
Top Class 1/10 and 1/8 American Buggy racer
1998 1/8 World Champion driving for Mantua
Top German Kyosho sponsored driver

KRIS MOORE
MAURIZIO MONESI
BERNARD WEISENBERGER



1/8 RallyX

World Championships

Euro programme wasn't used in Austria...

The statistics showed that after Round 3, 22% of the drivers had improved their previous best time, whereas Round 1 represented 47% of the fastest times. Was the track past its best? Round 4 again saw little change, although Stewart Wilcox was still improving, now in 29th.

Overall Top 10 After Round 4

Mugen	Daniel Reckward	Germany
TAG	Alessandro Catozzi	Italy
Laro	Philippe Lachat	France
Crono	Michael Baruzzi	Italy
Mugen	David Crompton	GB
Hodr	Tommy Chung	GB
Kyosho	Magnus Amilon	Sweden
Mugen	Mark Pavidis	USA
	Roberto Ghedini	Italy
Mugen	Koji Sanada	Japan

Thursday evening was given over to the banquet, with the fight for the best entertainment (?) between France and the USA. GB won in '92 with Mike Cradock and the Hill brothers doing their BeeGees and Travolta impressions, but here there were mumblings that we were well out of the running. That did it. Pete Murphy, Ian Oddie's mechanic, decided on a streak! With just two GB car stickers stuck to each cheek (!), and with the Grosse Britaine banner aloft, Pete raced to the bar at the far end of the marquee, downed a glass of lager, spun round and raced out, stopping only for a brief 'thumbs up' gesture to the French and Americans! Nobody could (wanted to?) counter that move, so GB were again declared the No 1 entertainers. Congratulations Pete!

Friday was in reality used more as a practice session to try out various tyre combinations, with the top 40 positions remaining static.

Drivers from each Team in the Top 30

GB	7
GERMANY	5
USA	5
ITALY	4
FRANCE	3
JAPAN	3
SWEDEN	2
AUSTRIA	1

Climbing The Christmas Tree...

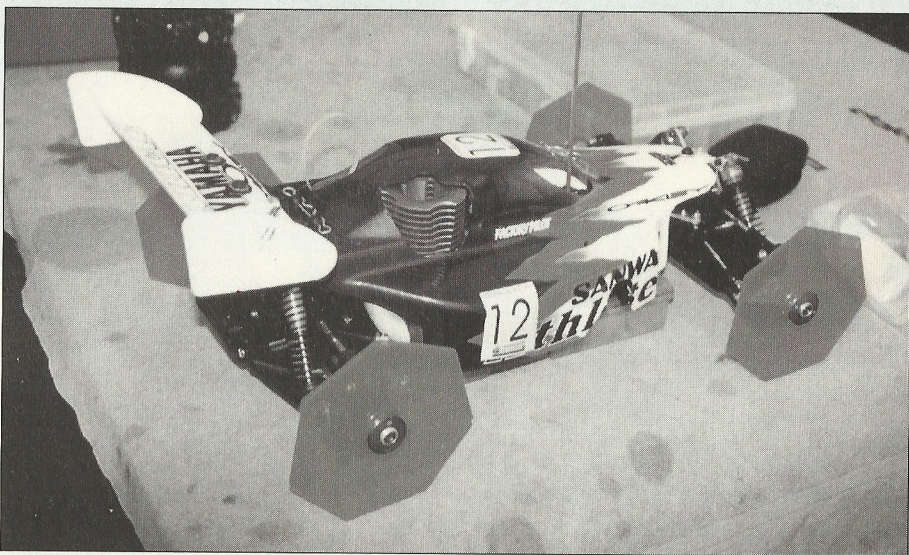
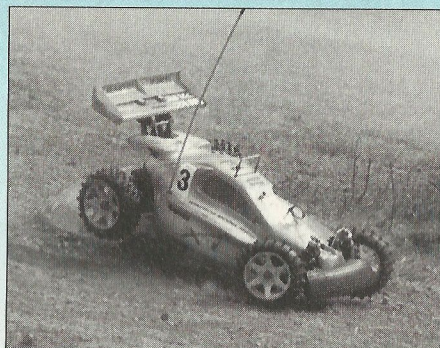
Mike Cradock was out first in the 128th Final, but ran out of fuel to go no further. Each race was 20 minutes long with the first three finishers moving up. Under IFMAR rules the first two qualifiers go straight into the Main Final, so Daniel Reckward and Alessandro Catozzi had nothing to do until Sunday afternoon. John Zottl was out next, and having had his engine rebuilt by John Dyett of Hayley Green Models was holding second place in the 1/64 B Final and almost certain to qualify, when he crashed over the concrete jump and the engine cut. Curtains for John!

Mark Stitson took to the track next, and thanks to assistance from Mantua had been steadily improving, but unluckily for him, was also in the same Final as Toge and Yoshida, the 1st and 2nd finishers in 1992! Mark narrowly missed out in 4th place by 2 seconds...

Sunday was hot work!

The first race was the 1/8 A Final, taken by Euro Champ Andrea Gennari, followed by Noriyuki Yaki, the 7th qualifier at the '92 Worlds, with Adrian Bertin from France in third, so two Kyoshos and one Crono went through to the 1/4s. The 1/8 B Final was a star studded race which included Mark Chaplin, Didier Boulmier, Eric Lapierre and Tohru Hirao, plus Toge and Yoshida! Well, things didn't go as well as they might for the stars, so the three to go through were Italy's Alex Lanfranchi, Raul Peris from Spain and Tohru Hirao from Japan, driving respectively Crono, Kyosho and Mugen.

Mark Stitson's Mantua riding a concrete bot dot.



Have 'The Flintstones' had an influence in the design of these set up discs, seen on the Athlete driven by Mark Pavidis?

The 1/4 A was led away by Kanai, but things started very badly for Justin Mackey and Stewart Wilcox. Justin started from the pit lane. The reason? The 30 second warning was given; plenty of time for an adjustment, but within seconds the 10 second warning was given and the Race Director wouldn't allow Justin's car to start from its rightful second place on the grid! Stewart started from the grid, but was penalised 10 seconds for a jump start. This certainly fired Stewart up! Justin finished 5th, but Stewart went



Sanada always works on his car wearing woollen gloves.

on to finish 2nd to Gennari, with Bertin 3rd.

The 1/4 B Final was taken comfortably by Kris Moore, with Maurizio Monesi 2nd and Bernard Weisenberen 3rd, all with Kyosho cars, Kyosho proving to be the stronger of the main contenders. James Weedon and Ian Oddie unfortunately went out with engine cuts.

The last two races before lunch were the two Semi Finals, with four drivers to move up from each.

Semi Final A was led by Philippe Lachat's Laro in the very early stages, whilst Ghedini's run ended after only one lap! Philippe dropped down the order, but Stewart lapped consistently to eventually find himself leading the race, with Gennari 2nd, Ledger 3rd, Crompton 4th and Amilon charging in 5th, only to make a few errors. The four to go through were:

Car	Name	Laps	Time
Mugen	Wilcox	22	20.36.12
Kyosho	Gennari	22	20.37.73
Mugen	Ledger	22	20.39.44
Mugen	Crompton	22	20.42.29

The lead in Semi B changed hands quite a few times! Michel Baruzzi initially lead, then Kris Moore, then Koji Sanada for 10 minutes until his soft tyres went bald and Kris Moore took over once again. Lawrence Harris made a late charge at Baruzzi for 4th place which looked to be in vain until Baruzzi's car stopped - out of fuel, handing Lawrence a place in the Main Final! The four that qualified from Semi Final B were:

Car	Name	Laps	Time
Kyosho	Moore	22	20.54.42
Mugen	Pavidis	21	20.01.62
Kyosho	Monesi	21	20.02.70
Kyosho	Harris	21	20.16.44

NAME	Ctry	QUAL	FINAL POS	LAP SCORE	SPONSOR SCORE	MAKE OF CAR	ENGINE	FUEL	STEERING SERVO	TYRES FRONT	TYRES REAR	TRANS
Daniel Reckward	GER	1	4	62 1.00.19.96	SMI Hobbytank	Mugen Athlete	Rex	Car 20	Profi MC	Pulsar	Pulsar	Multiplex
Alessandro Catozzi	ITA	2	8	56 1.00.08.62	TAG Models	TAG	OPS	TAG	Sanwa BRG XB	Pulsar	Pulsar	Sanwa
Stewart Wilcox	GB	3	10	44 1.00.35.96	Mugen Mondial	Mugen Athlete	Mondial	Modeltechnics	KO 1003	Senso	Senso	KO EX10
Andrea Gennari	ITA	4	2	64 1.00.47.47	OPS	Kyosho Turbo Inferno	OPS	OPS	Sanwa BRG EX	Atlas	Atlas	Futaba FF3
Matt Ledger	USA	5	6	58 1.00.39.04	Mugen, JR Medial	Mugen Athlete	Nova Rossi	MV Juice	JR 4735	Quark	Quark	JR
David Crompton	GB	6	9	54 1.00.34.42	Mugen, Nova Rossi	Mugen Athlete	Nova Rossi	Modetechnics	KO 1003	Senso	Senso	Futaba FF3
Kris Moore	USA	7	7	57 1.00.48.63	Kyosho, KO	Kyosho Turbo Inferno	Picco	O'Donell	KO 1002	Quark	Quark	KO EX1
Mark Pavidis	USA	8	5	61 1.00.43.20	Mugen	Mugen Athlete	Rex	MV Juice	Airtronics	Quark	Quark	Airtronics
Maurizio Monesi	ITA	9	1	61 1.00.27.93	OPS	Kyosho Turbo Inferno	OPS	OPS	Sanwa BRG XB	Atlas	Atlas	Futaba FF3
Lawrence Harris	GB	10	3	62 1.00.15.36	Ripmax, Kyosho, OS	Kyosho Turbo Inferno	OS	Modeltechnics	Futaba 9303	Senso	Senso PCM	Futaba FF3

THE BIG ONE...

Main Final Grid positions:

1	Mugen	Daniel Reckward
2	TAG	Alessandro Catozzi
3	Mugen	Stewart Wilcox
4	Kyosho	Andrea Gennari
5	Mugen	Matt Ledger
6	Mugen	David Crompton
7	Kyosho	Kris Moore
8	Mugen	Mark Pavidis
9	Kyosho	Maurizio Monesi
10	Kyosho	Lawrence Harris

Five Mugens, four Kyoshos and the lone TAG. Which car would win? The TAG was very quick and handled like a dream. The Mugens were quick too, but for sheer reliability the Kyosho was the one, a necessity for an hour long race over a very hard track.

Medial Pro had supplied tyres throughout to both Kyosho and Mugen for their drivers, but for the Final Gennari and Monesi plumped for Atlas rubber. Surely Medial Pro wouldn't be denied their tyres winning the World Championships?

The start of the Final saw disaster for Daniel Reckward, his engine cutting on lap 2, whilst Kris Moore's brilliant start put him in the lead,

BRITISH TEAM RESULTS			
	QUAL	FINISH	NAME
★	5	9	DAVID CROMPTON
★	6	16	TOMMY CHUNG
★	16	3	LAWRENCE HARRIS
★	19	24	JUSTIN MACKEY
★	24	31	JAMES WEEDON
★	28	32	IAN ODDIE
★	29	10	STEWART WILCOX
★	34	45	MARK CHAPLIN
★	50	51	MARK STITSON
★	86	83	JOHN ZOTTL
★	97	95	MIKE CRADOCK

followed by Stewart Wilcox and Lawrence Harris, soon to be passed by Catuzzi. A mistake on lap 4 let both Catuzzi and Stewart, with Stewart's Mugen leading by about three yards. The fight for 3rd between Ledger and Pavidis allowed Stewart and Catozzi pull away, then Catozzi passed Stewart and began to pull away. Catozzi pitted for fuel so Stewart retook the lead, with Catozzi in 2nd place. A fast fuel stop for Stewart could retain his lead... Stewart rejoined alongside Catozzi over the jump, but a wheelie cost a split second, so Catozzi held the lead.

Kris Moore then put on a charge to pass Stewart, then disaster for Stewart - his engine cut. Catozzi began to step up the pace, whilst Gennari and Monesi were moving up through the field. Kris Moore dropped back, Matt Ledger was now 2nd, and Monesi and Gennari were running in 3rd and 4th with David Crompton now in 5th. After 20 minutes Catozzi's lead was about 26 seconds, Matt Ledger had dropped away, and Monesi was up to 2nd with Gennari 3rd. David Crompton was closing the gap on the leaders when Gennari was given a 10 second penalty for corner cutting! What they should have noticed was that Gennari was actually incorrectly marshalled having rolled.

landing on another part of the track, so Gennari was simply jumping the track to get back to where the accident started! It must be said that the refereeing throughout the meeting was very poor...

As for the racing, Stewart pushed too hard and broke the front suspension, costing him 12 minutes in the pits. Catozzi was still leading at the halfway point, but then broke his car when he hit Kris Moore's Inferno, handing Monesi the lead, but David Crompton soon passed him, beginning a great little dice at the front, enlivened by passing the back markers.

After fuelling at 38 minutes, David Crompton

was flying, then whilst trying to lap Reckward and Ledger, David was pushed onto the wrong line over the ski jump to land in a heap with a broken car. This tragedy would have been avoided had the referees told the two backmarkers to let him by! The lead positions were taken up by Monesi and Gennari, who were so close it looked as though they were connected by a piece of elastic. Meanwhile, Lawrence Harris was now up to 3rd place, so our last hope for a podium position rested with him.

With 10 minutes to go Gennari had dropped back, whilst Lawrence was still 3rd but two laps behind, then in the dying seconds Lawrence's car started to slow, with Reckward fast approaching! Lawrence rode the concrete jump gently, whilst Reckward flew it, but Lawrence coolly crossed the line just four seconds ahead of Reckward...

The race was over. Maurizio Monesi was the new World Champ for 1994, with Kyosho not only retaining their crown, but with Gennari and Lawrence Harris in 2nd and 3rd, they monopolised the podium as well. The ironic thing was that Medial Pro tyres were used by eight of the ten drivers in the Final, but the first two finishers drove Atlas Couroun. However, Lawrence finished 3rd using Medial Pro rubber, and for that the French tyre company is now fully supporting him.

Where will the next World Championship be held in two years time? The rumour is Japan. Congratulations to Maurizio Monesi on his fine win, and to Lawrence Harris on his magnificent 3rd place for Britain!

Commiserations to both David Crompton and Stewart Wilcox, both of whom led the

World's Final for some time. We can be well proud of the

performance by the British Team!

I can't wait to get back to work for a rest now....

An elated Monesi celebrates his fine win.

