

The 1/10th On-road World Championships took place at Revelation Raceway in Montclair, California, just a few minutes down the road from the Ranch Pit Shop which was the site of the '92 worlds and will be hosting the 1997 Off-road Worlds.

The track was essentially the same as that used for the twelfth the previous week with a few modifications, which meant that some parts were a lot tighter and narrower than we are used to. Another interesting feature of the raceway was the railway tracks that ran the other side of the road and if you got caught by the barrier coming down you could have a long

The Winning Machine

wait. If you got bored with the racing you could always count the carriages-I think the heat must have been getting to me as I counted 106 on one passing train!

The weather was hot throughout the week with temperatures around the 100°F mark (nearly 40°C) and the track temperature was even higher than that, hitting 160°F (70°C) in the afternoon! It was really too hot and dehydration was a real problem, maybe somewhere closer to the coast might have been a better option as the temperatures there are a bit cooler.

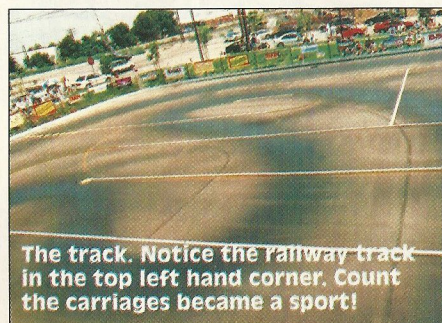
There was quite a few items of note on show, Associated and HPI both had smaller cars, shorter wheelbase and a narrower track, which were more to scale. The Associated was immediately dubbed the 11L, but its official designation is the 10LC and should be available in a couple of months.

Trinity had a new simpler front end and a revised rear end for their car which will be coming out as the Switch Blade 10. The Yokomo runners also had some revisions to their cars with the cells mounted in a T-formation, three cells

across the chassis at the back with the other three cells in-line to the front of them as per normal, and had dispensed with part of the top deck in favour of some long tie-rods, presumably to allow the chassis a bit of flex.

All the speed control manufacturers had something new out, Tekin had the X-9 which operates at around 12KHz and has triple regenerative braking. Novak had the Cyclone which was programmable via a data link and had adjustable brakes as well as the usual one-touch set-up. The IPC was the latest offering from LRP and has a higher operating frequency than the ICS, an all new 'Automatik brake' feature and all new AP (Acceleration Plus) circuitry to give higher instantaneous acceleration.

On the battery front Orion had answered the Trinity/GM VIS (voltage-increasing-system) with their own V-Max process and production of these cells started at the end of August, so they should be available soon. Orion are also about to



The track. Notice the railway track in the top left hand corner. Count the carriages became a sport!



1/10th World Champion Mike Swauger.

release a cleaning spray and GM are working on a combined charger/discharger which should be available in the next couple of months.

Qualifying

Mike Swauger driving a Reedy powered Associated 10LS was fastest in round one with 11 laps in 4:03.10 from David Spashett's Corally and Craig Drescher's 10LC (11L), both with six second splits. Next up were Joel Johnson, Rick Hohwart, Sakke Ahoniemi, Tony Neisinger, Brian Kinwald, Masami

Hirosaka and Barry Baker rounded out the top ten.

With round two in the hottest part of the day, this meant that most drivers would be going a little bit slower, however Mark Pavidis did manage to get into ninth. The third round, and last for the day, saw Mike still holding down the top spot from Josh Cyrul, who made the most of being in the last heat out, with a 10LC.

David was third from Craig with Mark now up to fifth, the rest of the top ten was Joel, Rick, Sakke, Brian and Tony. Seven of the top ten times had been set in the first round.

For day two of qualifying the heat order was shuffled with heat six going out first, this was done to try to

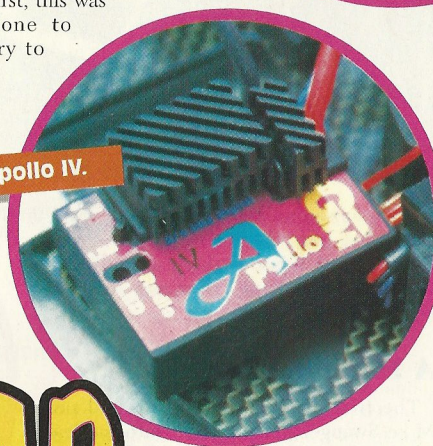
A Novak cyclone.



LRP IPC.



GM Apollo IV.



the end of day was:- Mike, Josh, Barry, Masami, Joel, David, Tony, Mike L, Craig and Sakke.

For final day (three) of qualifying the heats were again re-shuffled and this time it was heat eleven who were first up. There weren't many changes in round seven, in fact the only change in the top twenty was for twentieth place, must have been a slow morning.

It was the same for round eight, would we see any improvements in the final round or had the track just slowed down. Well the top ten remained pretty much as they were with only Sakke improving his time and that was only by 11/100ths, but it was enough to move him from tenth to eighth.

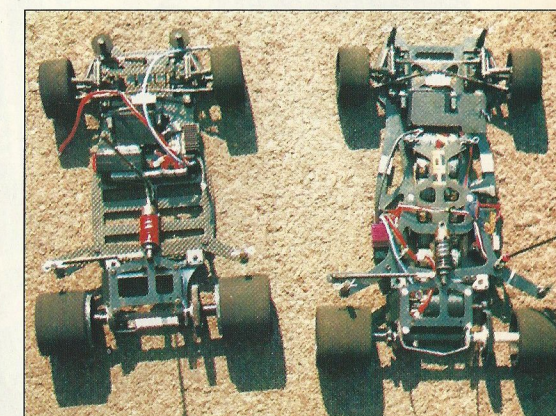
So Mike Swauger was on pole from Josh, Barry and Masami and we had two Brits in the A final, David in sixth and Craig in tenth. Unlucky eleventh was Mark Pavidis who just missed out by 7/100ths.

Finals

For those in the A final they had a three-legged final and for the rest it was a one-shot affair, unlike Germany in 94 when we all got three finals. We never did get an explanation why, if you were in one of the lower finals you were all done and dusted by ten-thirty, and it really made you wonder if it was all worth it. The practice finals consisted of a somebody saying go and the drivers going round for four or five laps, without transponders to check for interference. The A finalists got the full four minutes.

First final out was the L which saw victory go to Andy Jacobsen, of Andy's Bodies fame, by 7/100ths from Sweden's Jonny Karlsson. Futaba's Donn Rice took the K final, with Brad Hayes

On the left a small HPI, on the right a standard HPI.



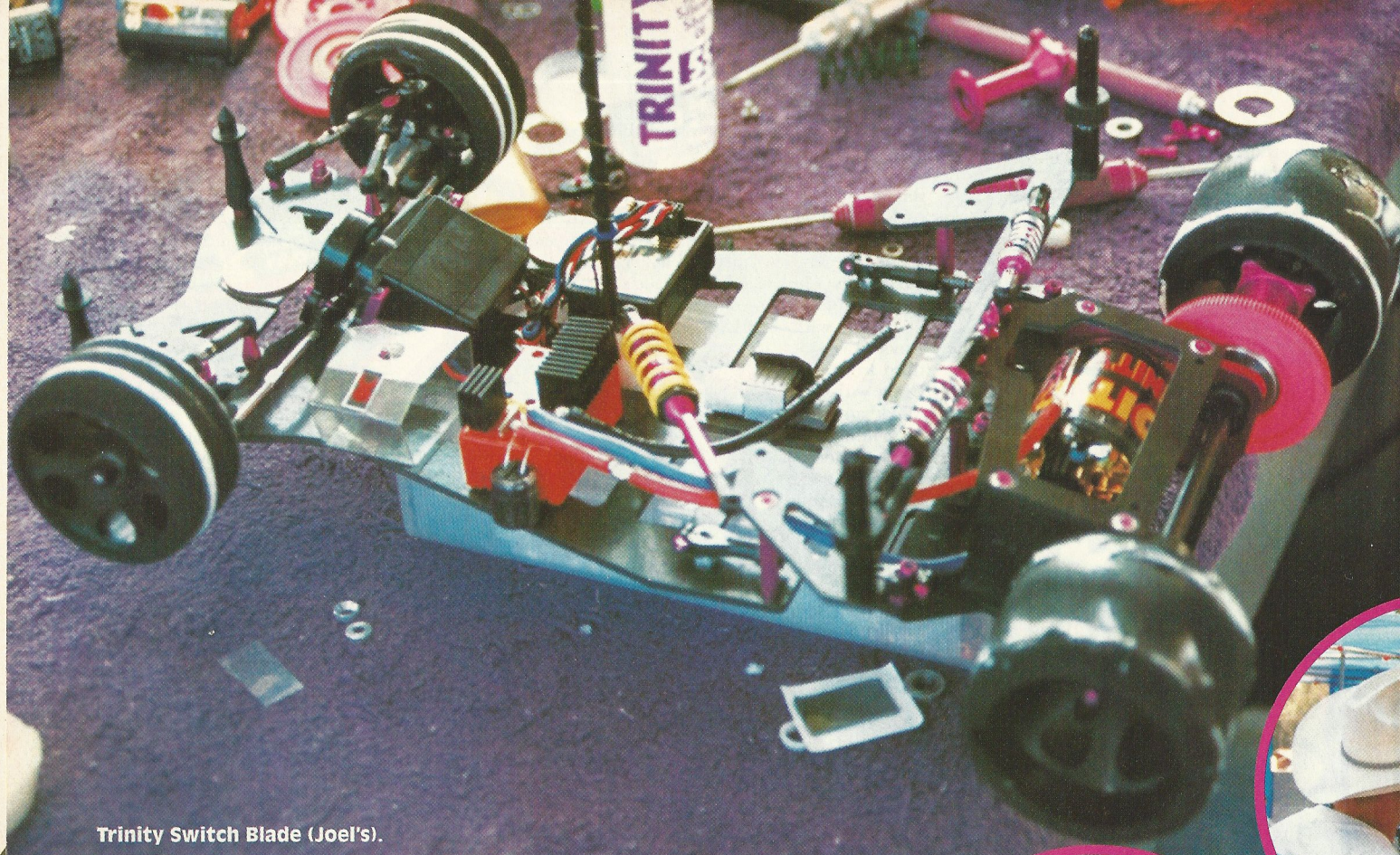
Report by Mike Haswell



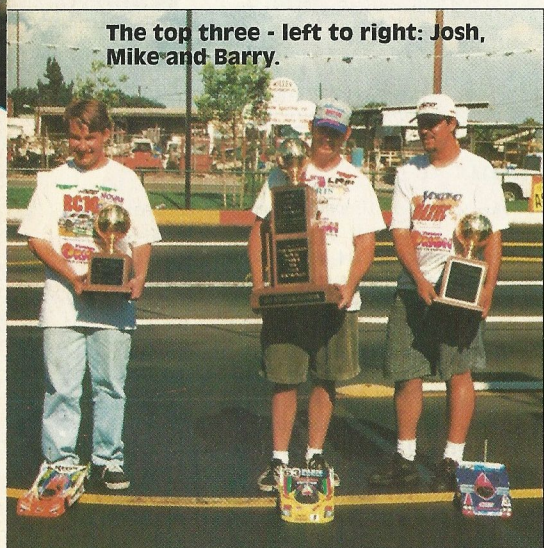
Into the first corner.

1/10 ON-ROAD World Championship

Swauger's A Revelation!



Trinity Switch Blade (Joel's).

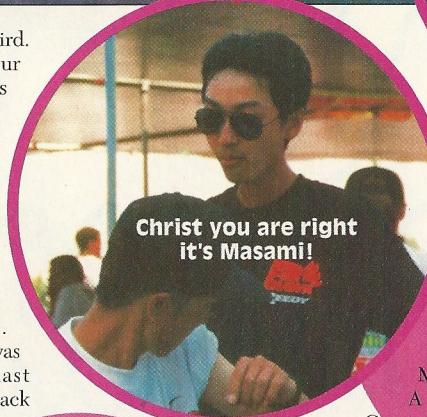


The top three - left to right: Josh, Mike and Barry.

picking up second and Courtney S Able was third. The J final went the way of Jim Walls, with our own Chris Wilkinson taking second with his baby HPI and Paul Truex was some way behind in third.

A Final 1st leg

The first A final was next up and saw Mike Swauger jump straight into the lead from Josh Cyrul. Barry clipped the barrier, dropping him down the order, allowing Masami into third from Joel and David. Masami was putting pressure on Josh, who was resisting admirably. Coming up to the last minute Joel had closed right on Masami's back bumper and when he started to slow, Joel was able to go down the inside to take third. Joel managed to tag the back of Josh's slowing car and with Masami getting involved as well, all this played into the hands of David Spashett - who'd paced his race superbly - to take second. So first blood to Mike, from David with Joel just nicking



Christ you are right it's Masami!

third from Masami. Alex Guerrero took victory in the I final

with Marcus Epstein in second and Brandon McNalley in third. Sylvain Cachard, the French champion, finally got it together to take the H final from David Vera and Germany's Kai Oliver Guttsschu.

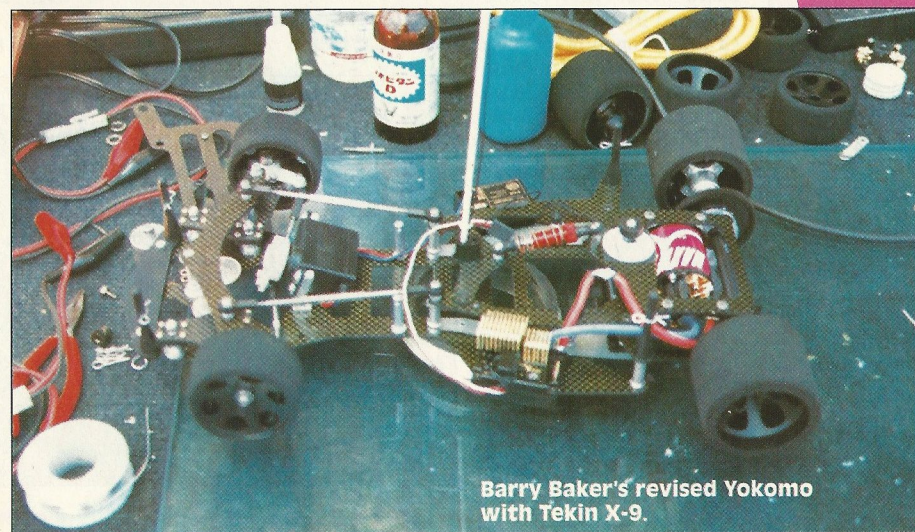
The G final went the way of Brian Berry from Jeff Brown, Nagayoshi Yamashita and Britain's Neal Mead was fourth.

Akira Ema took the F final after a bit of a battle with Graham Creasey, who lost second on the last lap to Finland's Tony Raikas by 17/100ths.

A Final 2nd Leg

The second leg of the A final was next up and it was Mike who slotted straight into the lead from Josh, Barry and Masami. Sakke and Tony got together coming out of the hairpin, Joel got caught up in their mess and David who was close behind also got involved. The upshot of all of this saw Joel limp out of the fray with a nuked spur gear.

A trip over the barriers by Masami saw him only lose one place to Barry, who took over third. The order remained pretty static until the last lap when Barry clipped one barrier sending him over another barrier, but still in second place.



Barry Baker's revised Yokomo with Tekin X-9.

Barry backed off, to avoid picking up a penalty, allowing Masami to go past. So Mike took the second leg from Josh, Masami, Barry and Tony, unfortunately for Masami he had picked up a three second penalty for his earlier 'corner cutting', dropping him down to sixth.

With Mike taking two wins he now had the title in the bag before the third leg was even run, leaving the rest to battle over second.

The E final saw a win for Novak's Tyree Phillips from Finland's Juha Simila and Denmark's Soren Christensen close behind in third. Switzerland's Reto Konig took the D final with Brent Wallace taking second ahead of Simo Ahoniemi. The C final saw Chris Doseck come home first from the European Champion, Erik Jonk, by a second but a jump start penalty relegated him down to seventh. Cliff Lett then got second behind Erik and Mika Simila was third.

The B final was a bit of an exhibition race which saw Brian Kinwald take the eventual win from his good pal Greg Hodapp, whilst Jason Ruona just held off Jon Orr for third.

Barry Baker - 'oi where's my motor!'

A Final 3rd Leg

With the title already his, Mike didn't take the start for the third A final which saw Barry take the initial lead from Joel, Josh and David. David put a move on Josh, but Josh wasn't giving in easily and David ended up on his roof requiring the services of a marshal. Joel got on the inside of Barry going through tech turn underneath the rostrum to take the lead. David had now made up a couple of

places and was now battling with Tony for fourth.

Barry was now fending off the attentions of Josh, whilst David had got past Tony on the run to the loop. Josh clipped a corner undoing all his hard work and allowed Barry to concentrate on Joel. Within a couple of laps Barry was able to re-take the lead from Joel and this time held on to take the win by four-tenths from Joel. Josh was a further second adrift in third and David was fourth only two seconds further back.

So congratulations on the win go to Mike with Barry in second, whilst Josh took third from Joel on the tie-break. David finished up in fifth and Craig was tenth.

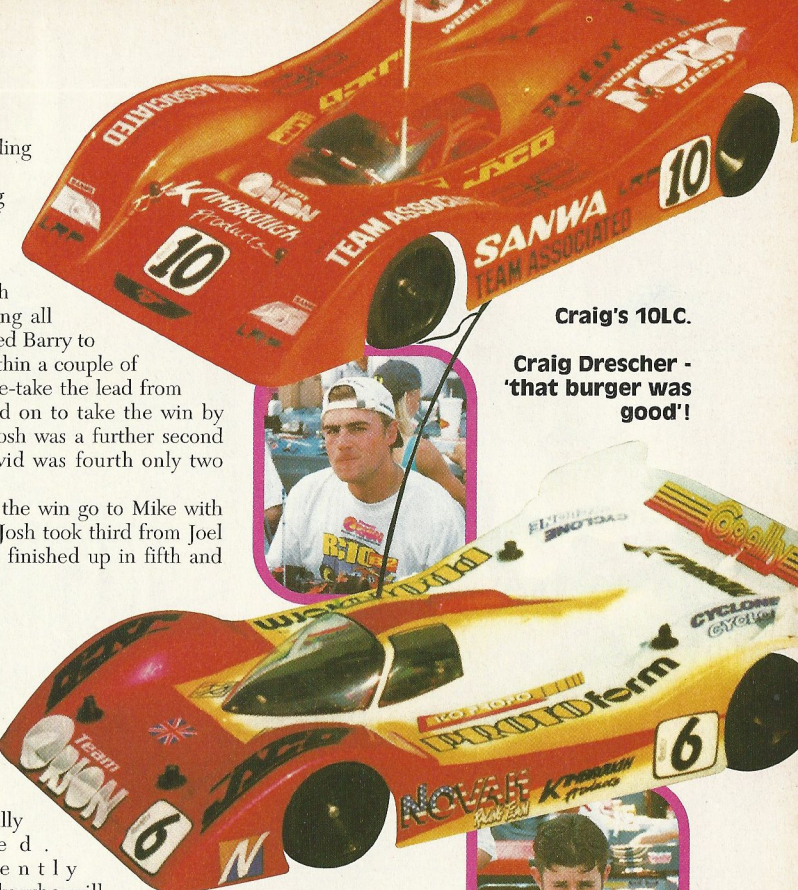
Afterthoughts

After the banquet a number of drivers celebrated by getting completely wrecked and a number of people ended up in the pool fully clothed.

Apparently somebody who will no doubt wish to remain nameless performed an impromptu strip tease poolside. Unfortunately not being there I am unable to embarrass them with any photographs - shame they could have been worth a good sponsorship deal!

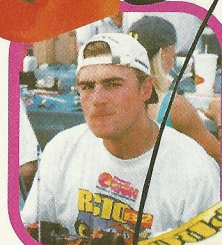
Special thanks goes to Bob Novak for sorting out modules and receivers for all the drivers that needed them - without him a lot of us would have been in a bit of trouble. Thanks also go out to the sponsors: Airtronics, Associated, BSR tires, Novak, Parma/PSE and Tekin.

Not forgetting Dana and his crew, especially the commentators with their Elvis and Michael Jackson impressions! Roll on 1998 when the Worlds will be held in Europe.



Craig's 10LC.

Craig Drescher - 'that burger was good!'



Spashett's Corally.

David Spashett - 'I think I'll have that drink now!!'



Best of British

How did our boys get on in qualifying?

David Spashett	- 6th	- finished 5th overall
Craig Drescher	- 10th	- finished 10th overall
Andy Griffiths	- 34th	
Andrew Moore	- 36th	
Graham Creasey	- 53rd	
Chris Grainger	- 54th	
Neal Mead	- 63rd	
Andy Sawyer	- 68th	
Marcus Epstein	- 84th	
Chris Wilkinson	- 93rd	
Mike Haswell	- 99th	

Driver Nat/ Age	Team	Car	Nicads	Motor	Speed Controller	Front Tyres	Rear Tyres	Radio	Servo	MM per rev Ratio/Tyre Size	Body	Qual.	Final
Mike Swauger USA/20	Associated, Reedy, Orion RCPS, LRP, Jaco, Andy's Paris, Airtronics	Assoc. 10LS	Team Orion Reedy U-Max SCRC	Reedy 12 Triple	LRP IPC	Jaco Pink	Jaco White	Airtronics 3PS Caliber	Airtron. 94155	22/115 2.26"	Andy's Mercedes	1	1
Josh Cyrul USA/18	Associated, Reedy, Orion Stage III, Novak, Jaco Du-Mor, Futaba	Assoc. 11LS	Team Orion Reedy U-Max SCRC	Reedy 12 Quin	Novak Cyclone	Jaco Pink	Jaco White	Futaba 3PJ	JR 4735	23/120 2.28"	Assoc. Nissan	2	3
Barry Baker USA/26	Yokomo, KP, Maxtec Jaco, Orion/Reedy, Tekin Airtronics, Protoform	Yokomo YRX-10W	Team Orion Reedy U-Max SCRC	Maxtec 13 Dbl	Tekin X-9	Jaco Pink	Jaco Pink	Airtronics 3PS Caliber	Airtron. 94157	23/120 2.3"	Protoform Nissan	3	2
Masami Hirotsuka Jpn/26	Yokomo, K.P., Reedy, KO Tekin, Du-Mor, Jaco Proline	Yokomo YRX10W	Yokomo SCRC	Reedy 12 Quin	Tekin X-9	Jaco Pink	Jaco Pink	KO Esprit II	KO 1002	21/115 56mm	Protoform Nissan	4	7
Joel Johnson USA/28	Trinity, Jaco, Novak Airtronics	Trinity Switch-blade 10	Trinity GM-VIS SCRC	Trinity 12 Dbl	Novak Cyclone	Jaco Pink	Jaco White	Airtronics 3PS Caliber	Airtron. 94157	23/120 2.3"	Protoform Nissan	5	4
David Spashett GB/20	Corally, KO, Orion, Novak Galeforce, Protoform Jaco, Intronics, Kimbrough	Corally C-10	Team Orion Reedy U-Max SCRC	Corally 11 Dbl	Novak Cyclone	Jaco Pink	Jaco Pink	KO Esprit II	KO 912	21/120 2.3"	Protoform Nissan	6	5
Tony Neisinger USA/35	BSR, Orion, Airtronics East Coast Motors Andy's	Assoc. 10LS	Team Orion Reedy U-Max SCRC	East Coast 13 Triple	Tekin X-9	BSR Pink	BSR White	Airtronics 3PS Caliber	Airtron. 94737	23/120 2.25"	Andy's Mercedes	7	6
Sakke Ahoniemi SF/22	Associated, Peak Perform Orion, LRP, Tekin, K.P. RC Piste, Jaco	Assoc. 10LS	Team Orion Reedy U-Max SCRC	Peak 12 Dbl	LRP ICS	Jaco Pink	Jaco White	Airtronics CS2P	KO 1002	21/116 59mm	Protoform Nissan	8	8
Mike Lufaso USA/20	Associated, Reedy, Orion Novak, Jaco, Robinson RCPS, Racetech	Assoc. 10LS	Team Orion Reedy U-Max SCRC	Reedy 12 Sgl	Novak Cyclone	Jaco Pink	Jaco Pink	Airtronics 3PS Caliber	Airtron. 94737	21/115 2.3"	Protoform Nissan	9	9
Craig Drescher GB/21	Associated, Reedy, Orion Jaco, LRP, Sanwa	Assoc. 11LS	Team Orion Reedy U-Max SCRC	Reedy 12 Triple	LRP IPC	Jaco Pink	Jaco Pink	Sanwa Exzes	Airtron. 94157	23/116 58mm	Assoc. Nissan	10	10