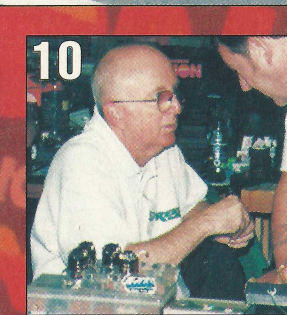
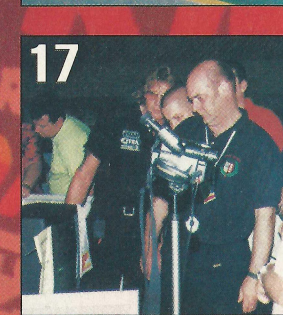
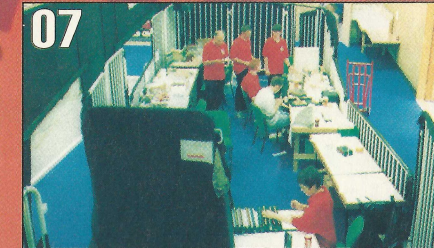
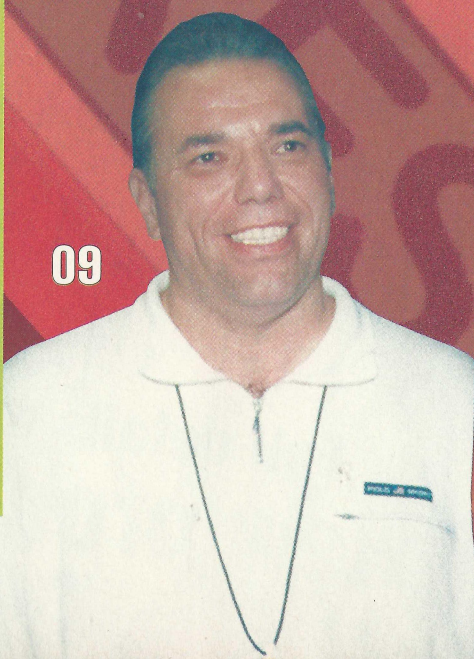
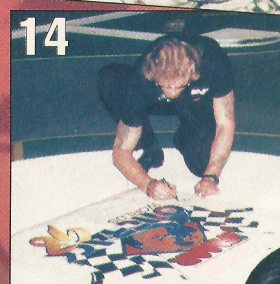
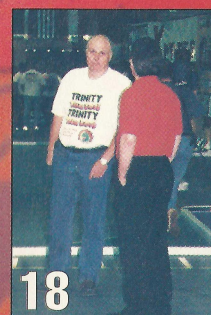


# Welcome to OnTrack '98 with RRCi

Welcome to the RRCi coverage of On Track '98 - the World On Road Championships for On Road Electrics. The event ran from July 11th to the 25th under the auspices of IFMAR, the International Federation of Model Auto Racing. John Grant, the president of IFMAR was one of the many VIP's present to witness this event. With first class organisation by the BRCA and sponsorship from principal sponsors HPI/Orion and many supporting sponsors, including of course, RRCi! The event was a major success for the UK R/C fraternity. If we had been allowed 64 pages to cover the worlds it would not have been enough! If you want to know every last detail RRCi recommend that you grab a board and surf on over to the BRCA Internet site at <http://www.brca.org/worlds> where Neil Mead and Graham Creasey did a magnificent job of recording every, yes every heat and race. Well done the BRCA. In the next few pages the RRCi team will try to distil the very essence of On Track '98 in ONLY(!) 16 pages of facts and opinions, we hope you enjoy the event as much as we did.

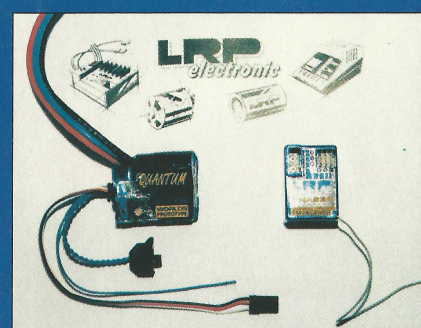


- 01 Much used Passes and program, On Track '98 is over but far from forgotten
- 02 Look very carefully and you will see the new, and much admired, 27 MHz radio from KO Propo....
- 03 The Italian team had the best mechanics!
- 04 Verity spread the word about RRCi in between takes as a presenter for the official video
- 05 Jamie Booth relaxes, what else would a super-star read?
- 06 Some of the silverware on offer at South Shields
- 07 The busiest area at On Track? The Tech crew did a superb job with cells, radios and tyres and cars throughout the event
- 08 RRCi's 'The Chairman', Brain Duggan, did stalwart service on the PA along with another RRCi contributor - Kon Kazee - Ed' PeterE looks pleased about something, I wonder what?
- 09 Ernie Provetti of Trinity, a very happy visitor to On Track '98
- 10 Mike Reedy, motor magician, and Mike Drescher compare notes
- 11 Cecil Schumacher and Rick Hohwart of Peak Motors set up a new distribution deal for Peak products in the UK at On Track '98
- 12 If you hit a piece of plastic drainpipe at 45 MPH with 1.5 kilos of Pro10, this is what you get!
- 13 Just a small part of the extensive pit area at On Track '98
- 14 Dallas, 'referee extraordinaire', where the competitors wanted him at last - on his knees!
- 15 The spoils of victory for Team Losi in the ISTC competition
- 16 The M1 Team photo call was a tad different.....
- 17 Chris Hardisty of the BRCA checks the Video to help resolve a protest, During On Track '98 problems were few and far between, all were resolved quickly and professionally
- 18 Tension, as the BRCA officials consider the video evidence, George Land of Helger Racing compares notes with Jim Spencer of the BRCA
- 19 The organising team from the BRCA and IFMAR
- 20 The control tyre T27 ISTC



# New products break cover at OnTrack '98

## pit spotting time

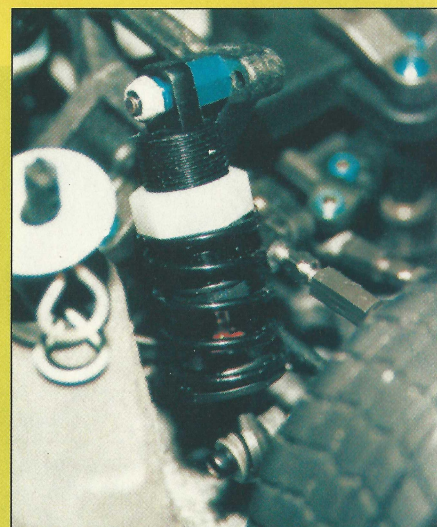
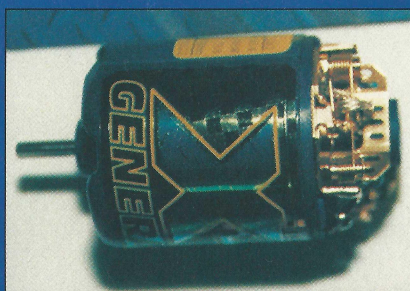


### LRP

The most successful new product at the meeting was the new prototype speed controller from LRP, the Quantum. In the hands of David Spashett it went on to win 3 World Championships. The Quantum was a similar

size to the V6 but it was actually heat shrunk to save weight. It is believed to contain new components inside but Jurgen wasn't giving too much away. Some LRP drivers actually compared the Quantum to the V6 back to back and they were very impressed with the extra run time the Quantum gave them.

The LRP XT motor featured an unusual double spring arrangement.



### Losi

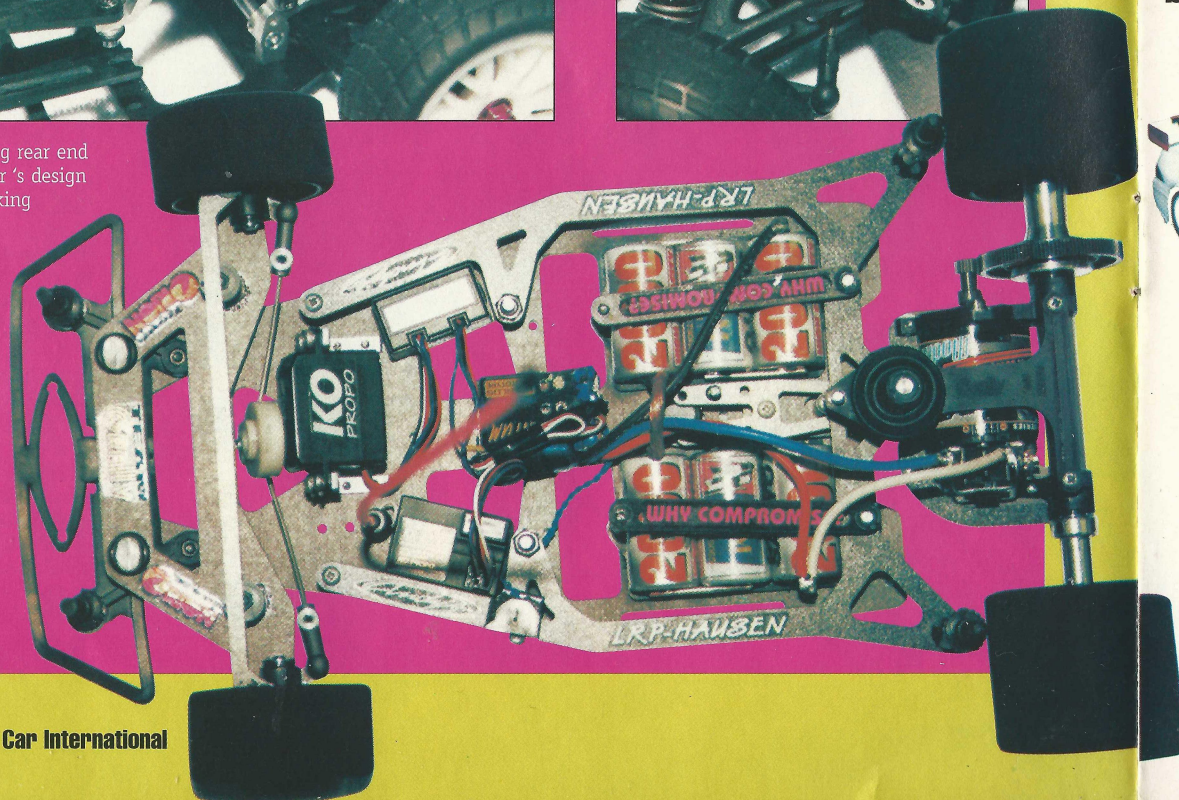
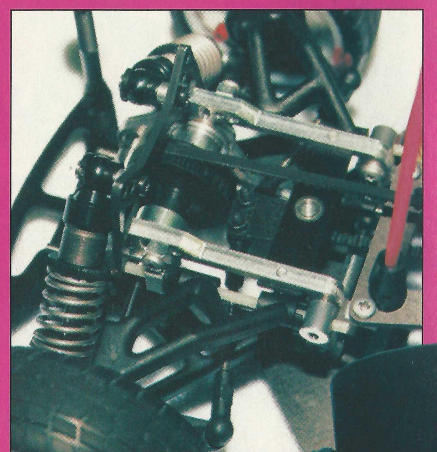
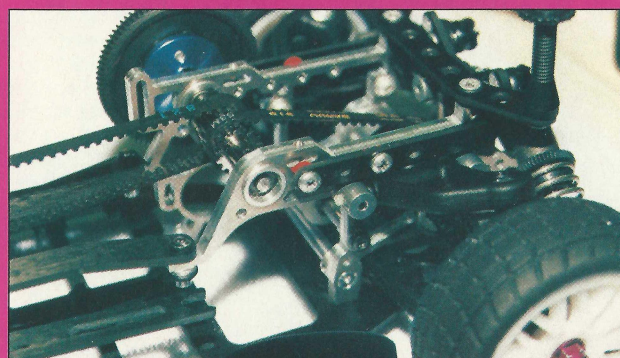
A new tweak spotted on the Losi Weapons were these threaded shocks for fine adjustment.

## Corally ISTC and C-10X

The World Cup also saw the debut of a brand new touring car from Corally to be called the ISTC. The car has a super stiff carbon fibre chassis and quite a number of specially made alloy components.

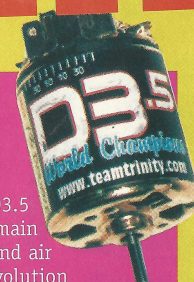
Although it is quite likely that many of these parts will be replaced by plastic items when the car finally released for sale. The suspension is unlike anything ever seen on a scale touring car before and includes a new patented fully floating rear end with built-in tweak adjusters. The car's design has been influenced by current thinking in IC, most notably with the front anti-roll bar and the front and rear uprights, which have adjustable balls in them so you can change the camber and toe-in on the rear. All of which is not really surprising as Corally were working in collaboration with Serpent. The large volume shock absorbers used had adjustable spring collars for precise adjustment and were very smooth in operation. The drive shafts were designed to sit horizontally when the car is adjusted to 6 mm ride height. Look out for a full review of this remarkable car soon in RRCi.

The new Corally C-10X PRO10 is also pictured.



### Trinity

Trinity introduced this D3.5 motor at the Worlds. The main changes were to the can and air circulation. Billed as an evolution rather than revolution it will soon no doubt successfully power a host of Spashett wannabes Weapons! The second new Trinity item was a new Battery conditioning set-up designed around Sanyo 2000 cells. With each cell being held firmly and monitored by an LED battery reversal should be a thing of the past.



### Associated

A new product that performed very well was the new 1/12th car from Associated, the RC12L3. They actually got 6 of these cars in the A final and finished 2nd and 3rd overall. The new parts featured on this car were a lighter chassis, a new improved centre shock, lighter motor mounts and other slight improvements. Review in RRCi soon

### Kimbrough

As well as his excellent spur gears Jay Kimbrough had some new pinions with him. Instead of being made from steel or aluminium they were actually made from plastic. A lot of drivers were a bit dubious at first whether to use them but when they did they were impressed with how the more accurate pitch gave a smoother mesh and made the cars quieter. Quite a few of the A finalists actually ended up using these pinions.

### Pro Trak

Another new product on demonstration was a new improved computer programme from Pro-Trak. This enabled you to link your charger to a P.C. to produce charge and discharge graphs. The old programme only allowed you to print the graphs but this new one also allows you to save it as a word document. I managed to get one of these programmes but unfortunately I have not had chance to try it out yet but from the system on demonstration you could tell how good or bad your cells really are. RRCi OnTrack '98

### GM Vis Commander

This new Charger/Discharger from GM was attracting a lot of attention in the pits.

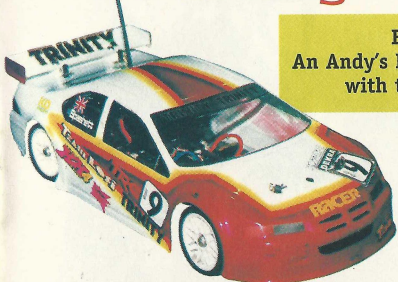


## The secret set-up used by David Spashett

# secrets of a champion

Here are the exact set-ups used by David to such devastating effect in the World Championships. With these set-ups you too can be a champion if you have a lot of talent and you practise, practise, practise!

### Touring Car Set-up



**BODY & WING**  
An Andy's Dodge Stratus was used with the supplied wing

**SERVO**  
A KO 2015 was fitted

**BATTERIES**  
David used Trinity Vis-Extra Sanyo 2000 cells

**SET UP-REAR**  
Black Spring  
Natural Pistons (No. 60)- 3 Hole  
Trinity 80 wt oil

### OPTIONS FITTED

Ball-raced steering kit (XTK3001)  
Blue motor clamp (XTK3012)  
Blue shock bushings (XTR3029)  
Blue screw kit for Street Weapon (XTK3065)  
Blue drive belts (A3204)

**SET UP-FRONT**  
Black Springs  
Natural Pistons (No. 60) - 3 Hole  
Trinity 60 wt oil

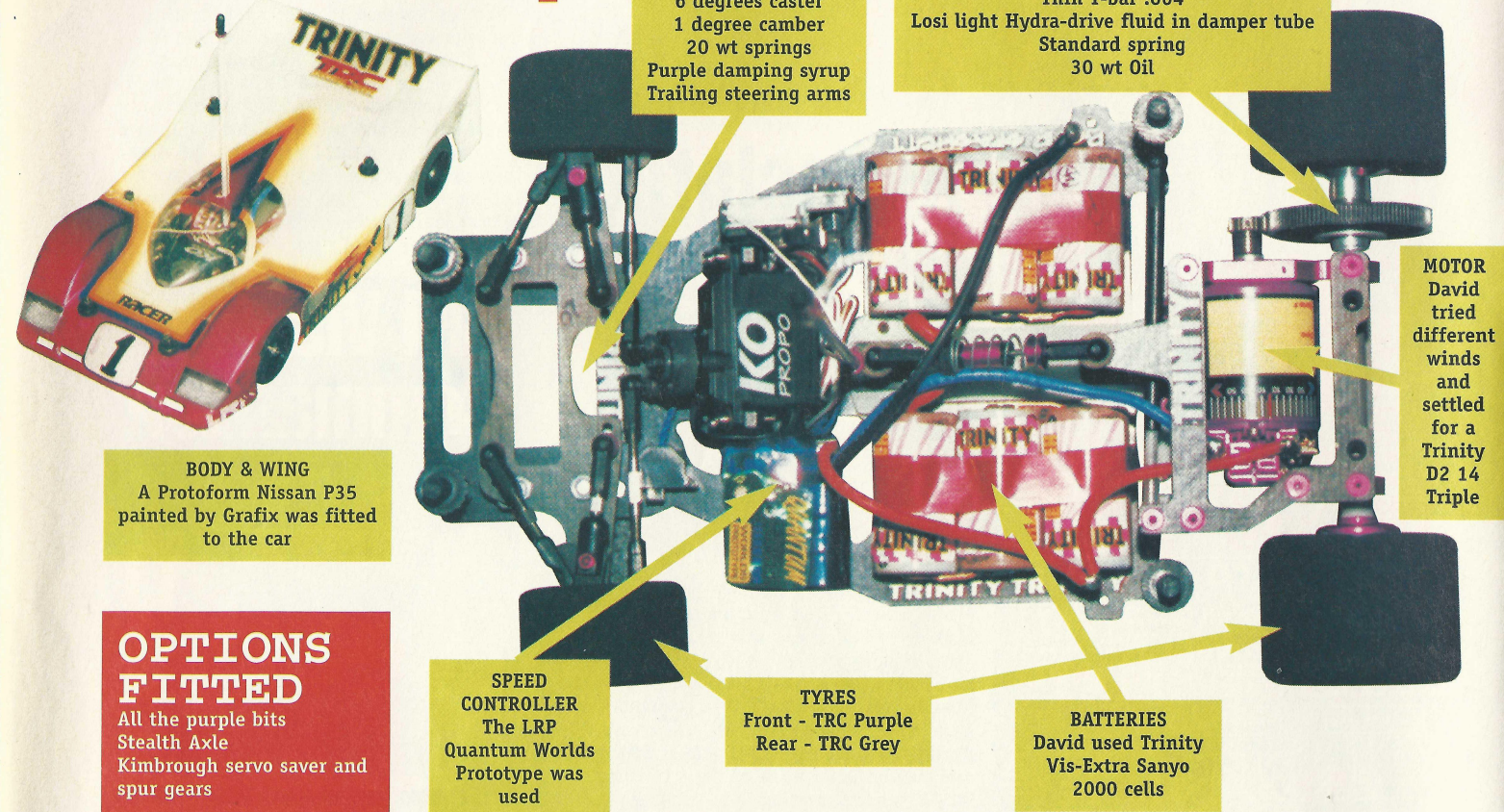
**MOTOR**  
David used mainly a Trinity 12 Double D2 motor

**TYRES**  
The M1 T27 control tyres were used with Losi inserts. A slightly harder insert was used on the front

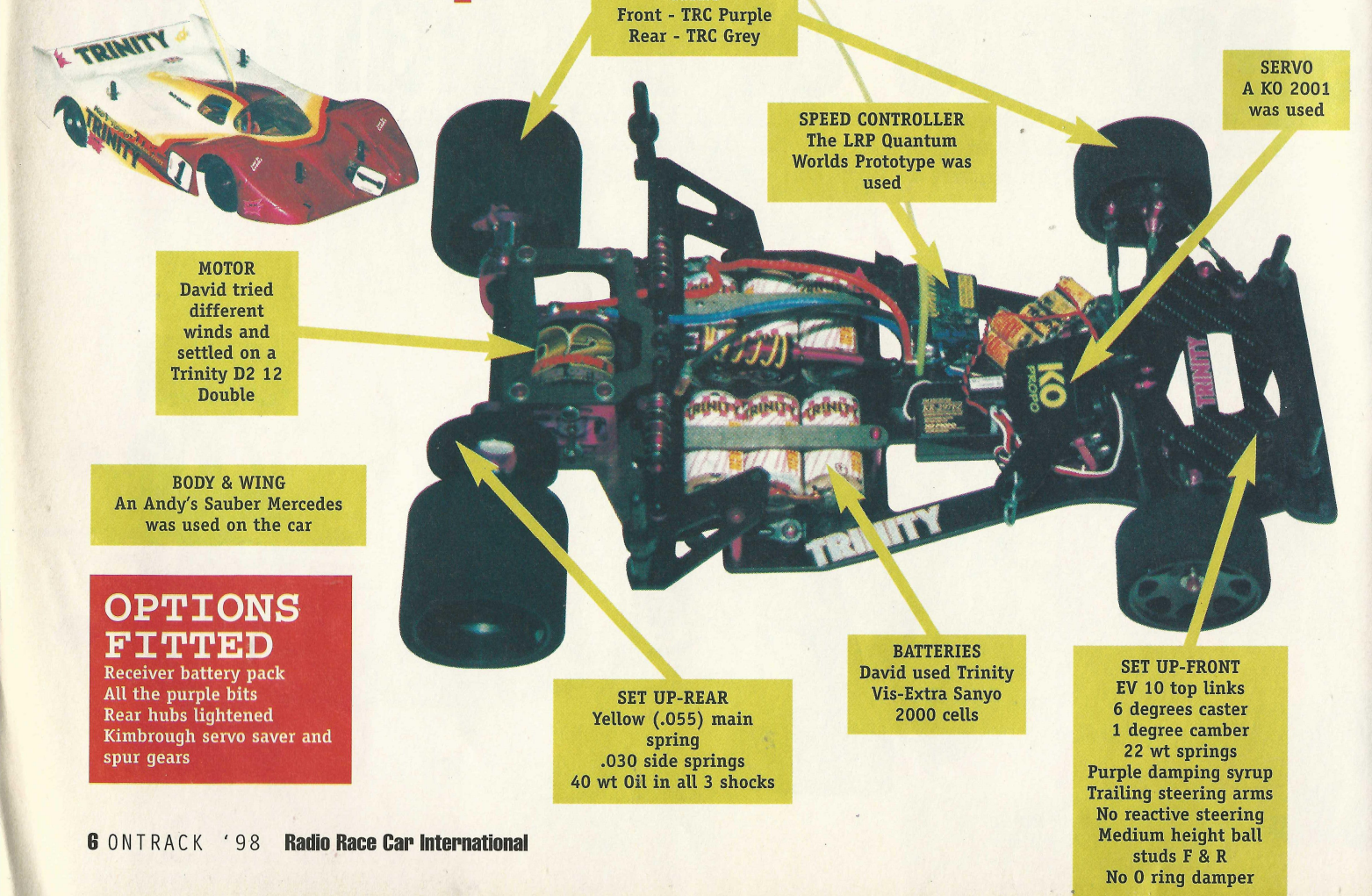


# secrets of a champion

## 1/12th Set-up



## PRO10 Set-up



# 1:12th World Championship



It is the ambition of every racer to compete against or even just watch the best drivers in the World and with this years World Championships being held in this country it gave a lot of British drivers the opportunity to do this. With drivers from 13 different countries competing over 5 days to see who would become the best 1/12th driver in the World there was certainly going to be some very exciting racing.

## first blood to Spashett!



The top three L to R: Jon Orr, David Spashett and Masami Hirotsuka

The format for the racing was different to what we have in this country or even on the continent. Instead of qualifying being decided on a driver's fastest time it would actually be decided on round by round qualifying. This meant the drivers would count their best 6 results from 9 rounds of qualifying. This idea was brought in mainly for outdoor racing where the track conditions are constantly changing but in indoor racing this is not really necessary. It also meant nobody could put in a 'do or die' run in attempt to make the A final as they would also need 5 other good results.

Champ at work



Craig Drescher in a lighter mood

## The Track

The track looked superb and this was mainly down to the designer Mo Griffiths and his assistants. They actually walked around the track before every race to remove away any debris that may hamper a driver's progress and to check the track markings had not moved. The track consisted of about 640 square metres of grey Primafelt carpet with white plastic tubing and corner markings. As the meeting progressed different parts of the track were named.

## Qualifying

The Top Ten qualifiers for the 1998 1/12th World Championships were:

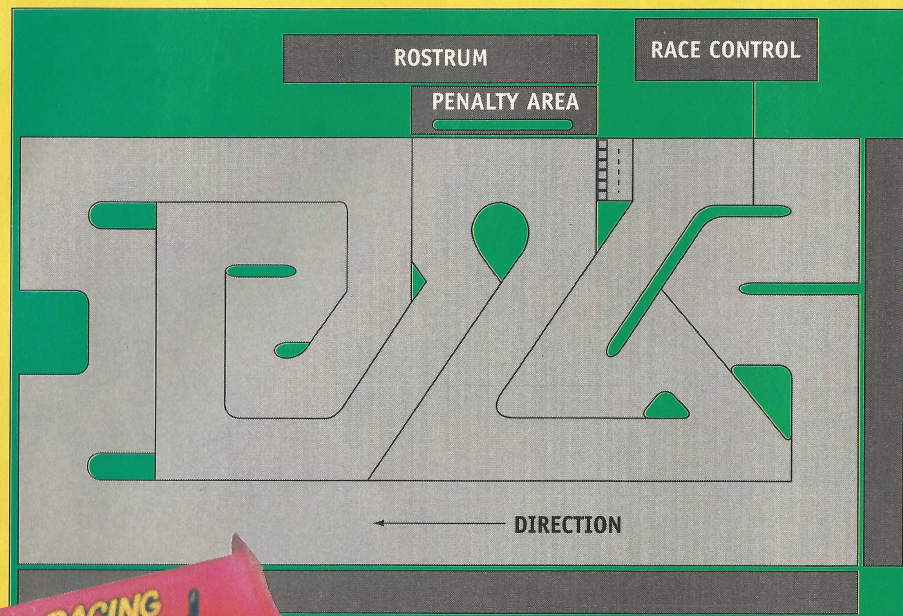
1. David Spashett	GB	Trinity
2. Josh Cyrul	USA	Trinity
3. Barry Baker	USA	Associated
4. Masami Hirotsuka	JPN	Associated
5. Joel Johnson	USA	Trinity
6. Jon Orr	USA	Associated
7. Oscar Jansen	HOL	Associated
8. Craig Drescher	GB	Associated
9. Andy Griffiths	GB	Trinity
10. Mike Swauger	USA	Associated

As you can see the Americans dominated the A final with 6 drivers but the British team featured well with 3 drivers in there along with 1 from Japan and 1 from Holland. The American cars also dominated the A final with 6 Associated's and 4 Trinity's. The other cars at this meeting also performed well, there was a HPI in 11th and a Corally in 12th.





# THE TRACK



## Finals - Wednesday 15th July

The format for the finals was that everybody would get a practice final to sort out any problems and then they would get 3 finals with their best 2 results to count.

British driver Alex Cameron won the H final by winning all 3 legs with Neville Varley from South Africa taking 2nd and Austrian driver Helmut Hollerer in 3rd. 2 wins in the G final gave Brit. Jody Sherratt the win with Bent Poulsen from Denmark in 2nd, with the only female driver at the meeting, Lena Schleppe from Germany in 3rd. French driver

Chrisophe Boulain took the overall win in the F final with British drivers Alan Leighton and Ian

Plimmer taking 2nd and 3rd positions respectively. Two wins for Darren Houghton gave him the win in the E final followed by Paul Wynn from USA in 2nd with Japanese driver Yuta Kioke in 3rd. Two wins for Nigel Hale gave him the win in the D final with Danish driver Soren Bang in 2nd and Andy Sawyer in 3rd. Erik Jonk from Holland took the win in the C final by winning the first 2 legs with Walter Henderson from the USA in 2nd and Japanese driver Atsushi Hara in 3rd. Masayuki Murai from Japan won the B final followed by Mike Blackstock from the USA in 2nd with Swiss driver Reto Konig in 3rd.

## A Final - Leg One

A clean start by most of the drivers saw David Spashett in the lead followed by Barry Baker, Josh Cyrul, Masami Hirosaka and Joel Johnson. Barry tried an ambitious overtaking manoeuvre on the first lap but ended up parking his car on Mo's Island, by the time he recovered he was about a lap down. After only 4 laps David had got a slight lead over Masami, now in 2nd, with Josh down to 3rd. This is how the order remained for the next few laps. By 3 minutes David and Masami had started to pull away from Joel in 3rd. This is how the order remained, at 5 minutes David had a 2.2-second lead over Masami with Joel only a second behind in 3rd and closing the gap even more. Seven minutes was when most of the action took place as Joel was now challenging Masami for 2nd place. A small mistake from Masami allowed Joel to pass him at the end of the straight to move into 2nd but the action was not over because on the last lap most of the drivers were going flat which meant the order was changing all the time. The result was a win for David Spashett with Masami Hirosaka moving back up to 2nd, 5 seconds behind David. Jon Orr came from nowhere to take 3rd place with Oscar Jansen only 5/100ths of a second behind in 4th. Joel Johnson took 5th place after a very slow last lap, mainly because of his determination to catch the leaders.



Masami signing the RRCI prize 'T' Shirt

## A Final - Leg Two

Another clean start saw David Spashett leading the field with Josh Cyrul in 2nd, followed by Barry Baker and Joel Johnson. After only a few laps David and Josh had started to pull away from the rest of the field. By 2 minutes David and Josh were very close together with Barry Baker the length of the straight behind in 3rd, Joel Johnson in 4th and Masami Hirosaka in 5th. Josh was doing all he could to get past David, as he knew that if David won this leg it would be all over. These two continued to race for the lead and by 4 minutes they had a 4 second lead over 3rd place. At 6 1/2 minutes David had started to pull away slightly from Josh and it looked as though he could go on to win this leg to become World Champion but, like the first leg, the real action started at 7 minutes. This was when a small mistake from David through the HPI bus stop allowed Josh to close right in on him. David looked as though he was still recovering from the mistake when Josh darted down the inside of him going through the first set of esses. This brilliant overtaking manoeuvre meant Josh was leading with only a minute to go. Another small mistake from David gave Josh the length of the straight lead and with that he went on to take the win in the second leg with David 3 seconds behind in 2nd. Barry Baker managed to overtake Joel Johnson on the last lap to take 3rd with Joel in 4th and Jon Orr in 5th.

## A Final - Leg Three

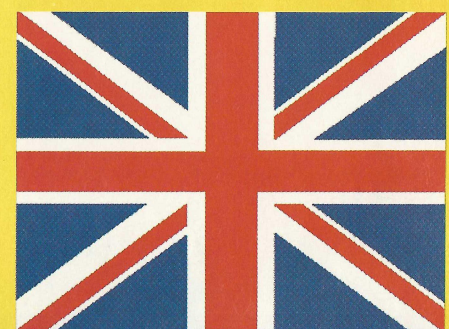
The scene was set for an exciting final leg. Would David Spashett be able to win the World Championship in his home country or would his Trinity team mate, Josh Cyrul be able to upstage him to win his first World title? The pits were deserted and the grandstand full as everybody wanted to watch the action. The crowd was silent waiting for the buzzer to signal the start of the deciding leg. A clean start for most drivers saw David in the lead with Josh right behind him in 2nd. Masami Hirosaka was in 3rd with Joel Johnson in 4th and John Orr in 5th. A small mistake from Josh saw him clip the track markings and then collide with Masami. This collision caused a lot of damage to Josh's bodyshell and, despite his attempt to continue, the damage was too bad and he unfortunately had to retire from the race and ruin his dream of becoming World champion.

## Combined Result of A Final after 3 Legs (Best 2 Counting)

			Pts	L1	L2	L3
1.	David Spashett	GB	20	10	9	10
2.	Jon Orr	USA	17	8	6	9
3.	Masami Hirosaka	JPN	17	9	5	8
4.	Joel Johnson	USA	14	6	7	7
5.	Josh Cyrul	USA	13	3	10	1
6.	Oscar Jansen	HOL	12	7	2	5
7.	Andy Griffiths	GB	10	4	4	6
8.	Barry Baker	USA	10	1	8	2
9.	Craig Drescher	GB	9	5	3	4
10.	Mike Swauger	USA	5	2	1	3

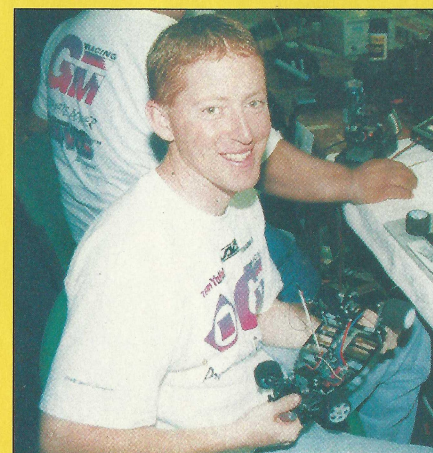
### The Associated of Masami Hirosaka

David Spashett was the new World Champion. Jon Orr took 2nd place with Masami Hirosaka in 3rd. Congratulations must go to David after driving superbly all week to TQ and win. He now had his sights set on winning the other 2 World Championships. **RRCI OnTrack '98**



## where the Brits finished

- 1 David Spashett
- 7 Andy Griffiths
- 9 Craig Drescher
- 14 Andrew Moore
- 16 Phil Davies
- 19 Kevin Moore
- 31 Nigel Hale
- 33 Andy Sawyer
- 34 Chris Ashton
- 41 Darren Houghton
- 46 Jamie McDonagh
- 48 Paul Ash
- 49 Roger Manwaring
- 50 Keith Robertson
- 52 Alan Leighton
- 53 Ian Plimmer
- 54 Chris Clark
- 55 Tony Flynn
- 56 Kevin Creaser
- 60 John Davies
- 61 Jody Sherratt
- 64 Nick Upton
- 68 Matt Hickingbotham
- 69 Chris McDonagh
- 70 Darren Simpson
- 71 Alex Cameron



Jon Orr, runner up in 12th



# International Touring Cars

# Scale World Cup



For the International Scale Touring Car World Cup a longer and wider track was created by Mo Griffiths, Clerk of the Course at OnTrack '98, making full use of the Temple Park Centre's huge main hall. Although Touring Cars normally compete outside on tarmac tracks, the weather couldn't be guaranteed, so it was to be held indoors and considering that it rained virtually every day, we were all glad we were in a nice air-conditioned leisure centre.

## David beats the system



Mo had managed to replicate the appearance of an outdoor circuit by using a combination of the grey race carpet and a green carpet. The green carpet extended beyond the track markers and then some strong, slippery yellow tape was used to mark out the edge of the apex. Around Mo's island, which had now moved to the front of race control, some wooden strips had been stuck down and taped over to form a 'rumble strip' to discourage the drivers

The top three ISTC David Spashett from Josh Cyrul and Joel Johnson, giving Losi/Trinity a 1-2-3.

Masami, man in a hurry



Smart paint job on this HPI entry

from cutting the corner too tightly. The circuit looked absolutely fantastic when completed and was a credit to all those who had worked so hard to create it.

This championship was the most open of the three being held. Most peoples pick for the team title was Yokomo or Losi with either HPI or Schumacher picking up third place. On the individual side the choice was more varied with the favourite picks being Masami Hirotsuka, Joel Johnson, David Spashett and Josh Cyrul. One driver tipped by a number of the pundits was Atsushi Hara, the Japanese Touring Car Champion, and he was running as an independent driver! The race format was a bit different too with the heats being changed around so that each of the 120 drivers would race nearly all of the other drivers at some point, 156 races in all! Points are scored on the drivers finishing position in the heats with their best seven scores to count and the total laps and elapsed time would be used in the event of a tie. For the Manufacturers, their best four drivers scores would count towards the team title. Each race had a grid start on the main straight and the starting order was changed after every fifteen



Right: The Schumacher of Stephen Pole

Masami's Yoke with the very popular Andy's Dodge Stratus body

heats - e.g. Heats 1 to 15 started in numerical order with car 1 on pole, for heats 16 to 30 car 1 went to the back of the grid and car 2 started from pole, and so on through the meeting. The motors were limited to a minimum of twelve turns, which most used and some even used thirteen turn motors, which is what one of the motor manufacturers actually expected to use for the five minute racing. There was also a control tyre to be used, the M1 T27 which had ISTC 98 moulded into the sidewall, and each driver received four sets (with an option to buy a further two sets if required) and these were duly marked by technical inspection once mounted on wheels. Needless to say there was a couple of drivers who managed to lose their times through not having their tyres tech'd before using them. During the open practice ses-

Karl Marsden scored a sensational win in the first Top Gun Trophy



Arnaud Choquet made the trip from France with his HPI

## Racing

Unfortunately we do not have the space to give you a race by race account of what happened, but that is available at the BRCA website ([www.brca.org/worlds](http://www.brca.org/worlds)).

With all the racing now over it was time to add up the points! Who would the World Cup winners be? The answer was Team Losi with a maximum score from Yokomo. The individual title saw the top six drivers all on the same points and it was David Spashett who got the verdict on the tiebreak from Josh Cyrul and Joel Johnson, giving Losi/Trinity a 1-2-3.



Gil Losi collects the Team Trophy

sion the drivers tried out the track for the first time and the grip from tyres looked to be just right for some close, exciting racing. The level of traction was bound to increase as more cars took to the track, so knowing how to adapt your car's set-up was going to be important once the racing got under way.

## What did the drivers think?

Before racing started on Saturday some of the drivers were asked how the tyres were wearing and what they thought on the race format and here is what they had to say:-

**Sylvain Cachard (France-HPI)**

'Five heats and the tyres are still okay-I think it is no problem. It's nice, a good idea and I like the racing. You have to be fast every time.'

**Giuseppe Di Ligiouri (Italy-HPI)**

'Wear is okay and so is the racing.'

**Joel Johnson (USA-Losi)**

'I enjoy the racing, but it depends a bit on luck and who you race. It's nice to try something different and its exciting for the spectators.'

**Reto Konig (Switzerland-HPI)**

'I had four runs yesterday, it was better than I expected and the grip is fine. The race format is different.'

**Jukka Steenarri (Finland-Losi)**

'The tyres are okay. I only had two runs yesterday, the grip is okay. I like the race format.'

**Mike Swauger (USA-Yokomo)**

'Tyre wear is okay, I think the racing is good, different and interesting.'

**Gil Losi Jnr (Losi Team manager-USA)**

'Tyre wear is no problem at all. The race format is a double-edged sword. I enjoy it as a spectator and a driver, but it worries me as a manufacturer because results count. Ultimately it's a good thing.'

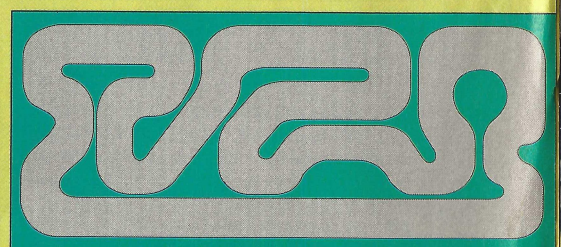
# different format, same result!

## RRCi - Top gun trophies

After the ISTC trophy presentation, it was time to shoot it out for the Radio Race Car Top Gun trophies, as the top Independents and top Team Drivers took to the OnTrack '98 circuit for a final fling. With Ernie Provetti and Mike Reedy acting as official referees, Barry Baker providing the commentary and the drivers' mechanics acting as marshals, the emphasis in the Top Gun shoot-outs was firmly on having fun. The spectator grandstands were packed to capacity as all the other drivers crowded into the seats to enjoy the last two races.

## RRCi Top Gun 1 Independent Drivers

Ryan Coxall, the pole position man, tapped the barrier exiting the right-hand chicane, handing a clear lead to Atsushi Hara, with Andy Griffiths moving into second place from Karl Marsden. Atsushi soon stretched out an enormous lead, while Daniel Bratzler was busy putting Karl under pressure. Karl handled the situation well though, posting some amazingly quick lap-times to pull away from Daniel and



# THE TRACK

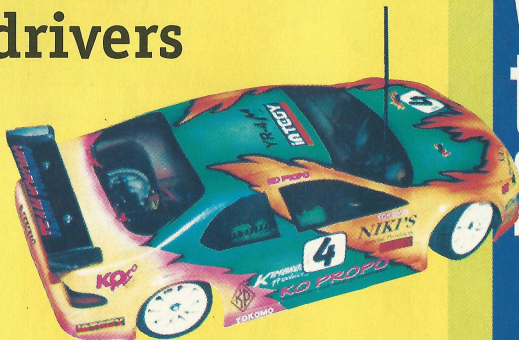


## ISTC - Team results

		Total	Driver 1	Driver 2	Driver 3	Driver 4
1	Losi	560	140	140	140	140
2	Yokomo	554	140	140	137	137
3	HPI	511	134	128	128	121
4	Schumacher	491	134	126	125	106
5	HPI Europe	467	123	115	115	114
6	Kyosho	459	124	116	115	104
7	GM	423	123	101	101	98
8	Corally	414	118	105	98	93
9	Xpress	411	119	102	95	95
10	M-1	377	103	95	94	85

## ISTC - Top Ten drivers

Top Ten	Pts.	Best Time
1 David Spashett	140	142-35m58.70
2 Josh Cyrul	140	142-36m12.58
3 Joel Johnson	140	141-35m38.68
4 Masami Hirasaka	140	141-35m39.47
5 Barry Baker	140	140-35m56.63
6 Mike Blackstock	140	140-35m59.32
7 Greg Hodapp	137	140-35m59.22
8 Mike Swauger	137	140-36m18.88
9 Craig Drescher	137	139-35m59.72
10 Rick Hohwart	134	139-36m00.11



Top: The Kyosho of Tatsuya Sampei  
Above: Yet another Andy's Stratus, this time on a Yoke

to score a sensational win. Atsushi crept across the line to take second place, with Italy's Riccardo Rabitti finishing third.

## RRCi Top Gun 2 Top Team Drivers

Having won all of the silverware in the main competition, Team Losi elected to sit this one out, David Spashett joining Joel Johnson and Josh Cyrul in the grandstand to cheer on the remaining drivers. With the top scoring driver from each manufacturer team in action, this promised to be an excellent race. Masami Hirasaka took the early lead from Christian Wittke, but Steven Pole blasted through on the inside of Christian on lap two, only to roll his car spectacularly a lap later! Up front, Masami opened up a large gap over Christian, with Tatsuya Sanpay moving up into third place. Steven Pole was soon

## where the Brits finished

Pos	Name	Points
12	Ryan Coxall	134
13	Steven Pole	134
16	Andrew Griffiths	131
17	Karl Marsden	128
19	Jamie Booth	128
26	Jason Varley	122
29	Andrew Robson	120
41	Marcus Epstein	110
49	Mark Hughes	103
58	Chris Ashton	98
59	Darren Foy	98
62	Marc Parsons	97
63	Marc Neale	97
67	Scott Winter	95
75	Mark Burgess	92
76	Rob Slater	92
78	Wayne Lander	90
79	Chris Wilkinson	90
80	Andrew Moore	90
83	Adam Rogers	89
86	Ben Cosgrove	86
95	Glenn Doman	83
96	Stephen Lander	83
97	Westley Payne	82
106	Graham Douglass	79
113	Chris Grainger	76

flying back up the field and retook third place. In the end though, Masami cruised to the win from Christian, with Tatsuya retaking third place on the last lap when Steven Pole's car went flat. All of which brought three incredible days of non-stop racing to a close. **RRCi OnTrack '98**



Masami Hirasaka lifted the second Top Gun Trophy

close in on Andy. With Marcus Epstein moving up into fourth place, we were heading for an exciting finish, when suddenly a whole host of cars started to slow with dumping cells. Andy Griffiths went flat first, followed by Marcus Epstein and then Atsushi Hara. Karl Marsden was the only driver who still had plenty of power left and he rocketed past Andy before making a superb pass around the outside of Atsushi at the hairpin in front of the rostrum

Driver	Team	Car	Nicads	Motor	Speedo	Radio	Servo	Gearing	Body	Finished
David Spashett	Trinity, TRC, LRP, Losi, KO intronics	Losi Street Weapon	Trinity 2000	Trinity 12 Quad	LRP Quantum	KO Vantage	KO 2015	23/82	Andy's Dodge Stratus	1
Josh Cyrul	Trinity, Losi, Novak, JR Andy's	Losi Street Weapon	Trinity 2000	Trinity 12 Triple	Novak Cyclone	JR R-1	JR 4735	23/82	Andy's Dodge Stratus	2
Joel Johnson	Trinity, Losi, Novak, TRC Airtronics, Andy's	Losi Street Weapon	Trinity 2000	Trinity 12 Triple D3	Novak Cyclone	Airtronics M-8	Airtronics 94257	23/82	Andy's Dodge Stratus	3
Masami Hirasaka	Yokomo, Reedy, KO, Andy's Kimbrough, Tekin, HB, Proto	Yokomo YR4-M2	Yokomo Plus 2	Reedy 12 Triple	Tekin M-Star M-Star Touring	KO Vantage	KO 2015	21/78	Andy's Dodge Stratus	4
Barry Baker	Yokomo, Maxtec, LRP, MIP Airtronics, Protoform, Suzuki	Yokomo YR4-M2	Maxtec Platinum 2000	Maxtec 12 Triple	LRP Quantum	Airtronics M-8	Airtronics 94257	24/84	Protoform Nissan Primera	5
Mike Blackstock	Trinity, Losi, TRC, Lunsford Andy's	Losi Street Weapon	Trinity 2000	Trinity 12 Triple D3	Novak Cyclone	JR R-1	JR 4735	22/82	Andy's Dodge Stratus	6
Greg Hodapp	Yokomo, Maxtec, MIP, Tekin Airtron, Andy's S-Cal Raceway	Yokomo YR4-M2	Maxtec Platinum 2000	Maxtec 12 Triple	Tekin G-9	Airtronics M-8	Airtronics 94157	22/81	Andy's Dodge Stratus	7
Mike Swauger	Yokomo, Reedy, LRP, Paris, MIP Pro-Shot, Arnette, Sanwa	Yokomo YR4-M2	Reedy Orion 2000	Reedy 12 Dbl	LRP Quantum	Sanwa M-8	Airtronics 94158	30/104	Andy's Dodge Stratus	8
Craig Drescher	Yokomo, Reedy, Orion, LRP Kimbrough, KO, MIP	Yokomo YR4-M2	Reedy Orion 2000	Reedy 12 Quad	LRP Quantum	KO Vantage	Airtronics 94157	22/84	Andy's Dodge Stratus	9
Rick Hohwart	Peak, Losi, Novak, Futaba, MIP Lunsford, Kimbrough, Andy's	Losi Street Weapon	Peak Powerflo 2000	Peak 12 Triple D3	Novak Cycone	Futaba 3PJ	Futaba 9402	23/84	Andy's Dodge Stratus	10

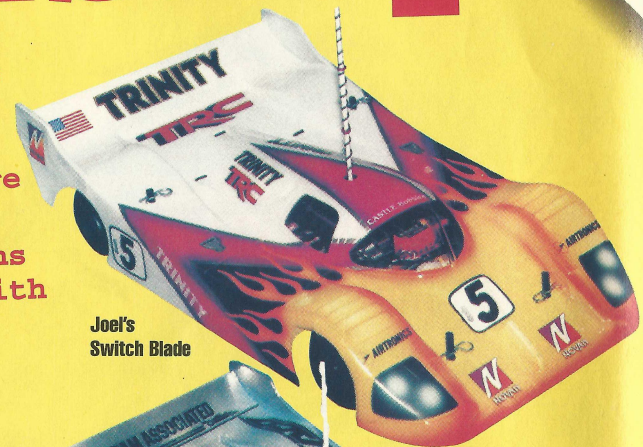
# Pro 10 Championship

Following on from the 12th and ISTC competitions the big question had to be - David Spashett, triple champion, yes or no? Given David's form throughout the championships very few people were prepared to give a categorical 'no way'.

At the end of qualifying there were ominous signs for the opposition, 'Spash' had done it again with chilling dedication - top of the pile, TQ!

What would the finals bring?

# win, win, win again



Joel's Switch Blade



Craig Drescher's Associated

David in the lead from Josh, with a gap to the chasing duo of Mike Swauger and Jon Orr. Josh was all over the back of David's car, desperate to find a way through, his opportunity came in front of race control as David ran slightly wide and Josh immediately dived down the inside putting on a clean move to take the lead on the track. It was then announced that Josh had received a 10 second jump-start penalty for moving on the grid before the race had started and this explained why he was in some much of a hurry. David immediately backed off slightly and let Josh go and from then on the two of them held station, with Mike giving chase from Jon, Craig Drescher and Tony Neisinger.

The next controversial moment came when Josh came to lap Mike B. Mike, still unhappy about the start, held the line and was impeding Josh's car and only moved over when the referees asked him to do so. When it was David's turn to lap him, Mike moved promptly off line and let David through, his point having already been made.

From then on it was a cruise to the finish, with Josh finishing first from David, Mike Swauger, Jon Orr and Craig Drescher. Josh's ten second penalty proved costly though, dropping him to eighth place in the final order, so the win went to David Spashett.



Top three - L to R, 3rd Jon Orr, Champion David Spashett, 2nd Joel Johnson

## Finals

Again space does not allow a full run down of qualifying or the lower finals but the excellent BRCA Internet site has all the detail information. We will get straight to the 'A' finals that decided the third of the events championships.

## A Final - Leg 1

The start of the first A final saw David Spashett get away cleanly to take the lead,

with Josh Cyrul diving down the inside of Mike Blackstock going onto the sweeper at the end of the straight. There was contact and Mike's Switchblade gave the KO board an almighty thump and dropped him to the back of the field. Going into the hairpin the was another accident which saw quite a few drivers involved with Joel Johnson getting knocked over the barriers and been given a stop-go penalty to add to his woes. This left

## A Final - Leg 2

After the incidents in the first A final, would this leg be pay-back time? The battle commenced at the first corner as Josh Cyrul and Mike Blackstock got together again as they came off the sweeper. No team orders here then. Josh clipped the boards in front of race control on the second lap and handed



The Corally of Andrew Moore



The new Yokomo of Masami Hirosaka

David Spashett a big lead from Joel Johnson, Mike Swauger and Masami Hirosaka. This time it was Mike Swauger who was nursing a ten second jump start penalty and was now busy trying to find a way past Joel Johnson. In the meantime Craig Drescher fought his way up the field after a bad start and he was soon into fifth place and closing in on Masami.

Up front it was David Spashett, who was comfortably reeling off the remaining laps. With ten seconds to go, Joel's batteries started to fade and he slipped back down the order as Mike Swauger and Masami Hirosaka motored on by. There was no doubt about the winner, as David Spashett crossed the finish line to rapturous applause to take his THIRD World title inside two weeks - an unprecedented and incredible achievement! Mike Swauger's penalty dropped him down to ninth

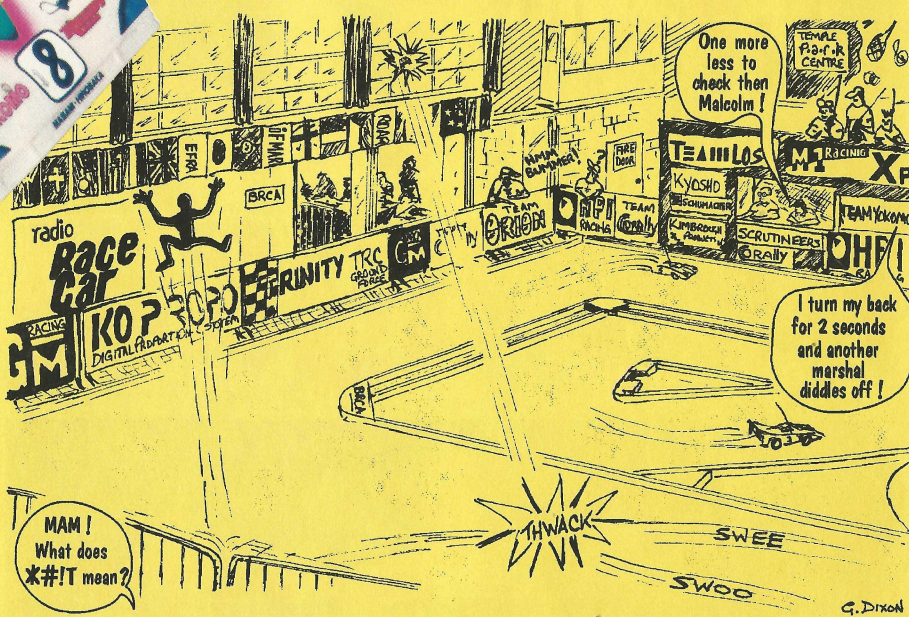
place, giving second position to Masami, with Joel just managing to creep across the line to hold onto third from Jon Orr and Craig Drescher.

## A Final - Leg 3

With the World Championship title already safely tucked in David Spashett's pocket, the final leg of the A final was all about who would take the runner-up spot. All bar one of the cars got through the sweeper cleanly and this time the unlucky driver was Craig Drescher who took a hard hit on the boards. Up front it was David Spashett leading from Mike Blackstock, Josh

Josh Cyrul's Switchblade

Cyrul, Joel Johnson and Mike Swauger. It didn't take Josh too long to find a way through into second place though, with Joel following him through as the cars exited the chicane. Shortly afterwards, Mike B hit the boards in front of race control and dropped to the tail of the field. David was setting a blistering pace up front, pulling away from the field at an incredible rate. Meanwhile, Joel was pushing Josh hard, waiting for a mistake that could hand him the runner-up position. Joel's opportunity came with 20 seconds to



"The Twilight Zone" Pro 10 practice, IFMAR OnTrack Worlds '98

Driver	Team	Car	Nicads	Motor	Speed Controller	Front Tyres	Rear Tyres	Radio	Servo	Gearing mpr	Body	Qualify	Final
David Spashett GB-22	Trinity, TRC, LRP, KO Intronic	Trinity Switchblade	Trintiy 2000	Trinity 12 Dbl	LRP Quantum	TRC Purple	TRC Grey	KO Vantage	KO 2001	34	Andy's Sauber Mercedes	1	1 1,1,1
Mike Blackstock USA-25	Trinity, TRC, JR Lunsford	Trinity Switchblade	Trinity 2000	Trinity 12 Dbl	Novak Cyclone	TRC Purple	TRC Grey	JR R-1	JR 4735	35.8	Andy's Sauber Mercedes	2	10 9,8,10
Josh Cyrul USA-20	Trinity, TRC, Novak JR, Lunsford, Losi	Trinity Switchblade	Trinity 2000	Trinity 12 x 6	Novak Cyclone	TRC Purple	TRC Grey	JR R-1	JR 4735	36.6	Andy's Sauber Mercedes	3	9 8,7,8
Mike Swauger USA-22	Yokomo, Reedy, LRP Paris, Pro-Shot, Jaco KO, Andy's, Arnette	Yokomo YRX-98	Reedy Orion 2000	Reedy 12 Dbl	LRP Quantum	Jaco 35	Jaco Grey	Airtronics M-8	KO 2001	33.5	Andy's Sauber Mercedes	4	5 2,9,6
Joel Johnson USA-30	Trinity, TRC, Andy's Airtronics, Novak	Trinity Switchblade	Trinity 2000	Trinity 12 Quad D3	Novak Cyclone	TRC Purple	TRC Grey	Airtronics M-8	Airtronics 94257	34.9	Andy's Sauber Mercedes	5	2 10,3,2
Jon Orr USA-26	GM, Associated, Jaco Yokomo, RCPS Kimbrough, Racetech	Associated 10L2	GM-VIS 2000	GM 11 Triple	GM V-12	Jaco 35	Jaco Grey	Airtronics 3PS	Airtronics 94257	32.5	Andy's Sauber Mercedes	6	3 3,4,4
Craig Drescher GB-23	Associated, Reedy, KO Jaco, Orion, Kimbrough Protoform, LRP, Yokomo	Associated 10L2	Reedy Orion 2000	Reedy 12 Triple	LRP Quantum	Jaco 35	Jaco White	KO Vantage	Airtronics 94157	32.7	Andy's Sauber Mercedes	7	7 4,5,9
Masami Hirosaka Jpn-28	Yokomo, Reedy, Tekin Jaco, Associated Andy's, KO, Protoform, Hot Bodies	Yokomo YRX098	Yokomo Plus 2	Reedy 13 Triple	Tekin G-10	Jaco 35	Jaco Grey	KO Vantage	KO 2001	33.8	Protoform Nissan	8	4 5,2,7
Tony Neisinger USA-37	BSR, Kimbrough, Andy's Assoc., Reedy, Lunsford Tekin, Airtronics	Associated 10L2	Reedy Orion 2000	Reedy 12 Dbl	Tekin G-10	BSR Purple	BSR White	Airtronics 3PS	Airtronics 94737	34.8	Andy's Sauber Mercedes	9	8 6,10,5
Andrew Moore GB-18	Corally, Orion LRP, Kimbrough	Corally C10-X	Orion 2000	Corally 12 Dbl	LRP Quantum	Corally Gold Star (H)	Corally Gold Dot	KO Vantage	KO 912 Fet	34.3	Protoform Nissan P-35	10	6 7,6,3

go, when Josh's car slowed with dumping batteries. As Joel shot past, Andrew Moore followed him through, only to get clipped by Josh as the cars entered the back straight. The impact tucked up the bodysell on Andrew's car, but he was able to complete the final lap, finishing in third place behind David and Joel. Jon Orr picked up fourth place from Tony Neisinger and Mike Swauger. With the points added up, the overall win went to David Spashett, with Joel Johnson taking second place from Jon Orr, Masami Hirosaka and Mike Swauger.

## Top Ten in PRO10

1	David Spashett	926
2	Mike Blackstock	921
3	Josh Cyrul	918
4	Mike Swauger	914
5	Joel Johnson	908
6	Jon Orr	900
7	Craig Drescher	895
8	Masami Hirosaka	887
9	Tony Neisinger	883
10	Andrew Moore	880



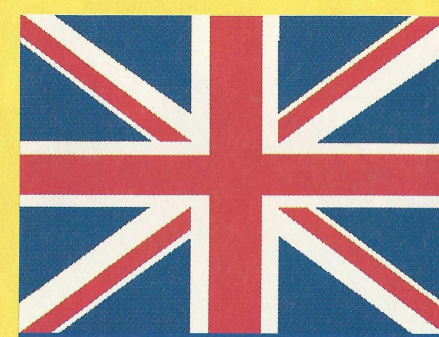
Mike Swauger's Yoke

The 'A' Finalists



The Switchblade of Mike Blackstock

A final 1-2 for Trinity was clearly the cherry on top of the cake for team supremo Ernie Provetti, while another podium position for GM/Associated's Jon Orr proved his credentials, having already finished runner-up in 1:12. The poolside trophy presentation and banquet saw David pick up another first, as he was first to be thrown in the pool. Thanks must go to the principal sponsors of Ontrack '98 - Team Orion and HPI Racing. Another World Championships was over and congratulations must go to all those who helped to make it the smoothest and best run event ever! **RRCI OnTrack '98**



## where the Brits finished

27	Marcus Epstein
32	Darren Houghton
34	Andy Sawyer
36	Chris Ashton
39	Robin Hammett
41	Jamie McDonagh
43	Mark Jewitt
50	Chris Grainger
52	Alan Leighton
53	Paul Ash
54	Darren Foy
57	Chris Clarke
57	Syd Evans
68	Mark Chinery

The World Championships attracted the media from all over the world

## media attention

Journalists from all over the world converged on South Shields for the Worlds. We spoke with colleagues from around the world including Japan and the USA who clearly identified the Worlds as a 'can't miss' event. RRCi was represented by Mike Haswell, Jamie McDonagh and Ed' PeterE reporting on the event and RRCi contributors Brian Duggan, Kon Kazee and Alan Leighton were also much in evidence during the event.



The Lighthouse/RRCi crew were in action seconds after David Spashett received his ISTC trophy

## Stars of screen

As well as written reports RRCi was working with our friends at Lighthouse Video to bring you the official, definitive record of the event. John Cheyne, RRCi Marketing whiz, and Verity, RRCi's Video presenter, were busy throughout the event recording interviews with drivers and team managers, IFMAR and BRCA officials and event sponsors.

Jon Essex, Lighthouse Video Manager ably assisted by Andy Harris was constantly on the move recording footage of all of the finals to compliment the interviews and background information on the video. Some of the crashes were spectacular and the video footage excellent despite the technical problems of filming model cars travelling at over 30 MPH! The final footage will be edited using the new digital editing suite at Lighthouse to the highest standards. Run time will be around 90 minutes. The Official Video will be available throughout the world through distributors in PAL and NTSC formats. Release is set for 16th September 1998. Details of where you can buy the Video will be in next month's RRCi, don't miss it! **RRCI OnTrack '98**

Below Left: Video playback proved invaluable to the BRCA officials to confirm those difficult decisions, did he move on the grid before the start? (Yes)  
Below Right: The Video team were in the thick of the action from all the finals

