

The 1:10 off road World Championships is the pinnacle of RC car racing. The biggest teams, the best drivers with the most pressure. The Yatabe Arena Japan, the ultimate RC venue offered a surface ideal for racing but had its drawbacks that became apparent as the racing took place



Matt Francis and Mark Pavidis in victory...

# WORLD CHAMPIONSHIPS

From the International Yatabe Arena Japan



## 1:10 OFF ROAD WORLD CHAMPIONSHIPS

Report by Alan Harman

The last World Championships for 1:10 off road cars were held in Basildon - England. They were a great success with some amazing racing and wins for Brian Kinwald in 2WD and Masami Hirotsuka in 4WD.

For 1995, two years later the teams wanted the wins more than ever and the pressure and tension was firmly in place as the world's RC fraternity ventured towards the land of the rising sun and straight to Masami Hirotsuka's back garden. Masami is an amazing driver - so fast and fearless, he attacks the track and knows how to win. He was easily the favourite for the race as the track is the home of Yokomo - owned by Yokomo and the place where their car has been developed.

The world championships is always a battle, a battle between teams and drivers. The world titles are awarded to the drivers but the most important aspect is which manufacturers win - from these wins millions of sales generate the money made within the RC industry. With this in mind the teams spend a fortune on the race as winning is all. Under these circumstances tension is high, tempers stretched and all angles covered for the teams to win.

During all this there is of course excellent racing, good sportsmanship and a lot of friendships made.

### Who would win 2WD?

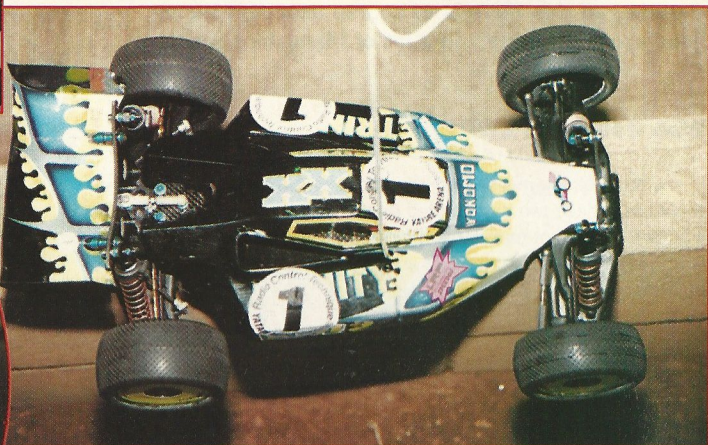
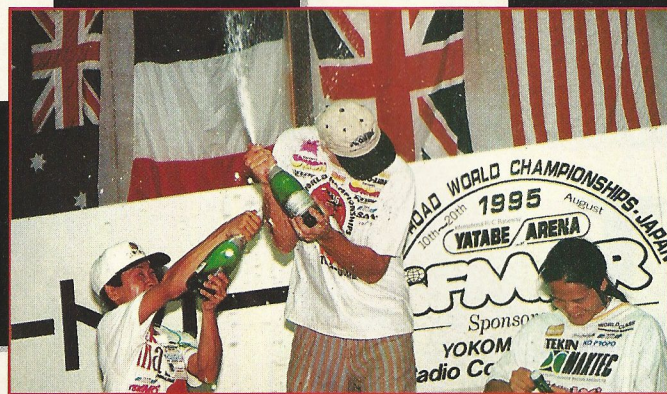
The two main players in 2WD are of course Associated Electrics and Team Losi. These two have battled for the 2WD world title for years and it is their rivalry that makes the racing as exciting as it is. The Losi car is of course an excellent product and Associated surprised many with a brand new car for the world championships.



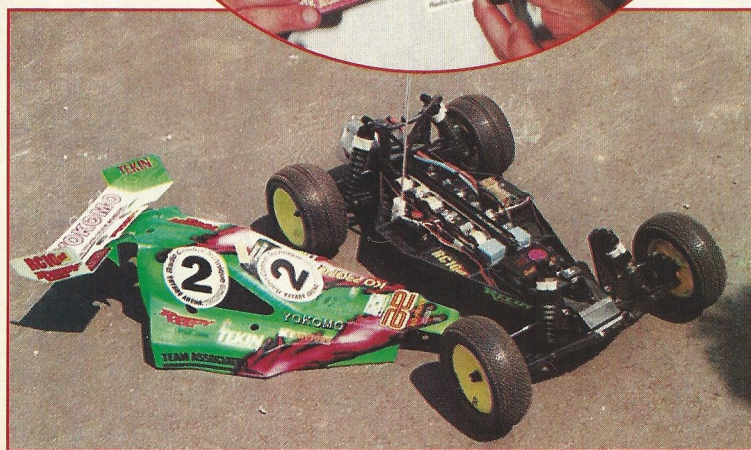
Winning cars of Matt Francis above (RC10B2) and Mark Pavidis below (Yokomo).







Top left; The British Team. Winners on the rostrum. Matt Francis gets a telling off from the ref. Kinwald's TQ Yokomo. Ernie Provetti and his new Midnight Motor. Masami's RC10 B2.



The XX would battle for the top spot with the new RC10 B2. There were of course other 2WD manufacturers, Schumacher, Kyosho, Traxxas etc. but the main two were where the winning would come from.

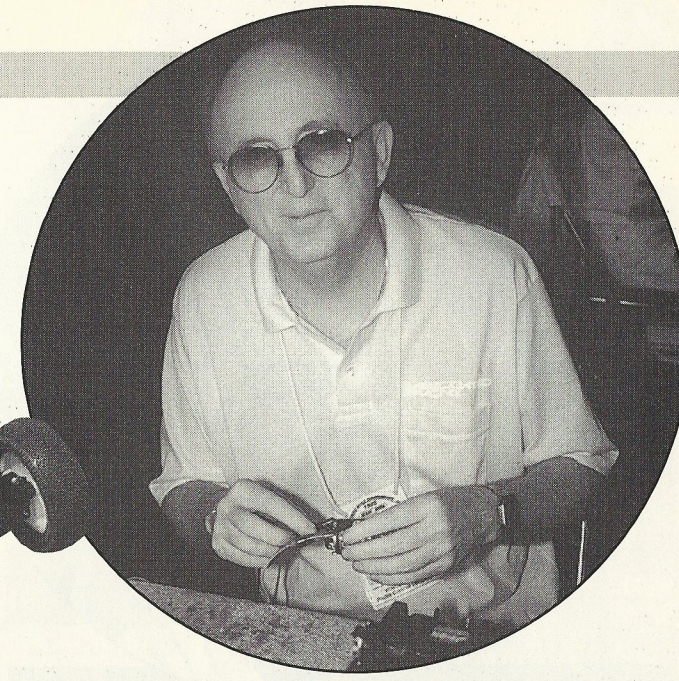
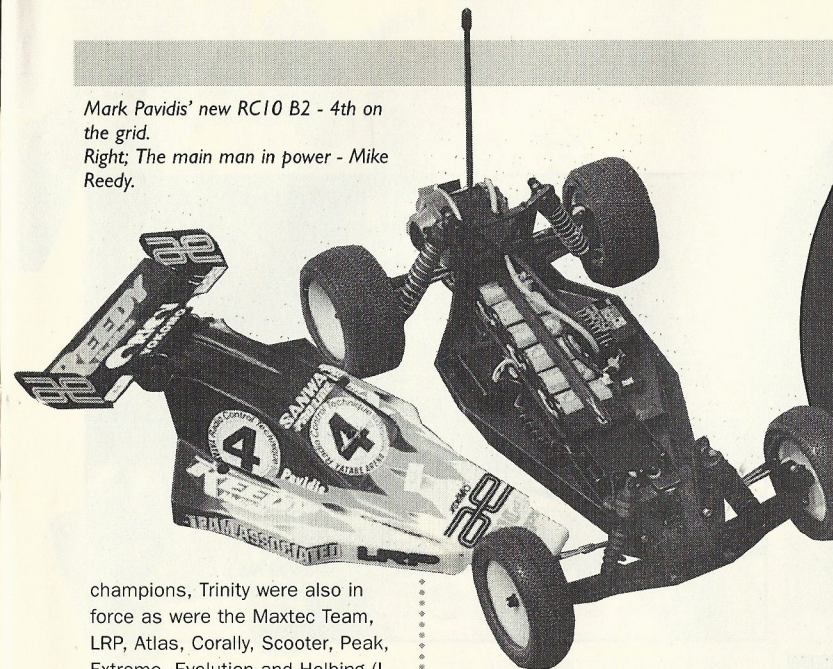
In 4WD there was of course a main contender that everybody expected to win - Yokomo. They had a new version of their car for the race and probably had the chance to do a little testing. They had a new tyre for Yokomo drivers only and with most of the world's top drivers using the car the outcome of the 4WD event looked sewn-up.

Schumacher had other ideas with their Cat 2000 EC as did Tenth Technology with the very latest Predator with modifications including a stiff and lightweight plastic moulded chassis. A new car looking similar to a Kyosho vehicle also was on show and eventually was driven by a number of top drivers...

#### Power games

Second to the car wars are that of the motor manufacturers. There seem to be more than in the past, Reedy of course were reigning

Mark Pavidis' new RC10 B2 - 4th on the grid.  
Right; The main man in power - Mike Reedy.



champions, Trinity were also in force as were the Maxtec Team, LRP, Atlas, Corally, Scooter, Peak, Extreme, Evolution and Helbing (I hope that's all of 'em).

Batteries are also big business and the main players were in attendance including Orion, Trinity, Keil, LRP, Atlas and Yokomo.

Winning is very important to these manufacturers and the track actually did not require much power or speed, so the teams did what they could but the winning would depend on drivers, cars and... tyres.

Controlling all this power on what turned out to be a slippery track requires speed controllers - and this was the next area battles were being fought in the world champs war. Novak won the last world titles and had a new controller named Tempest for their team drivers. LRP are now gaining a reputation for making excellent speed controllers and their ICS unit was installed into many of the top driver's cars.

Tekin had a real chance of winning as a driver called Masami

Hirosaka had their controller firmly taped into both of his cars.

There were also M-Troniks from the UK, Helbing and KO controllers as well as Sanwa and Futaba.

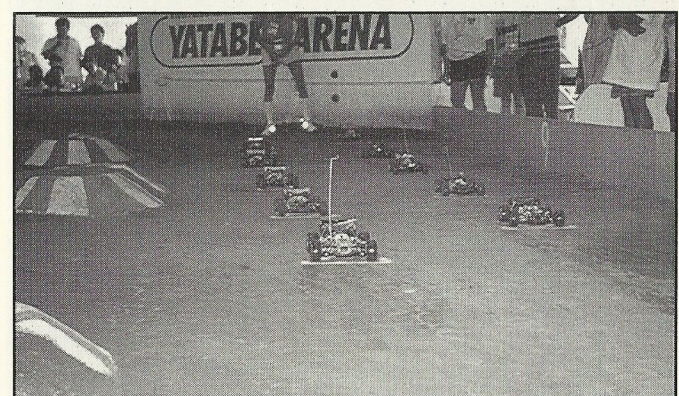
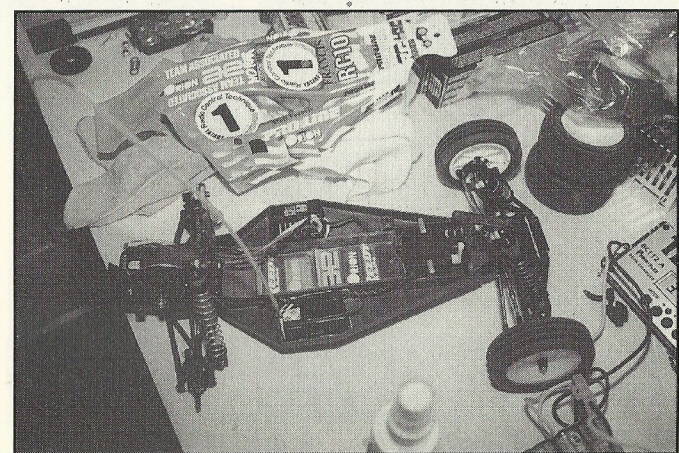
#### The tyre issue

Tyres caused a lot of problems at the world champs.

Normally rational people became angry, fired up and genuinely upset over the fact that certain tyres were needed and were not always available.

The situation was as follows; This is the first time a world championships has been held at a manufacturer's track. This of course means that Yokomo had access to the track for tyre development.

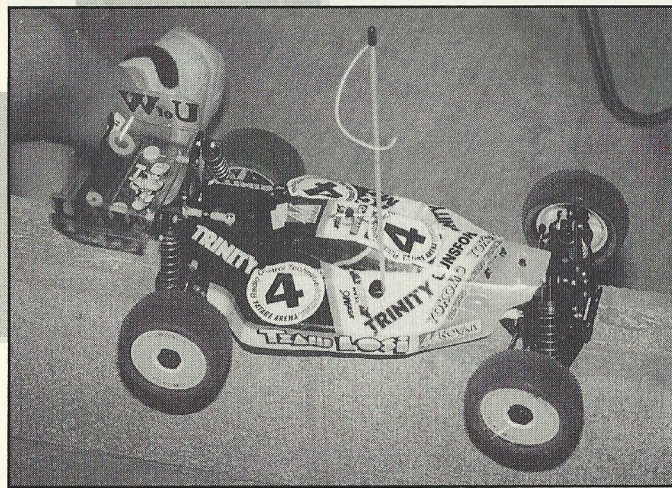
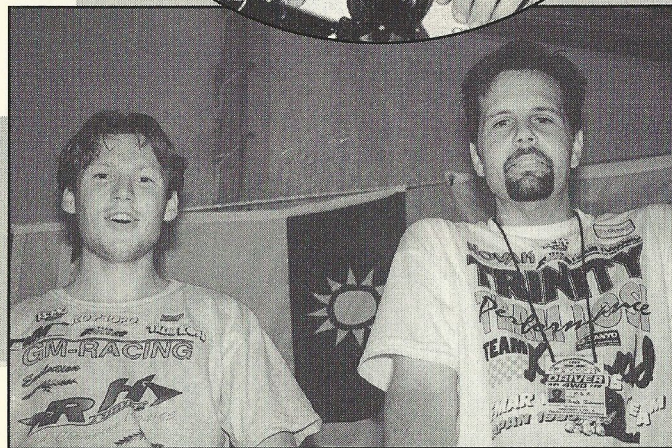
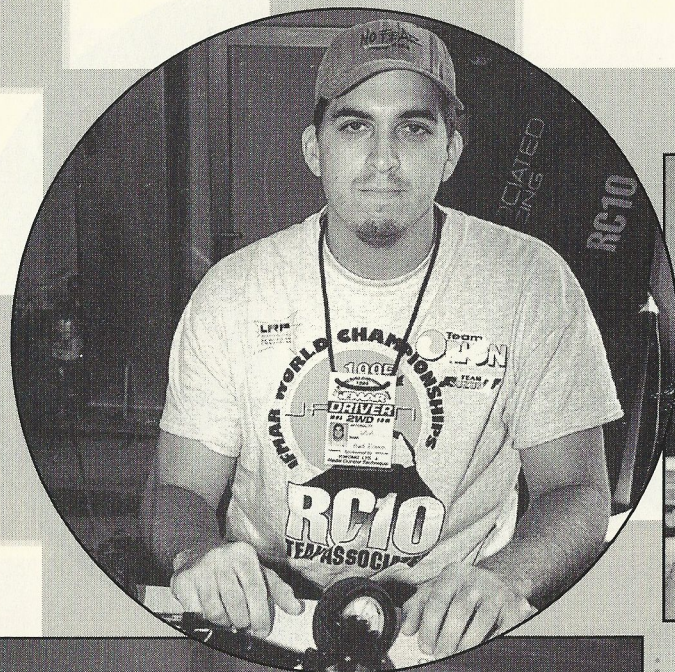
The tyres Yokomo made were given strictly only to Yokomo drivers. This situation is totally legal - and to be frank was a very



Below; 4WD finalists line up before the start. Right; The Yatabe Arena circuit. Below right; The winners in front of the world's RC press.







Mark Francis (top left) made both finals. Mark Pavidis - No 1 in 4WD. Feschtschenko and Johnson - in the A main! Scott Brown's Yokomo.



sensible and obvious move for Yokomo to make - after all they had a tyre that worked and didn't want other manufacturers to benefit from their hard work.

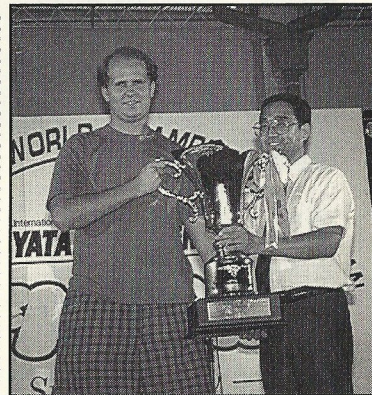
In fact making tyres and keeping them to your own team is what all the teams tend to do - but this was Yokomo's tyres, Yokomo's track and some people felt the situation unfair.

Proline also had a tyre made for the race, untested but developed from the information secured at the warm-up race earlier in the year. Some drivers only had access to this tyre and although initially it seemed less competitive than the Yokomo tyre things were not to go Yokomo's way at all times...

Losi also had a new tyre on hand, in various rubbers the tyres were large and very square with minute spikes taking the shape of octopus suckers!

#### The Yatabe Arena...

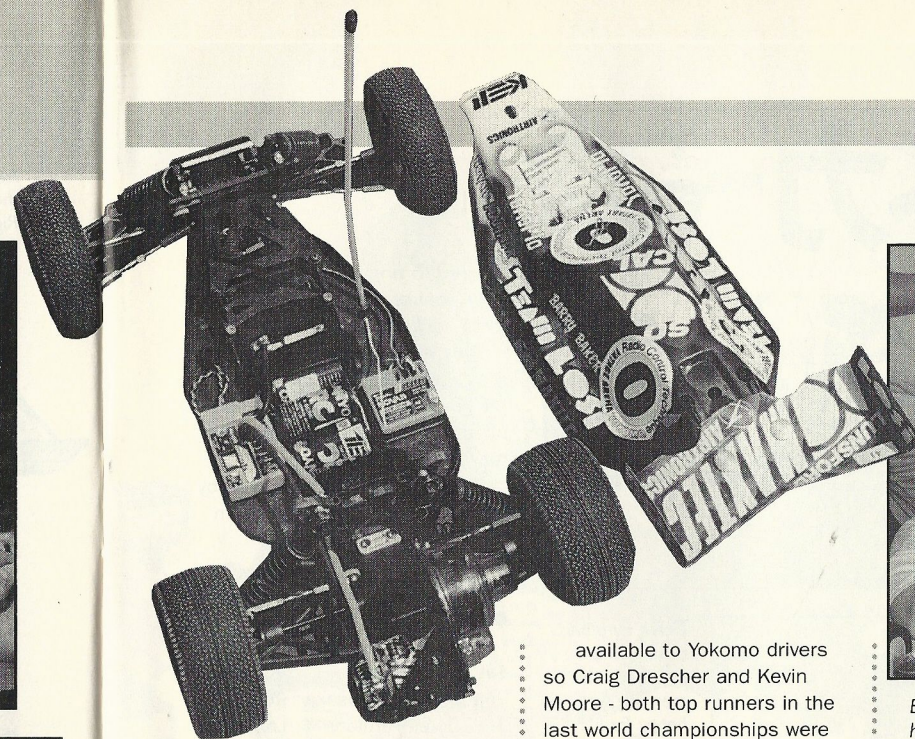
...is the best RC track and venue I've ever seen. A large building with removable roof houses an off road track enclosed by a brick wall and seating. A separate building holds the pits (but in the future



will be an indoor on road track) and there is an outdoor on road track. Add to this an air conditioned shop, lounge area, car park and all the other facilities needed and you have an amazing RC car racing centre.

On arrival the track was a surprise. Yes, the drivers had been furnished with a track diagram in advance but nothing prepared the drivers for the scale of the jumps in the centre section of the track and for the degree of difficulty that the track contained. The track was an assault course, slippery, narrow and with a bumpy section that was very tricky, an angle section that was hard to see and a jump section that was just an amazing sight. In fact just completing a lap without making a mistake was an achievement. Many of the drivers and others felt the track was too narrow for the rules, and the fact was that it was too narrow. The jump section was especially narrow and very difficult, many people were not happy with the situation of a technically illegal track but the option of not racing was never

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considered. The organisers seemed to feel the track was OK as did the IFMAR officials so the race went on...

#### Matt Francis

Matt Francis is a new star. Although he has been racing for a number of years he has never won a major race in the US or elsewhere. He went to Japan driving for Associated/Reedy and both he and his brother Mark had their best ever world championships. Matt was driving the new RC10B2 designed by Associated and lead by Cliff Lett.

The question on everyone's mind was whether Associated had done the right thing using a new car at such an important race or would Losi finally take a world title with their well sorted car.

Matt Francis was in the top three of each qualifying round but Masami Hiroasaka was predictably fastest. Matt's consistent speed was impressive as was the new Associated RC10B2. Reigning world champion Brian Kinwald was having all sorts of trouble with his attempt at retaining the title. His Losi XX was always fast for one lap but a consistent race time was proving difficult and Brian's meeting was not going well. Mark Pavidis was also very fast with his new RC10 as was Cliff Lett. Fastest Losi drivers were Greg Hodapp and Barry Baker.

The trend in 2WD was for the Yokomo tyres to be best. As already stated they were only

available to Yokomo drivers so Craig Drescher and Kevin Moore - both top runners in the last world championships were left with no rubber. For the final round of qualifying Masami Hiroasaka was still fastest. Until that was Matt Francis running Proline tyres on the rear and Losi tyres on the front of his RC10B2 took and excellent TQ. The hall was stunned as Masami was now not in control.

Losi had virtually already lost the chance of the title. In an amazing set of events Brian Kinwald was not in the A main and although the Losi cars were good the new RC10B2 looked better, as the Associated winning machine got firmly into gear. The fact is that the Associated team are so professional, well organised and determined with plenty of personnel at the race meeting. They had 1st and 2nd on the grid and looked good for the finals.

In 3rd was Maxtec's Greg Hodapp. He always looked fast but 3rd was the best he could do which was a fine effort.

#### The final top ten for the final was as follows;

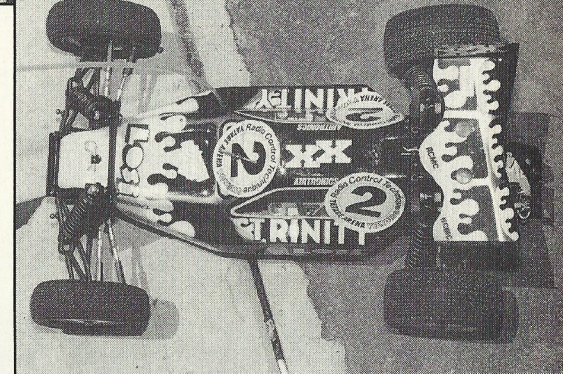
1st	Matt Francis	RC10B2
2nd	Masami Hiroasaka	RC10B2
3rd	Greg Hodapp	Losi XX
4th	Mark Pavidis	RC10B2
5th	Mark Francis	RC10B2
6th	Cliff Lett	RC10B2
7th	Jack Johnson	Losi XX
8th	Sohrab Tavakoli	Losi XX
9th	Derek Furutani	Losi XX
10th	Barry Baker	Losi XX

As can be seen there were five of each Losi and Associated cars in the final but the RC10B2's were certainly nearer the top!

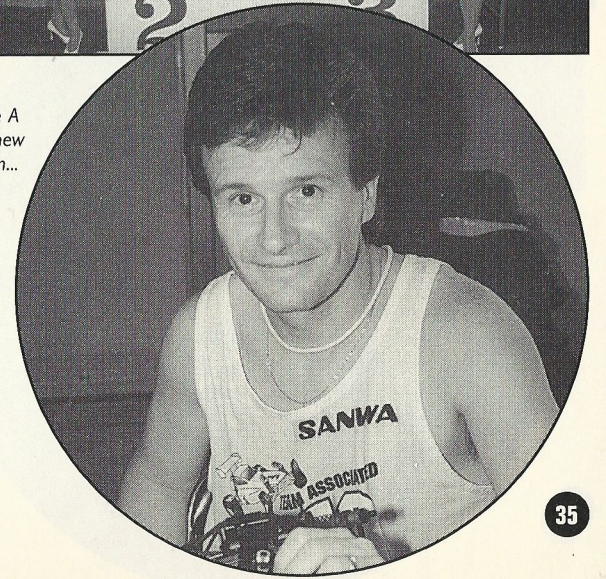
The tyre problem was still in



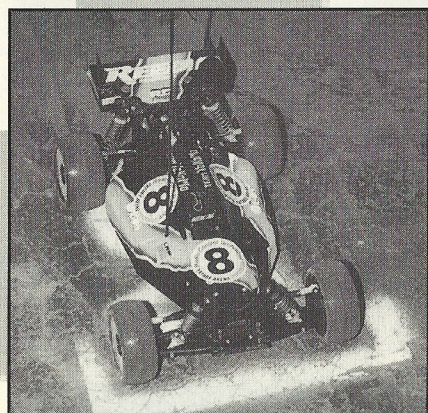
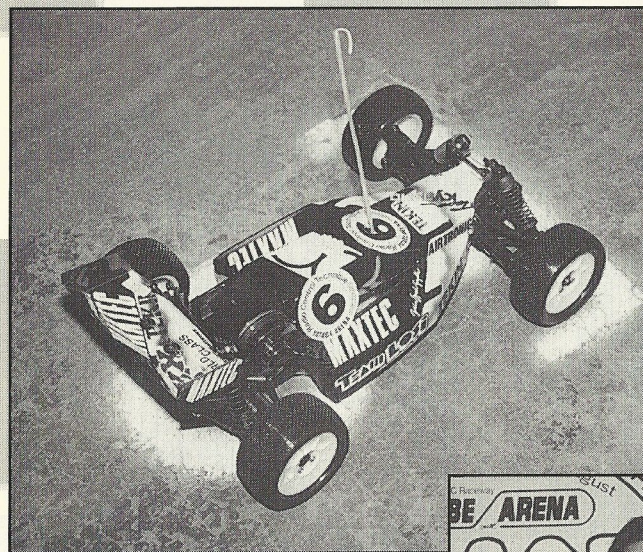
Brian Kinwald and his employer Ernie Provetti in deep conversation. Left; Barry Baker's Maxtec Losi XX.



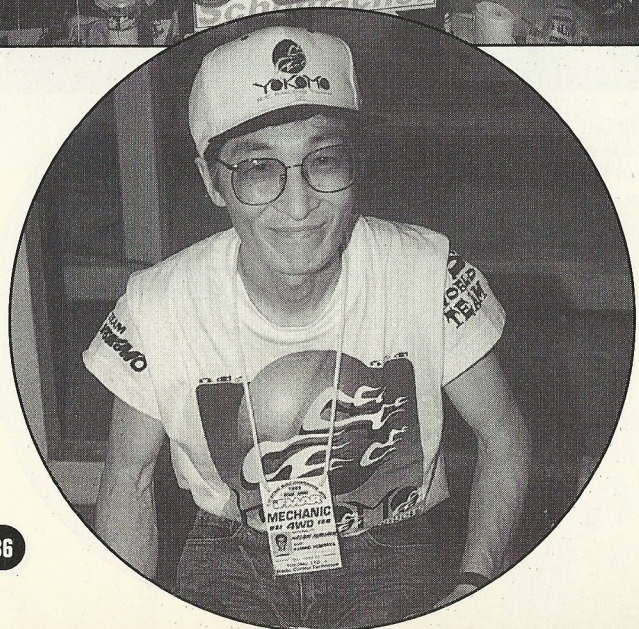
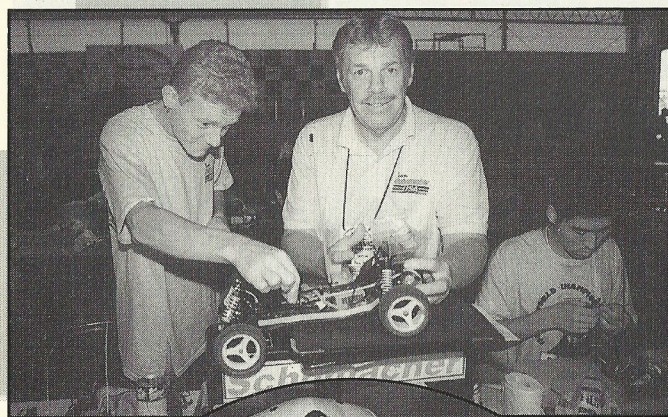
Cliff Lett made the A with his new car design...







Derek Furutani came home a fine third - and everyone was happy for him. Below left; Phil Booth and Jukka Steenari - 11th place in 4WD. Masami's dad on the grid pre-finals...



place but now drivers were realising that the slightly changing track conditions meant that the Proline tyres worked. Matt Francis was obviously in the best position at the front and with the Proline tyres well and truly tested.

The first leg of the 2WD world championships got underway with a clean and determined start from Matt Francis. After a few hasty moves from Masami Hirosaka he fell back leaving the lead to Matt with Mark Pavidis in 2nd. At this point Derek Furutani had slipped into an excellent 3rd from 9th on the grid and this is how the top three finished.

In the second leg Masami Hirosaka made a super start to lead. He and Matt Francis then battled for the chance to be world champion which was settled by a passing move by Matt that left him in the lead and Masami struggling to catch up. The move was made into the hairpin and after the race Matt Francis was given the strictest of warnings from the referees, Matt did what he

needed to and apologised and soon realised he had become 2WD world champion.

For the third leg Matt Francis didn't race. With a warning hanging over his head he kept off the track with the title safely tucked in his back pocket.

The third leg was then won by Masami with Derek Furutani in second.

#### The overall results were as follows;

1st	Matt Francis	RC10B2
2nd	Masami Hirosaka	RC10B2
3rd	Derek Furutani	Losi XX
4th	Mark Francis	RC10B2
5th	Mark Pavidis	RC10B2
6th	Barry Baker	Losi XX
7th	Cliff Lett	RC10B2
8th	Jack Johnson	Losi XX
9th	Greg Hodapp	Losi XX
10th	Sohrab Tavakoli	Losi XX

So Associated's new RC10B2 had won first time out in an amazing race where the strength of Associated's team effort beat the Losi guys yet again. Both cars looked excellent and Derek Furutani's third place for Losi showed that Associated's excellent 'Team Work' and structured race program made the difference for them to dominate as per usual at world championship level.

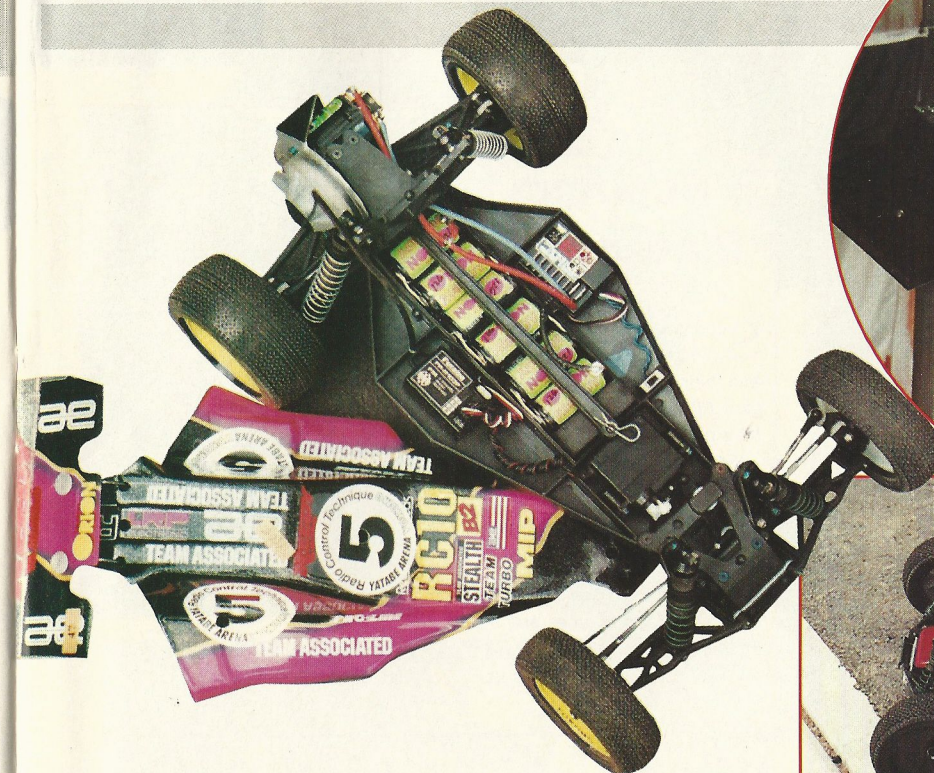
Fine performances of note were of course Matt Francis winning his first ever major race, Derek Furutani's excellent 3rd and Jack Johnson and Cliff Lett's A final places.

Reedy had won again with Maxtec having a strong showing and Trinity a lowly 8th. Kinwald's B final result was a massive disappointment but most people agreed the winning car and driver were the right ones!

#### Yokomo sure bet?

With most of the world's top drivers driving the Yokomo and with an exclusive tyre for Yokomo drivers and Masami Hirosaka it looked like a sure bet that Yokomo would continue to be world champions.

The problem was that Schumacher, Predator and



Kyosho had other ideas. With the 2WD title having been won on Proline tyres it soon became apparent that the super exclusive Yokomo tyres might not be the thing to use. Add to this that Greg Hodapp and Derek Furutani decided to dump their Yokomos for Kyoshos after the tyre situation and not everything was going Yokomo's way...

In practice the fastest cars were the Schumacher's of Craig Drescher, the Predator of Kevin Moore and a mix of Yokes in the hands of Pavidis and Hirosaka as well as Kinwald and the Kyoshos looked fast too.

In qualifying the Yokomo cars in real terms dominated, not always on Yokomo tyres and the fastest guy was one Brian Kinwald. In fact he and Mark Pavidis were the only two drivers to make 15 laps in qualifying.

In third was a fine performance from Barry Baker, his Maxtec powered Yokomo was fast and smooth and a top three place was a fine effort.

In a lowly 5th on the grid was Masami Hirosaka. Masami had been expected to win at home and was so far not on line to retain his 4WD crown, in fact he was just 5th on the grid and trying differing tyres and set-ups right to the last minute.

In 6th was Greg Hodapp with the Kyosho improving all new time and Europe's only A finalist was Patrick Feschtschenko in 7th with his Yokomo.

#### The finalists were as follows;

1st	Brian Kinwald	Yokomo
2nd	Mark Pavidis	Yokomo
3rd	Barry Baker	Yokomo
4th	Scott Brown	Yokomo
5th	Masami Hirosaka	Yokomo
6th	Greg Hodapp	Kyosho
7th	Patrick Feschtschenko	Yokomo
8th	Mark Francis	Yokomo
9th	Jack Johnson	Yokomo
10th	Derek Furutani	Kyosho

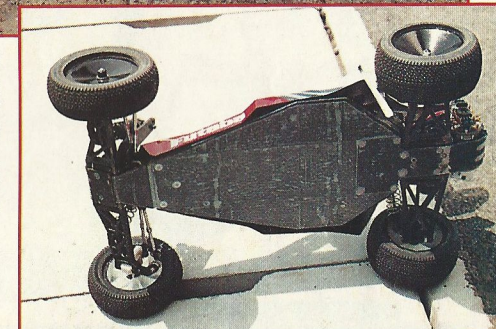
In a very unlucky 11th spot was Finland's Jukka Steenari. Less than 1/10th of a second out of the final with his Schumacher. Other unlucky drivers could be found in the top thirty as just micro seconds split these drivers away from the top ten. Craig Drescher, Ellis Stafford and Kevin Moore all suffered at times from a lack of tyres and B and C final places were disappointing although very close to the final.

#### Top two battle

The two drivers that would battle for top 4WD honours would be the same two that have battled year in and year out in the US. Brian Kinwald and Mark Pavidis are consistently the top two drivers from each of the main camps and it was fitting that they were at the front of the grid.



Matt Francis announced his win was 'not for sale' after taking the 2WD title... Above; New RC10 B2 took final by storm



In the first race for the A finalists Brian Kinwald made a good start but Mark Pavidis and Greg Hodapp clashed allowing Masami Hirosaka into second spot. Kinwald and Hirosaka then circulated closely but with Kinwald in control at the front. Masami then made a move on Kinwald on the bumpy section -

the result was Masami in front and Kinwald in 5th place. The refs said the move was OK but many people around the track saw it as a desperate move that Kinwald certainly was not happy about. It became apparent that Masami wanted to win badly.

In the second final Mark Pavidis took control after a

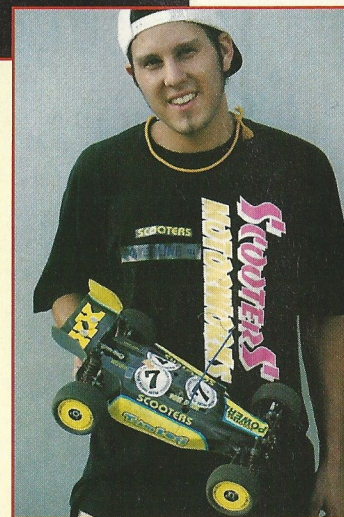




## Scooters Motorworks

Scooters is a new name to the world championship scene and their team driver Dean Karns gave RCMC some information on their new range.

Scooters produce a number of modified and standard motors. The modified 'Stealth' series was seen in action at the world championships and looked smooth and fast. Scooters also have a range of brushes and the motors are quickly gaining a reputation for top line racing in the USA.



For details on the Scooters range phone (USA) (216) 544 9411.



mistake from Brian Kinwald. Mark then drove a controlled race with no mistakes, tension was still high as every lap of the Yatabe Arena required 100% concentration and a single mistake would lose the lead. Mark won the race with Scott Brown in second and Jack Johnson an excellent 3rd.

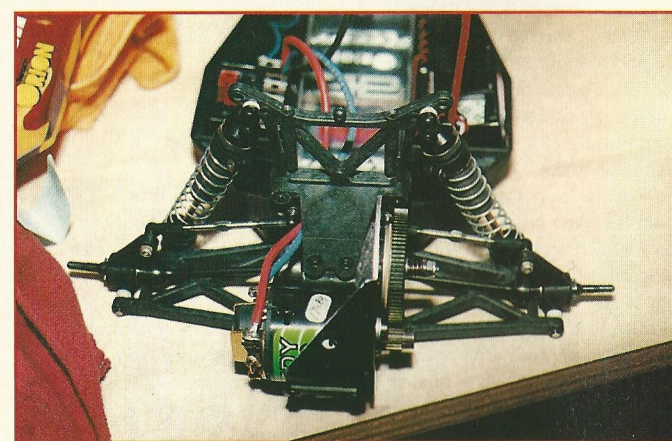
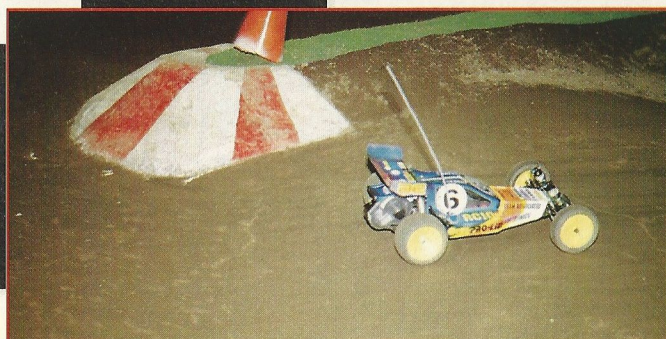
### Exciting end

Going into the last race, after two weeks of practice, racing and testing the 4WD champion was still undecided with up to 4 drivers in with a chance. The race was the best of the meeting with Brian Kinwald off in the lead but actually unable to win the meeting. Mark Pavidis was in second placed chased by Greg Hodapp and Masami. Mark looked safe to become world champ with just

minutes to go but the pressure of being in a winning position is high and a roll on the bumpy section meant that Greg and Masami closed in within striking distance. Mark then kept his cool - still jumping his car five or six feet into the air on the jump section to just hold off Greg and more importantly Masami to become a world champion!

### The final results were as follows;

1st	Mark Pavidis	Yokomo
2nd	Brian Kinwald	Yokomo
3rd	Masami Hirosaka	Yokomo
4th	Mark Francis	Yokomo
5th	Jack Johnson	Yokomo
6th	Greg Hodapp	Kyosho
7th	Barry Baker	Yokomo
8th	Scott Brown	Yokomo
9th	Derek Furutani	Kyosho
10th	Patrick Feschtschenko	Yokomo



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### The result

Masami Hirosaka-must have been shocked as were most people at the race that he had not won. On the day Mark Pavidis was the best driver and his coolness helped him take a first world title. Reedy won yet again to take the total wins to 15 world titles which is an amazing statistic.

Second place went to Brian Kinwald which was a fine comeback after the disappointment of his 2WD result.

Mark Francis did a splendid job to make both A's as did Jack Johnson. The Kyosho car looked good but was probably too new to win but made the race more than just a Yokomo benefit.

The whole tyre situation in the end was less important than many had felt but it did leave the meeting slightly shadowed, an IFMAR meeting held at the race will be looking into the situation for the future.

### Japan - the full story

Having a world championships in Japan had both its advantages and disadvantages. The venue - Yatabe Arena, and organisation were quite simply perfect - only the track width being too slim. The cost of attending though was high. The temperature during the racing was very hot as was the humidity and that made the day to day task of racing at the circuit tiring and uncomfortable, there was often too many racers trying to get to McDonalds - not only to eat but to cool off!

Tom Yokobori (the owner of Yokomo) put on the best world champs yet ending with an excellent banquet and trophy show, the Japan held world IFMAR Championships of 1995 will always be remembered by those who attended...



## WIN a T-shirt from the WORLDS

Here's your chance to win a world championships T-shirt. We have a number to give away in various sizes and all you have to do is send us in a postcard with your name and address and preferred size (S, M, L, and XL) and we will pick the first 12 out of the hat to find our winners. 1st prize is a shirt signed at the race by world champion Mark Pavidis.

Send your entries to;  
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