

'96 IFMAR On-Road Worlds Masami Was Expected . . . Swauger Was A Surprise!

By Leo Barana



Whether this will go down as one of the most surprising or predictable World Championships will depend on your perspective. Masami Hirosaka, a driver with more World Championships than Boris Yeltzin has bottles of Vodka, was certainly no surprise winner. This unassuming man from Japan is undoubtedly the top all around driver in the world today. His victory in the 1/12 scale division was not expected, but many indeed had predicted it and figured it was his to lose.

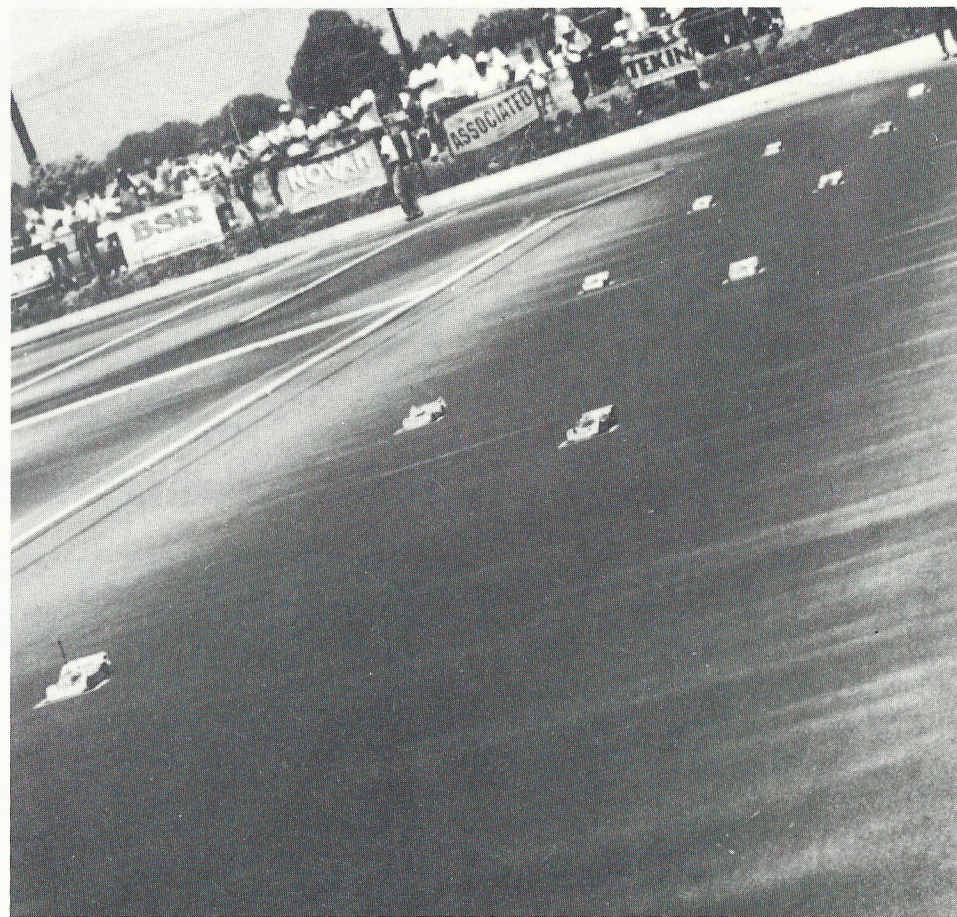
The 1/10 scale driver, Mike Swauger, who captured the World title for this class was a surprise to say the least. Not so much because Swauger is an unknown - for he certainly is not. Indeed Mike Swauger is to 1/8 gas on-road what Masami Hirosaka is to electrics. Therein lies the surprise - what is this gas racer doing competing in the electric worlds, let alone winning it!

Top left: Masami Hirosaka's World Championship winning 1/12 scale car. Bottom left: Big vs. Little. The two Associated machines that were out on the track trying to tackle the run time problem from different angles. Top: Two World Champions, and a hell of a runner up! Left is Mike Swauger, center Masami Hirosaka and right is Barry Baker. Middle: Gene Husting of Associated going over the lap sheet of Masami Hirosaka. This was the run in which he set the TQ mark. Bottom: Ron Paris (left) was an important part of Mike Swauger's success.



The story behind Swauger even attending the race is an interesting one. As I heard it, Mike wasn't even going to attend the race, but he decided to attend after learning that his pitman and confidant Ron Paris was going to be at the race. If the race had been anywhere else in the country other than in Paris' backyard, the odds are good that Paris would not have attended, and thus neither would have Swauger.

I hear that Barry Baker is now petitioning for the next worlds to be in Zimbabwe so both Paris and Swauger will not attend. You see, Baker finished in second behind Swauger in the 1/10 division. Baker also finished second in the 1/12 division, but it will do him little good to petition this race to



This shot gives you some idea of how important it was to qualify high for the final. As you can see there is a big advantage given for those cars who start in the front of the grid.

be in a far off land as Masami has been all over the world to race. Have radio will travel is this driver's battle cry.

While the two World Championships are two distinct and separate races, they were both held at Dana Smeltzer's Revelation Raceway in Ontario, California. If you thought the Olympic athletes had it bad in Atlanta, it was nothing compared to the heat that was present at Revelation.

Anytime you have a race outdoors where the mercury goes above 85, the heat is going to play a factor. It was especially tough for the traveling teams that didn't have a long time to prepare in the

heat.

Remember that a warm-up race was held for this year's Worlds, but it was during the month of April. About the only two things April and July have in common is that they both appear on the calendar!

Back in the June issue when we covered the warm-up race we talked about how different the temperatures could be. As expected, the temperatures did rise quite a bit for the Worlds, and we saw a rise in track temperatures by over 30 degrees! Common sense dictated that fast runs would have to come early in the day. And, as the race unfolded this was definitely the case.

This was really a two-week long affair, with the 1/12 scale cars competing the week prior to the 1/10 race. First on the agenda was the opening ceremonies. This was followed by several days of open practice, then qualifying and finally the mains.

The 1/12 scale division has always seen some classic battles. Car manufacturers, motor builders, tire companies and builders of speed controllers all had their reps on hand to give their teams any help they could. All these battles, not to mention the wars between the drivers makes any IFMAR Worlds exciting.

With respect to the 1/12 scale machines, you can always bet that there will be a few Associated's that make the finals. Trinity too entered the car manufacturers' race a few years back and this machine would also figure to be in the finals. There were a few other machines present as well, but lacking top notch drivers the hopes of these machines making the finals at this event were slim and none, with slim being on vacation.

Actually, it is important to point out here that this year's Worlds was run on asphalt. Electric road racers, especially the 1/12 scale crowd, really prefer to run races on carpet. This surface is not only more consistent than asphalt, but running on carpet generally means an indoor race which also features more comfortable temperatures. Because the race was held outdoors many fast drivers from Europe elected not to make the trip over. This, in turn, left a few interesting chassis still on the shelf.

Motors, on the other hand, were

well represented. Reedy, Trinity, Maxtec, Peak, East Coast and Corally to name a few were all out in force trying to capture the title. With the tremendous heat motor-men for all the teams would play a key role.

Not only did they have to pick the right winds for the track, but with the heat the batteries would be taking a beating so loading up with power that was too aggressive would prove fruitless.

If motors, batteries and chassis were all alike, the deciding factor would probably come down to the speed controllers. And, these manufacturers knew it. Tekin, LRP and Novak were all represented and fought the silent battle of efficiency.

Most interesting to most of the fans at hand are the drivers themselves. Early race favorites had to be Masami Hirosaka, Mark Pavidis, Brian Kinwald, Joel Johnson and Barry Baker.

Little needs to be said about Masami. As I wrote earlier, this guy has won more World Titles than anybody on the planet.

Likewise, Joel Johnson is a man who needs little introduction. Also a World Champion, Joel not only TQ'ed at the warm-up race, but finished in the top spot for the 1/10 cars and second (to Masami) in 1/12.

Mark Pavidis and Brian Kinwald are probably more noted for their off-road exploits than for accomplishments on the road circuit. However, those in the know were certain that these two would nonetheless play an important role in these championships.

Barry Baker may not immediately come to mind as one of the top road racers in the world, but he should. Although he has never won "The Big One", his list of appearances at major finals is testament to his abilities. This year could prove to be his.

There were others to watch, and this list included some former and current World Champions. If things went their way they could also be a factor. These drivers included Tony Neisinger, David Spashett, Rick Hohwart, Chris Tosolini and Chris Doseck.

Practice showed us a great deal. The biggest issue that was confirmed was that the morning was the time to set a good run. In an attempt to keep things fair, the heats were scrambled so that everyone could have an early morning run.

This was one of the misfortunes of having a race outdoors, under the hot Summer sun of Ontario. There's enough pressure on the drivers already to come up with a clean run. When you compound

this pressure by forcing them to go quick in only a few qualifiers that occurred early in the morning you really effect the race for the worse.

Of course, there will be those that will say it's the same for everybody, and thus it's fair. Indeed there is some truth to that. However, nobody would suggest you hold a World Championships and have only one or two qualifying heats. In essence, that's what happened here.

I know we are making a big deal out of the heat, but there is good reason. Here are some of the statistics I want you to digest. Of the top 20 drivers, none of them posted their best run in a late afternoon (third) round. Only three drivers were able to post a quick run in

the second round. This meant that 17 of the top 20 drivers ran their quickest run in the early morning round. Those are facts, not anybody's imagination.

After the first full day of qualifying Barry Baker was the TQ. Barry runs for Maxtec, and was running an Associated chassis. Behind Baker was Mike Swauger who certainly raised several eyebrows early on. Of course, the next week he would take the world by storm.

The third fastest driver was Masami Hirosaka. Both Hirosaka and Swauger were also running Associated cars, with Reedy Motors.

Trinity's Brian Kinwald was up into the number four starting position. He was followed by Mike

Lufaso, Joel Johnson, Atsushi Haras, Mark Pavidis, Rick Hohwart and Mike Blackstock rounding out positions five through ten.

The time differential was a 23, 8:18.9 turned in by the TQ Barry Baker, to Mike Blackstock's 22, 8:03.45. A total of four drivers turned in 23 laps - the rest of them turning in quick 22's.

Day two ended with Barry Baker still on top, with a new time of 23, 8:17.99. Masami moved up one place, and was about three seconds behind Baker. Rounding out the top three was Brian Kinwald.

The remainder of the final field included Joel Johnson, Mike Swauger, Josh Cyrul, Tony Neisinger, Mike Lufaso, Mark Pavidis and Atsushi Haras. These drivers were positioned fourth through tenth.

The final day of qualifying was met with mixed emotions. Those that were on the bubble were obviously anxious to see the day end. On the other hand, those that were unable to put it all together realistically had one final round to make the main.

When it was all over, we had a new TQ. Masami Hirosaka just kept getting faster and faster, and now was the new TQ. He posted a run of 23 laps in 8:08.75. This shattered the old TQ mark by almost five seconds! Barry Baker was unable to improve his time, but his second day run was nonetheless still good enough to keep him in the number two spot.

Starting on the second row would be Mike Swauger and Brian Kinwald. Row three would have Jon Orr and Joel Johnson. The fourth would be host to Craig

Drescher and Paul Wynn. Both of these drivers literally came out of nowhere to make the final. The final row had Mike Blackstock and Ryuzo Nakayama.

The final day of the 1/12 scale competition was the main events. The winner of the '96 World Title would be the driver who would run the best over a three race format. Only two of the three races count for your overall position, with the third race only counting in the event of a tie.

Last month's "Finish The Lap You're On" column talked about the enormous advantage the Top Qualifiers had on the field. Indeed, it really paid off to be one of the faster qualifiers as you had almost a full straight advantage over the back of the field.

A few lower mains were run, and then it was time for the first of the three finals.

This first final was one of the greatest races in 1/12 scale Worlds history. Masami got the hole shot and immediately jumped to the front. Barry Baker and Brian Kinwald tucked in behind for second and third. As they went down the straight for the first time it was clear that Trinity had put a whole bunch of power in Kinwald's car. Clearly he was the fastest of the trio, but one had to wonder if the set-up was too fast for the track.

To the driver's credit, they wanted to stay clean. Kinwald then moved to second, and began working on Masami. Had it been a qualifier, Kinwald might have been more daring and moved ahead of

Final's Information For The 1/12 Scale Division

Finished	Driver	Car	Motor	Batteries
1st	Masami Hirosaka	Associated	Reedy	Yokomo Panasonic SP
2nd	Barry Baker	Associated	Maxtec	Team Orion Powers Max
3rd	Mike Swauger	Associated	Reedy	Team Orion Powers Max
4th	Craig Drescher	Associated	Reedy	Team Orion Panasonic EX
5th	Jon Orr	Associated	Reedy	Team Orion Panasonic SP
6th	Joel Johnson	Trinity	Trinity	Trinity
7th	Mike Blackstock	Wood	Maxtec	Team Orion Panasonic EX
8th	Brian Kinwald	Trinity	Trinity	Trinity GM-VIS
9th	Paul Wynn	Associated	Reedy	Team Orion Panasonic EX
10th	Ryuzo Nakayama	Associated	Reedy	Yokomo Panasonic SP

I must say here that of all the World Championships I have attended over the years, these two may not have had all the glamour and sparkle, but they were relatively protest free.

Masami. Instead, he stayed behind him, almost being held back.

The Reedy/Associated/Hirosaka combination looked strong, and as the minutes wore on and the edge came off Kinwald's power, Masami was better able to handle Kinwald.

As we approached the seventh minute of the race, the trio of Hirosaka, Kinwald and Baker were still within a few feet of each other, and driving an extremely clean race. The rest of the field was not too far back, but not really in contention.

At seven minutes, Kinwald's speed noticeably began to diminish. Baker was soon able to move ahead of him, and now only had Hirosaka to contend with.

The two went at it for the next minute, and when the horn sounded at the end of eight, Hirosaka finished only a few feet ahead of Baker. Time wise it was .3 seconds back.

Brian Kinwald, tailed way off, and eventually wound up sixth. Finishing in third was Jon Orr, nine seconds behind the leaders.

In a format like this, the picture changes quite a bit after the first race. After all, if Masami was to win the second leg of this event, it would be all over. Likewise, for those drivers who did not do well, it was now or never.

The grid was still in the order of qualifying, so again the lead cars got excellent starts, but then things went wrong. While Masami got away clean, Barry Baker, Brian Kinwald and Mike Swauger fought over the same piece of real estate. The result was a tie-up that allowed Joel Johnson to move into second, with Swauger getting it straightened out for third.

Although Johnson was in second, he was nonetheless a full straight behind Masami. Now, you give Masami a full straight advantage on the field and you are likely to see him in the winner's circle. And, eight minutes later that's exactly what happened.

Although, it should be noted that Masami drove a cautious race, so much so that in the final moments Swauger was able to move up on him and actually take a shot

at winning the race. It was, however, too little - too late. Thus, you have the '96 1/12 Scale World Champion in Masami Hirosaka. There was no need for him to run the third final round, and thus he did not.

The final race did determine who would be the runner up. That race ended with Barry Baker earning that 2nd place overall finishing position. Winding up third overall was Mike Swauger.

Although it was not the first World Title for Masami, winning this caliber of a race certainly doesn't get old. Hirosaka not only made his sponsors (Associated/Reedy/Yokomo/Tekin) proud, but his fellow countrymen as well.

Many of the drivers who com-

peted in the 1/12 scale division also stayed the extra week to compete in 1/10 scale. I must say here that of all the World Championships I have attended over the years, these two may not have had all the glamour and sparkle, but they were relatively protest free. There were a few minor protests such as the winglet issue on and the like, but for the most part everybody seemed to take Rodney King's advice and just wanted to get along.

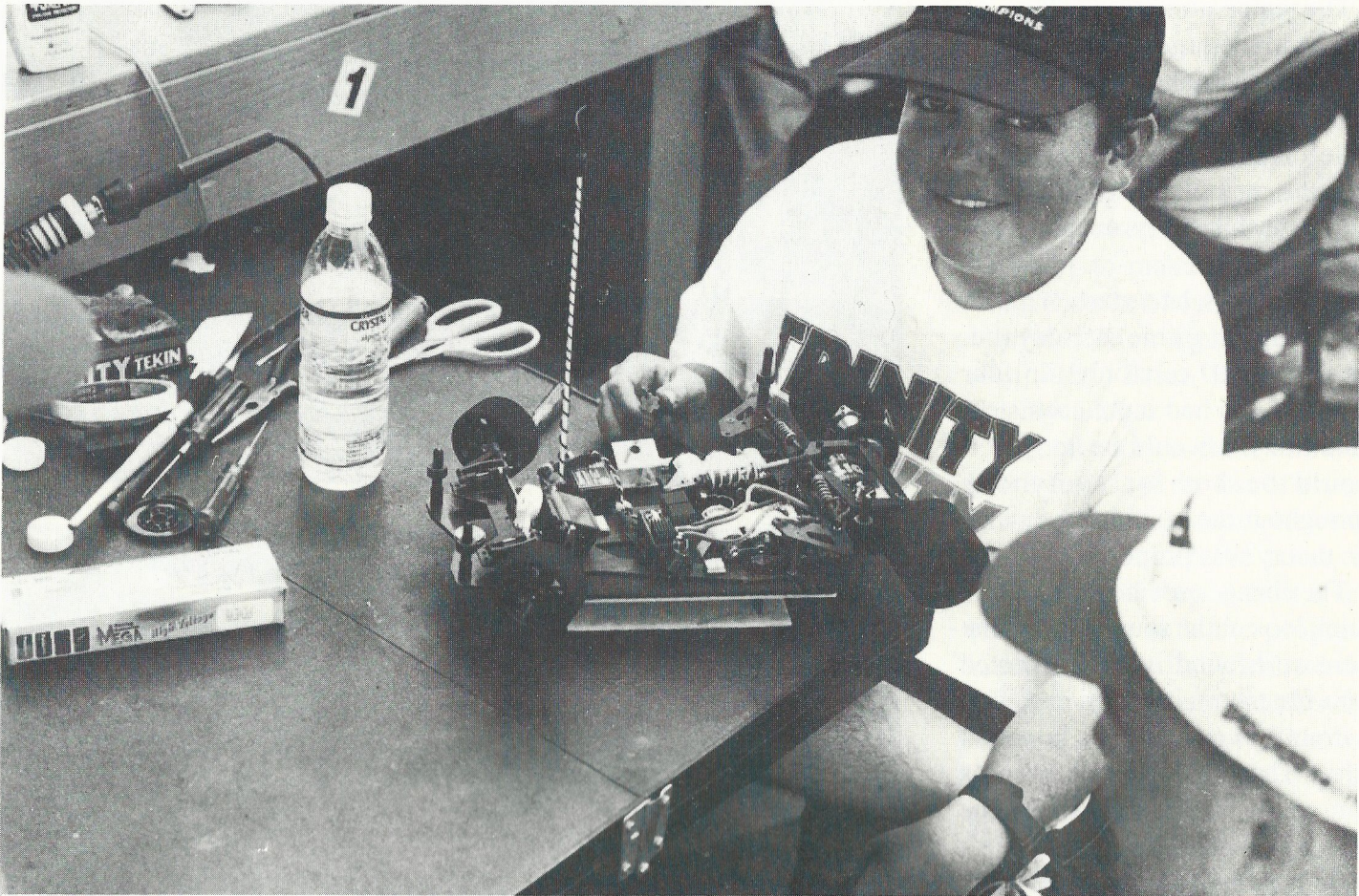
Like in the 1/12 scale division, practice proceeded the actual qualifying. As many of you who have been in the sport can remember, the 1/10 scale cars main selling point in the beginning was the fact that the shorter race times

would eliminate all of the battery problems you had in the 8 minute race of 1/12 scale. Unfortunately, this is not the case anymore. Actually, the battery/motor combinations were even more critical with these larger cars. This is because the shorter race times allow the cars to go faster, and the larger sizes and widths of the cars present major aerodynamic challenges. So, for all of the teams you could say that they were out of the fryer and into the frying pan.

One of the unique adaptations developed by one manufacturer was the "little car". This machine, put out by Associated was said to give you more than 30 seconds of increased run time when compared to their standard vehicle. The

Final's Information For The 1/10 Scale Division

Finished	Driver	Car	Motor	Batteries
1st	Mike Swauger	Associated 10LS	Reedy 12x5	Team Orion V-Max
2nd	Barry Baker	Yokomo YRX10W	Maxtec	Team Orion V-Max
3rd	Josh Cyrul	Associated 10LC (11LS)	Reedy 12x5	Team Orion V-Max
4th	Joel Johnson	Trinity Switch Blade 10	Trinity 12x2	Trinity GM-VIS
5th	David Spashett	Corally C-10	Corally 11x2	Team Orion V-Max
6th	Tony Neisinger	Associated 10LS	East Coast 13x3	Team Orion V-Max
7th	Masami Hirosaka	Yokomo YRX10W	Reedy 12x5	Yokomo SCRC
8th	Sakke Ahoniemi	Associated 10LS	Peak 12x2	Team Orion V-Max
9th	Mike Lufaso	Associated 10LS	Reedy 12x1	Team Orion V-Max
10th	Craig Drescher	Associated 10LC (11LS)	Reedy 12x3	Team Orion V-Max



"little car" name that was dubbed was noticeably smaller than the standard vehicles.

The car was not without its problems. Due to its smaller size, drivers had trouble hooking up all the horsepower that could be developed with these cars. With the exception of Josh Cyrul, the little cars did not seem to have the advantage their original designers had hoped for.

Cyrul was able to get his car to hook up by keeping the center of gravity extremely low. Others that used the car would scrub off too much speed in the corners, nullifying any advantage.

Trinity too experimented with a "little car" of their own. They built the car on Friday night, and had

Brian Kinwald had a pretty good World Championships. Although more known for his off-road talents, he showed everyone that the street cars are also to his liking.

very little time to dial the machine in. It was used on Saturday in the second round by Joel Johnson, but it did not see the track again.

On paper, these machines do show promise, and with more time on the track I'm sure they will prove their worth.

The temperature was still an issue, and race organizers did what they could to make things fair. After the experiences with the 1/12 scale division, it was decided to start the racing later each day, to eliminate that early morning advantage.

Couple this late start, with an earlier finishing time each day (because the 1/10 cars only run four minutes) you had more consistent conditions. It would be hot, but it would be hot for everybody throughout the qualifying day, so the theory was proposed.

The changes seemed to work. A quick look at the rounds show that there were four drivers who posted their fastest run in round one. Two in round two, and four in round three. That's is about as even as you could expect. So, while the heat was certainly a factor, its effects on the round advantages seemed to be nullified.

After the completion of day one, Mike Swauger (Associated/Reedy) was on the pole. He turned in a run of 11 laps in 4:03.10. Now, before you go and try to compare these times to 1/12, I should mention that the track layout was

Top: The driver's stand was large and covered for the comfort of the drivers. The cars, on the other hand, had to face the hostile sun and the high track temperatures which climbed to well over 130 degrees.

Middle: Barry Baker was Mr. Consistency. He finished 2nd in both the 1/12 and 1/10 divisions.

Bottom: Trinity had to resort to a massive cooler in order to fight the effects of heat on their batteries.



changed.

Outside of the front row was Josh Cyrul (Associated/Reedy). He was two seconds behind the TQ Swauger, still with 11 laps.

Rounding out the top three was David Spashett (Corally/Corally).

Others to make the final were Craig Drescher, Mark Pavidis, Joel Johnson, Rick Hohwart, Sakke Ahoniemi, Brian Kinwald and Tony Neisinger.

As big a story as those who were in the final was the list of drivers who were not. Masami Hirotsuka was yet to make the final, he needed to make up at least a second to move into the program. Likewise, Barry Baker also needed to improve. His best run after day one was an 11, 4:10.44, that was three seconds off for making the main.

Qualifying was tight. This can be seen when you look at the field for the A. From first to tenth the field was spread by only 4 seconds.

Mike Swauger's day one time was still good enough to lead the field at the end of the first day. Josh Cyrul did go faster on day two, but was still about a second behind the TQ.

Top: Joel Johnson (left) made both finals, but never was able to move it to the next level where he could challenge for the lead.

Middle: Mike Reedy certainly had his hands full keeping all his drivers happy. In the end it all paid off as he walked away with both World Titles for 1996.

Bottom: Some of the Trinity contingent. They too experimented with a "little car", but had only one day to practice with it and get it dialed in.

Barry Baker (Yokomo/Maxtec) found the right combination on day two, moving into the number three qualifying spot. Masami Hirosaka (Yokomo/Reedy) also found day two more to his liking and was fourth on the grid.

Fifth through tenth saw the following drivers, in this order; Joel Johnson, David Spashett, Tony Neisinger, Mike Lufaso, Craig Drescher and Sakke Ahoniemi.

The final day of qualifying was ahead. Qualifying tightened up even more after day two, with the

The pits, like the driver's stand was also covered to protect the racers from the sun.

final's grid being only separated by three seconds. Day three could make things even tighter.

For Swauger, things were going well. Although he still was unable to better his day one time, he had posted several excellent rounds. Five of his nine runs were fast enough to make the final. This guy looked like he was primed for victory, being fast and consistent.

Josh Cyrul wound up starting on the outside of row one, also unable to better his time on day three. Like Swauger, he too was consistently fast, posting four separate times that were good enough for the final.

On row two you had Barry Baker

and Masami Hirosaka. These two went at it a bit in the 1/12 scale class and looked as if they were joined again in 1/10.

Row three was Joel Johnson and David Spashett. This row had world championship winning experience and could prove to be a threat.

Row four was where Tony Neisinger and Sakke Ahoniemi would start. This was back in the grid, but a bad start from the leaders could propel these two up quick.

The final row, number 5 was where Mike Lufaso and Craig Drescher started from. Although starting at the back of the pack,

As dominate as Masami was in 1/12 scale, it seems that Swauger was even more so in 1/10.

they were only a few seconds from starting up front, so they do have speed.

Everyone including myself was really amazed at just how close qualifying was. I already told you that the top ten were separated by about three seconds. If you open the envelope up to 10 seconds, you had a field of 32 drivers! Now, that's close!

Again, a long and stretched grid was used for the finals. This meant that if you were in front, you best drive clean and put that lead to your advantage. In a shorter race like we have for the 1/10 cars, the field cannot really afford to hold back very long, so the field might get a bit sloppy. Fortunately, this did not happen.

The opening race of three for the championship saw Mike Swauger jump to the front. Behind him was Josh Cyrul, Masami Hirosaka and Joel Johnson.

From the get go, Swauger wanted to leave nothing to chance and was clearly the fastest on the track. Slowly but surely he began to walk away from the field. Never looking back, he drove to an easy and impressive race one victory.

The battle for second was not quite as clean. The trio of Masami Hirosaka, Joel Johnson and Josh Cyrul had all but expended all of

their power in a vain attempt to catch Swauger. On the last lap, all the cars were moving at a less than blistering pace. Cyrul held to a center line while still in second place. Masami and Joel, both with clearly more power, came up on Cyrul and both wound up entangled with Cyrul. This incident enabled Davis Spashett to motor by and capture second place. These three got it cleaned up and Joel was able to motor on for a third place finish. Masami finished fourth with Cyrul fifth.

After the race, emotions were obviously high. Cooler heads prevailed and while there was some gripping in their respective pits, it did not spill out onto the race course.

Swauger, like Hirosaka, was in the unique position to wrap things up early with another win in the second race. Likewise, for many it was now or never as two of the three races counted for your final finishing position.

Again, Swauger jumped to the front. Looking to make a carbon copy of his first race, he immediately motored away from the field. After he had built up a comfortable lead, and he knew the Championship was his to lose, he wisely backed off and drove conservative. This did allow Josh Cyrul to close

on him, but he never really became a threat.

Swauger, as had Masami, was now the World 1/10 Champion using only two of the three races to capture his title.

The battle for second was still up for grabs. Cyrul did finish in second in the second race. Finishing third was Barry Baker.

Race three was still an interesting event. Although Swauger did not run, everyone else did.

Barry Baker, taking home a win in this heat, moved himself up for a second place overall finish - a feat he had accomplished in 1/12 scale. Second in race three was Joel Johnson, and third was Josh Cyrul. That finish by Josh was good enough to allow him to finish third overall.

As dominate as Masami was in 1/12 scale, it seems that Swauger was even more so in 1/10. This noted gas racer has now put himself up into a class with a few drivers who can compete at a world level in more than one scale.

For Reedy and Associated, the victory was especially sweet. This win concluded two weeks of impressive racing. In this they captured both TQ's and both World Titles. Not a bad two weeks away from the office.

So goes the electric road worlds for '96. The next world Championships are scheduled for '98. These races will be held somewhere in Europe.

1/10th Complete Results

- 1st - Mike Swauger
- 2nd - Barry Baker
- 3rd - Josh Cyrul
- 4th - Joel Johnson
- 5th - David Spashett
- 6th - Tony Neisinger



7th - Masami Hirosaka
 8th - Sakke Ahoniemi
 9th - Mike Lufaso
 10th - Craig Drescher
 11th - Brian Kinwald
 12th - Greg Hodapp
 13th - Jason Ruona
 14th - Jon Orr
 15th - Atsushi Haras
 16th - Ryuzo Nakayama
 17th - David Jun
 18th - Rick Hohwart
 19th - Chris Tosolini
 20th - Mark Pavidis
 21st - Erik Jonk
 22nd - Cliff Lett
 23rd - Mika Simila
 24th - Markus Mobers
 25th - Masayuki Murai
 26th - Jay Halsey
 27th - Chris Doseck
 28th - Oscar Jansen
 29th - Paul Wynn
 30th - Mike Blackstock
 31st - Reto Konig
 32nd - Brent Wallace
 33rd - Simo Ahoniemi
 34th - Christian Wittke
 35th - Ralf Krause
 36th - Scott Kimbrow
 37th - Andrew Moore
 38th - Andy Griffiths
 39th - Yukijiro Umino
 40th - Martin Fliessbach
 41st - Tyree Phillips
 42nd - Juha Simila
 43rd - Soren Christiansen
 44th - Chris Mazzola
 45th - Sean Cochran
 46th - Werner Bergbauer
 47th - Naoyo Kitigawa
 48th - Gary Bryant
 49th - Ralf Helbing
 50th - J. D. Beckwith
 51st - Akira Ema
 52nd - Tony Raikas
 53rd - Graham Creasey
 54th - Roger Wicki

55th - Nick McMillan
 56th - Guiseppe De Liguori
 57th - Constant Paul
 58th - Chris Grainger
 59th - David Potter
 60th - Kazuo Tanahashi
 61st - Brian Berry
 62nd - Jeff Brown
 63rd - Nagayoshi Yamashita
 64th - Neil Mead
 65th - Taki Dermatis
 66th - Thomas Behnke
 67th - Andy Sawyer
 68th - James Hild
 69th - Vincent Pouteau
 70th - Thomas Pumper
 71st - Sylvain Cachard
 72nd - David M. Vera
 73rd - Kai-Oliver Guttschau
 74th - Mike McBride
 75th - Hirokazu Ito
 76th - Mace Horowitz
 77th - Tonni Andersen
 78th - Jason T. Ashton
 79th - Alessandro Nicotra
 80th - Scott Burns
 81st - Alex Guerrero
 82nd - Marcus Epstein
 83rd - Brandon McNalley
 84th - Jimmy Wright
 85th - Kazuhi Higuchi
 86th - Mike Wright
 87th - Tom Esposito
 88th - Frikkie Badenhorst
 89th - Toshiyuki Hane
 90th - Jeremy Kortz
 91st - Jim Walls
 92nd - Chris Wilkinson
 93rd - Paul Truex
 94th - Brian Rutherford
 95th - Karl Fawcett
 96th - Jay Kimbrough
 97th - John Malin
 98th - Steve Munslow
 99th - Mike Haswell
 100th - Chien Hwa Chen
 101st - Donn Rice
 102nd - Brad Hayes

103rd - Cortney S. Able
 104th - Jeff Record
 105th - Garry Owen
 106th - Scott Lafoe
 107th - Kenny Koch
 108th - David R. Irrgang
 109th - Steve Gordon
 110th - Wen Ping Chiang
 111th - Andy Jacobson
 112th - Jonny Karlsson
 113th - Scott Enderle
 114th - Bob Friedman
 115th - Justin Strathdee

1/12 Complete Results

1st - Masami Hirosaka
 2nd - Barry Baker
 3rd - Mike Swauger
 4th - Craig Drescher
 5th - Jon Orr
 6th - Joel Johnson
 7th - Mike Blackstock
 8th - Brian Kinwald
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 21st - Phil Davies
 22nd - Erik Jonk
 23rd - David Jun
 24th - Markus Mobers
 25th - Andy Griffiths
 26th - Chris Tosolini
 27th - Reto Konig
 28th - Suzuki Kiyokazu
 29th - David Chester
 30th - Ralf Krause
 31st - Masayuki Muira
 32nd - Yukijiro Umino
 33rd - Masayuki Murai

34th - Jason Ruona
 35th - Chris Doseck
 36th - Frank Calandra
 37th - Juha Simila
 38th - Gregg Hodapp
 39th - Eli E. Ezrow
 40th - Jeremy Kortz
 41st - Roger Wicki
 42nd - Jacob Pritchard
 43rd - Mike Dumas
 44th - Naoya Kitagawa
 45th - Eirik Andreassen
 46th - Petri Kyrolainen
 47th - Martin Fliessbach
 48th - Ralf Helbing
 49th - Brian Berry
 50th - Gary Bryant
 51st - Andrew Moore
 52nd - Sean Cochran
 53rd - Walter Henderson
 54th - Christian Wittke
 55th - Kazuo Tanahashi
 56th - David Potter

57th - Scott Kimbrow
 58th - Shinya Momosaki
 59th - Tony Raikas
 60th - Simo Ahoniemi
 61st - Jeff Brown
 62nd - Ito Hidekazu
 63rd - Mike Simila
 64th - Iida Hiroyuki
 65th - Alain Chabert
 66th - Soren Christiansen
 67th - Tyree Phillips
 68th - Hyakutake Toshihide
 69th - Thomas Behnke
 70th - Cicki Carrubba
 71st - Jason T. Ashton
 72nd - Chris Mazzola
 73rd - Steve La Fara
 74th - Andy Sawyer
 75th - David Pease
 76th - Neil Meade
 77th - Jeff Goodiar
 78th - Nick McMillan
 79th - Hideki Tamura

80th - Graham Creasey
 81st - Russ Giles
 82nd - Kai O. Guttschau
 83rd - Jim Walls
 84th - Nawa Kazutoshi
 85th - Tom Esposito
 86th - Stephane Florini
 87th - Kevin Creaser
 88th - Gregg Brown
 89th - Steve Curry
 90th - Robert Klier
 91st - Jay Kimbrough
 92nd - Dean Kinimonth
 93rd - Jon Matslishighe
 94th - Scott Enderle
 95th - Jim T. Dieter

Tony Neisinger didn't have a bad World Championships. This two time winner finished 16th in the 1/12 class, then made the final and finished in 6th for 1/10 scale.

