

RADIO CONTROL

MODEL CARS

WORLD

**Associated
& Yokomo win**

WINNERS

-Losi come close



INSIDE;

- Interviews with the World Champs
- How the Worlds was won
- All new Yokomo-pics inside



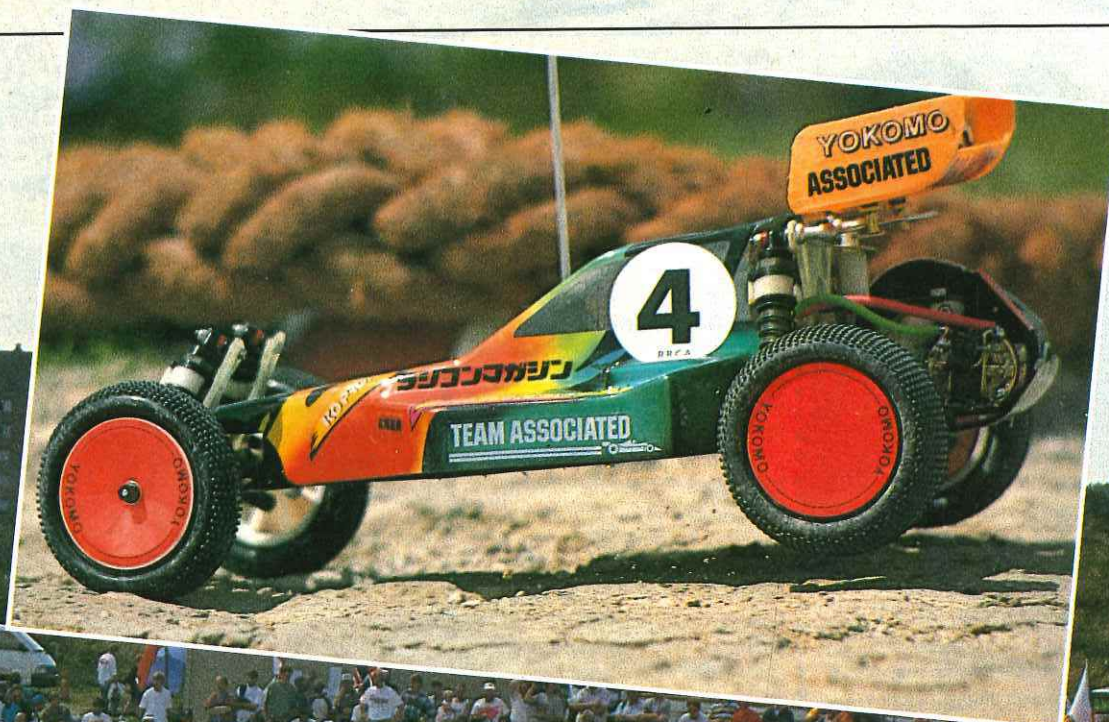
9 770953 057024

11

Argus SPECIALIST PUBLICATION  **BEST VALUE**

THE HOT NEWS IN RADIO CONTROL RACING & KIT REVIEWS

1993
OFF ROAD WORLD
CHAMPIONSHIPS
REPORT

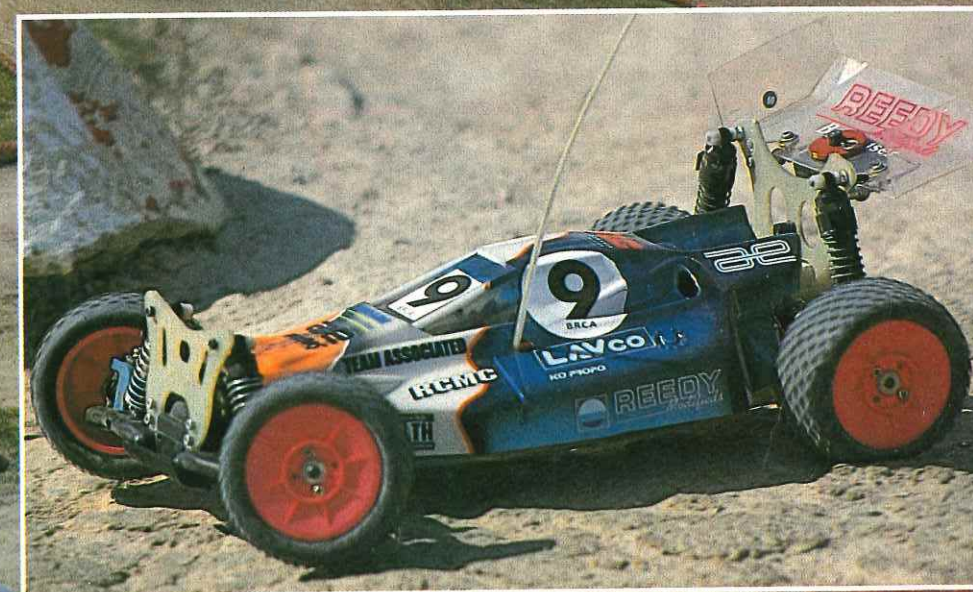


KINWALD KING- MASAMI AMAZING!

The 1993 IFMAR Off Road Championships was the best ever! - RCMC's team of reporters brings you the full story....

The Greatest 1/10 Off Road Show on Earth is the simplest way to describe the 1993 IFMAR World Championships held at the Pipp's Hill Leisure Complex, Basildon. This most prestigious of meetings, sponsored this time by Parma/PSE, Associated Electrics and RCMC, is held every two years with each member of IFMAR hosting the event in turn. The Southend Car Club were given the opportunity by EFRA to stage the event and they

formed a new organisation, T.E.M.A.C. (Thames Estuary Model Auto Circuits), searched for a larger venue and then built a completely new track specifically with the World Championships in mind. Their determination has produced probably the best 1/10 Off Road venue in Europe and the organising skills, for which the club was chosen in the first place, resulted in the best ever 1/10 Off Road Worlds. The event being as superbly organised as the racing was exciting.



1993 OFF ROAD WORLD CHAMPIONSHIPS REPORT

The Brits showed the World how it is done – everyone I spoke praised the organisation and track and after such a disastrous summer even the climate was kind, a morning of rain on 2WD Finals Day was all we saw during the racing. All that was missing was a British winner, even so the UK team did us proud with 3 drivers making the 2 & 4WD podiums.

This event had everything, superb racing, high drama in the finals, a demotion which was a tragedy for a UK driver, and a competitor list which was a Who's Who of 1/10 Off Road racing. A wonder through pitting marquee

which was like an Aladdin's cave of equipment, if you were fortunate enough to have a pit pass that is, had you rubbing shoulders with the likes of Cliff Lett, Joel Johnson or Masami Hirotsuka to mention just three.

King of 2WD!

The 2WD Crown was won in exciting fashion by American, Brian Kinwald, after a tremendous series of "A" Final legs.

Last time the World Championships were held in the UK, back in 1987 at Romsey, we saw the emergence of a young Japanese lad called Masami Hirotsuka. He has been World Champion ever since. In the 4WD Championships this respectful 4 times World Champion put on a breathtaking show to prove he's still the best in the world. Craig Drescher finished in third place in the 2WD event and could be forgiven for believing that on another day he could have won it! Kevin Moore and William Mitcham were the runners up in a 4WD competition which was full of incident and drama and had Ben Sturnham

holding FTD until the final round of qualifying.

The Track

Many hours of works had gone into regrading the circuit since the weather-affected Reedy Invitational held back in late May and this had all been worth while. It was in excellent condition even after 3 days of free practice. Terry Wright, who designed and built the track, using Essex clay mixed with granite chippings produced a smooth, low grip surface which proved very troublesome even for the world's best drivers.

The first bend to confront the cars, after the staggered starting area, was a dogleg in front of the rostrum. This was named the "Bus Stop" and led the cars to a sweeping bend which contained a step-up. This step-up was the first of a series of tricky sections which caused the

IFMAR 1993 OFF ROAD WORLD CHAMPIONSHIPS JULY 28th - AUG 8th 1993 BASILDON

Sponsored By
PARTRIA
Associated
RC Model Cars Magazine



major problems for all drivers in both competitions. A tight line close to the track markers was the best line to take up the gradient but this was difficult to accomplish every lap, and especially when in traffic. The gradient led onto a short straight. This being the highest point on the circuit, was called the "Terrace". Next came another complicated section, a right handed bend, with lots of adverse camber, then down a slope to another right hander which led into an hairpin and dip. Commentator Pete Winton named this dip, the "Basin". A chicane in the basin and sharp left hander then brought the cars onto a 30 metre long straight. There was no time for relaxation here because a hump, named "George's Tummy" by Pete because it resembled one of our

esteemed BRCA Chairman's most prominent features, came towards the end of the straight just before the banked right hander which took the cars round to the bunny hop. This fast hump on the straight was difficult

to get right flat out and, as with the step-up, could only be safely taken at speed on the right line. This was one section of the track for overtaking but it proved costly if the line was wrong. Following the bunny hop a tight left hander was then negotiated before the final hairpin bend completed a lap. Add lots of ruts and bumps in the later stages of 2WD qualifying to

make driving more stressful and you can see that the winner really earned his laurels. Average lap time in the 2WD competition was around 25/26 seconds.

The "basin" section was not used for the 4WD competition, instead a sweeping left-hander and another bunny hop came into play before the straight.

2WD World Championship

Three days of free practice which was interrupted with heavy showers had us all praying for fine weather and when this arrived for the controlled practice rounds another problem arrived too – the smart yellow bibs, provided by TEMAC to identify the marshals, had to be discarded after constant attacks by wasps!!

Monday – First 3 qualifying rounds

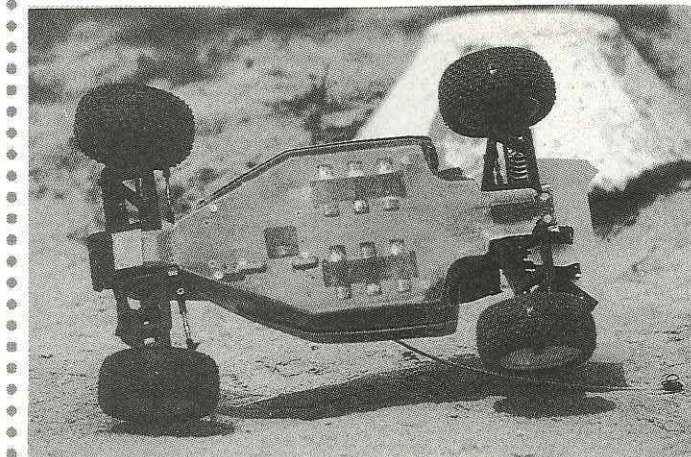
Monday was when the serious racing began. Three qualifying rounds of the 6 in the 2WD competition were held today and most of the leading times came in rounds 1 & 2, nearly all from American drivers. Round 1 saw Associated/Reedy driver Mark Pavidis grab the TQ spot with his RC10. A time of 12 laps 308.43 was a second quicker than second placed Associated team mate, Matt Francis. Matt Ledger, yet another American Associated/Reedy driver and a fellow countryman, John Koonce, driving a Trinity powered Losi XX, which was the new contender to arrive from Gil Losi's workshops, took up the next 2 places on the qualifying list. Ominously 4WD World Champ, Cliff Lett, was up there too in the leading bunch with another Associated driver, Derek Furatani. Good news for the Brits was that Matt Needham and Ben Sturnham, both racing the Schumacher Cougar 2000s, were in contention in 8th and 10th place respectively – both driving really well.

Faster and faster

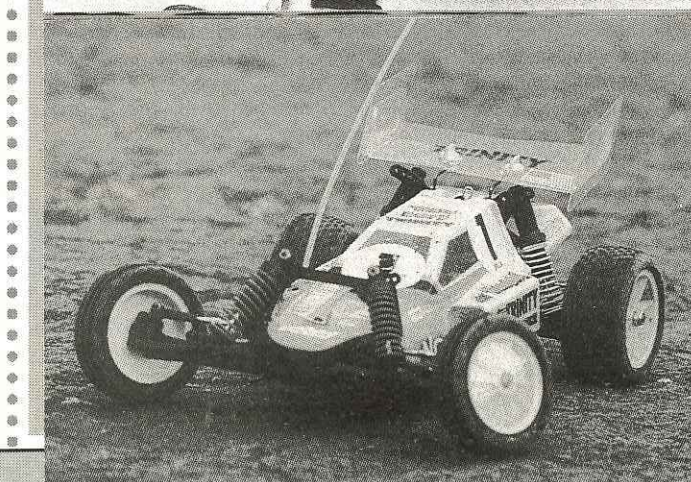
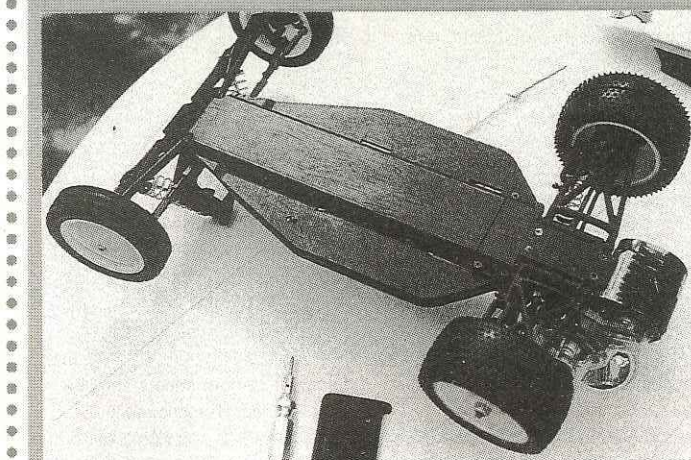
Mark Pavidis' time was soon beaten in Round 2 when several of the leading positions changed. Losi driver, Scott Brown in heat 1, went 3 seconds quicker than FTD and it was not long before 1987 2WD World Champion, Joel "Magic" Johnson, pulled a faster run out of the hat to lead the overall positions

by 1 second. His time was of 12/304.85 was looking very good as Associated/ Peak Performance driver Carlos Conzales and World Champion Masami Hirotsuka, both driving RC10s, moved into the leading ten some seconds down on FTD. The track, now hard, dusty and bone dry, was showing signs of wear and becoming appreciably slower by round 3. By the end of the days racing it was decisively worst for wear with only Brian Kinwald's RC10 affecting the top ten placings as he moved into 8th place with 12 311.44 seconds.

The Brits in contention at this stage were led by Craig Drescher. He was our only driver in the leading 10, being in 6th place but well in contention. With the possibility that track times would worsen for the second half of qualifying the rest of the UK team, along with the other 140 competitors not in the top ten, were praying the track would not deteriorate too drastically. Ben Sturnham and Matt Needham were certainly on the pace to make the "A" Final, both had driven brilliantly to be in the top 15 with Kevin Moore a couple of seconds behind



Team Losi had a all new 2WD car for the World Champs. The Losi XX looks very neat and tidy and features some very clever design points. Stepped chassis allows the batteries to sit very low, long suspension arms feature as do a new XX gearbox and a clever servo clamping plate. The cars are now available from new agent Helger Racing.



Jamie Booth may not have had the best results of his life but at the end of the day.....he won the top raffle prize with just one ticket!! An MRC 1:4 scale car.

them in 20th place. Kevin's car had looked so good in practice but now appeared like most of the Cougar 2000s – skittish. Even Matt Needham struggled to live with Joel's Losi XX in the second round. The Losi XX, on the other hand was handling this track brilliantly.



LOSI XX

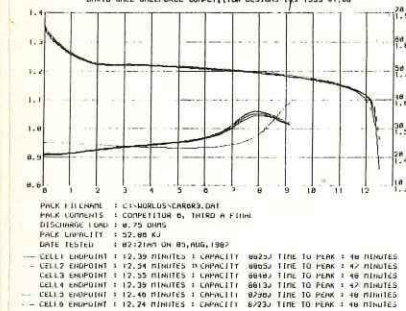


Right: The Brits! Smartly displaying the BRCA teamwear. Below: Masami's father places the pole position Yokomo on the line. Bottom: Craig Drescher gives new World Champ Brian Kinwald a helping hand.



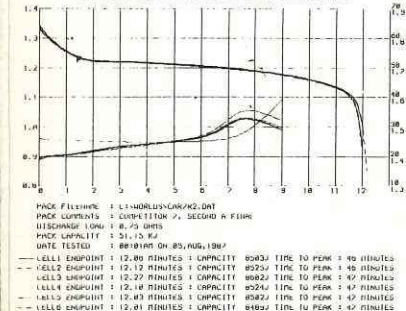
Craig Drescher

GALEFORCE MICRO BATTERY ANALYSIS SYSTEM - PACK TESTER
DAVID GALE, GALEFORCE COMPETITION DESIGNS (C) 1993 U.I.M.F.



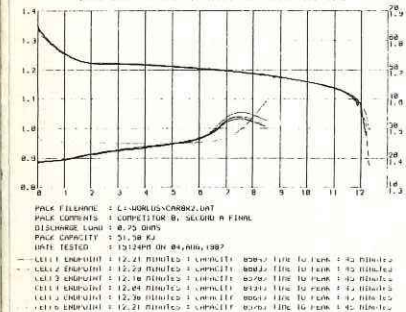
Masami Hirosaka

GALEFORCE MICRO BATTERY ANALYSIS SYSTEM - PACK TESTER
DAVID GALE, GALEFORCE COMPETITION DESIGNS (C) 1993 U.I.M.F.



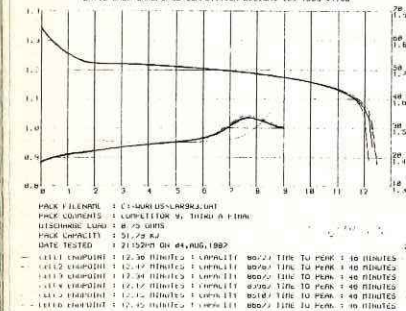
Brian Kinwald

GALEFORCE MICRO BATTERY ANALYSIS SYSTEM - PACK TESTER
DAVID GALE, GALEFORCE COMPETITION DESIGNS (C) 1993 U.I.M.F.



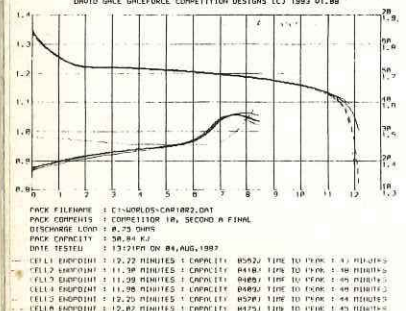
John Koonce

GALEFORCE MICRO BATTERY ANALYSIS SYSTEM - PACK TESTER
DAVID GALE, GALEFORCE COMPETITION DESIGNS (C) 1993 U.I.M.F.

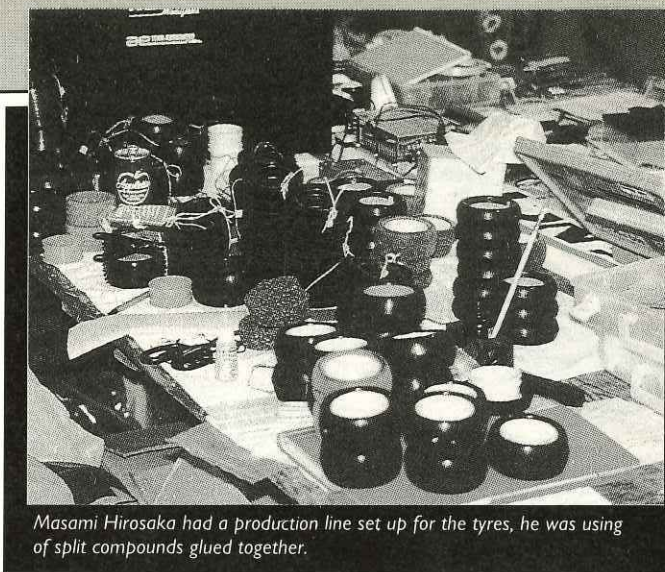


Matt Ledger

GALEFORCE MICRO BATTERY ANALYSIS SYSTEM - PACK TESTER
DAVID GALE, GALEFORCE COMPETITION DESIGNS (C) 1993 U.I.M.F.



1993 OFF ROAD WORLD CHAMPIONSHIPS REPORT



Masami Hirosaka had a production line set up for the tyres, he was using of split compounds glued together.

The Top Ten listing, after 3 rounds, showed there was a spread of almost 36 seconds in the "A" Final line-up.

Top Ten 2WD Qualifiers after 3 Rounds.

Name	Country	Laps/Secs	Ave. Lap	Round
1.	Joel Johnson	USA	12/304.85 25.40	2
2.	Scott Brown	USA	12/305.91 25.49	2
3.	Mark Pavidis	USA	12/308.43 25.70	1
4.	Matt Francis	USA	12/309.35 25.78	1
5.	Carlos Conzaes	USA	12/310.21 25.85	2
6.	Craig Drescher	UK	12/310.77 25.90	2
7.	Masami Hirosaka	Japan	12/311.08 25.92	2
8.	Brian Kinwald	USA	12/311.44 25.95	3
9.	John Koonce	USA	12/311.61 25.97	1
10.	Matt Ledger	USA	12/311.76 25.98	1

Other Teams could not find the right answers on this hard, dry, dusty track – the Kyosho Team drivers driving the new Triumph Pro X were really struggling. Chris Moore, who was the only American driving the Pro X, had brought a car from the States very different from the one he ran a few months earlier here at the Reedy.

Modifications like longer rear wishbones and a graphite chassis was unlike the Kyosho factory version but it handled the same as the rest – very poorly on this track. Chris was down in 124th place but "having fun", and Jamie Booth, who is good enough to grace any "A" Final in the world with the right car, had given up on the Pro X and was running the modified Triumph. The car's handling was inadequate on this track putting Jamie down in the "I" Final but still leading Kyosho's challenge.

Tamiya had faired little better – Ellis Stafford and Lee Wright both used to this circuit could not keep a run going for 5 minutes. The Tamiya 2WD handled reasonably I thought but with the track roughing up and both drivers trying too hard, they were hoping for better luck for the last three rounds. Traxxas driver, Rick Vehlow, who nearly won the 2WD World Championship in Detroit, was another driver not at ease with life. The latest version of the Traxxas was not performing at all well on

this track and Rick could be seen scratching the hairy growth on his chin he calls a beard and pondering at what to try next.

In the C

Lying in the "C" final along with Cougar 2000 drivers, William Mitcham and Steve West, Rory Cull was expecting better things of his RC10 tomorrow.

The top thirty was dominated with American drivers (21 out of 30). So after Day 1 – 8 Yanks, 1 Brit and the Japanese 1992 2WD World Champion made up the "A" Final line-up with the talk of the pits being the performance of the new Losi 2WD car. This looked in a class of its own and with only three rounds of qualifying remaining for Associated, Schumacher and the others to prove any different.

New Tyres

Following on from the Reedy meeting where much experimentation took place with tyres, new compounds and profiles were being used by the major teams. Proline's Associated RC10 drivers were using newly developed tyres. On the rear was a 8081 stud type in XTR compound

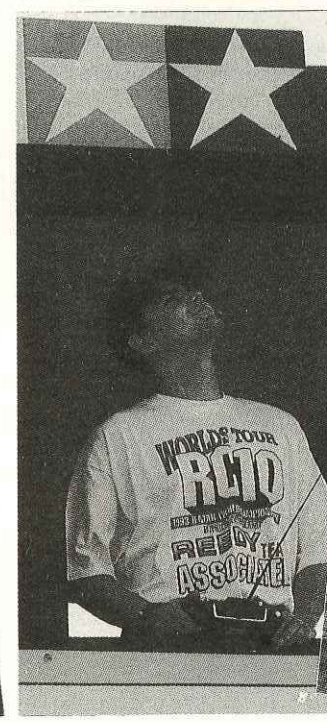
with a flatter profile to the tyre. This new tyre was named the "Stubby" by Proline's Tim Clarke. Proline had developed a new wide ribbed tyre, similar in width to a 4WD front tyre, and this was the choice for the front of the RC10s. Schumacher, on the other hand, were using the new BiBx compound, identified with an orange dot on the tyre wall. The shape and stud size of the tyre was unlike the prototype Prolines or Losis which were much flatter. The BiBx tyres are a similar shape to the popular green compound minispike. The Cougar 2000s were shod with BiBx cut ribs on the front.

Losi had developed a new compound called the Gold Compound and were using tyres with a similar shape and stud size to the Prolines. Jack Johnson told me their new Losi XX developed so much steering that they were using standard hard Losi ribs on the front to reduce steering "bite".

2WD World Champion Masami Hirosaka had another plan, he could be seen surrounded by stacks of half tyres and was gluing two compounds together in the hope of finding Utopia – a tyre which worked perfectly on this track. In the end he settled for stock Yokomo tyres TF390 and TR39 in the soft compound. Tyres



Masami at play...TQ by 6 seconds was the result! Right; Craig Drescher looks for inspiration...to the Tamiya stars....



Gene Hastings reads the final results that mean he is top of the heap yet again...and of course looks well pleased.

played the major role in qualifying but in the finals it was the condition of the track and the intervention of rain which ultimately decided the outcome as well as the rubber!

Tuesday – final 3 qualifying rounds

Dedication....

Some of the Hong Kong 4WD Team had decided to go and practice so they travelled 220

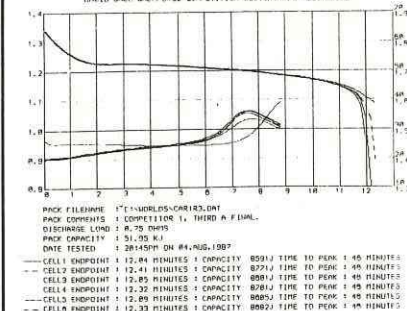
miles up to Aire Valley to set up their 4WD cars.

The sun shone as the fourth qualifying round began and it was Cougar 2000 driver, Matt Needham, showing the way home with 12 laps 313.41secs – just outside an "A" Final time but close enough to give everyone confidence that it was possible to still make it. As the round progressed this optimism was soon dashed, the track surface in places had cracked and cut up badly with flakes of clay coming away to leave pot holes on the

CONTINUED PAGE

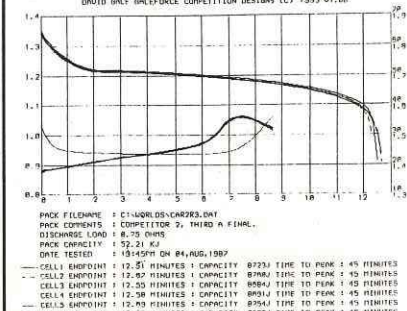
Joel Johnson

GALEFORCE MICRO BATTERY ANALYSIS SYSTEM - PACK TESTER
DAVID GALE, GALEFORCE COMPETITION DESIGNS (C) 1993 U.I.M.F.



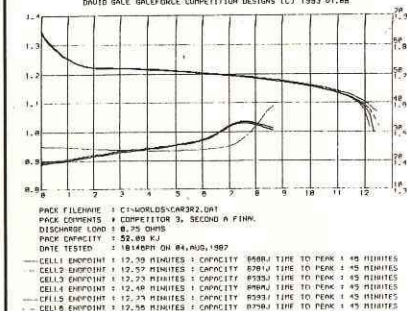
Scott Brown

GALEFORCE MICRO BATTERY ANALYSIS SYSTEM - PACK TESTER
DAVID GALE, GALEFORCE COMPETITION DESIGNS (C) 1993 U.I.M.F.



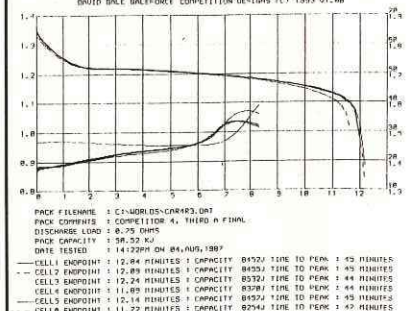
Mark Pavidis

GALEFORCE MICRO BATTERY ANALYSIS SYSTEM - PACK TESTER
DAVID GALE, GALEFORCE COMPETITION DESIGNS (C) 1993 U.I.M.F.



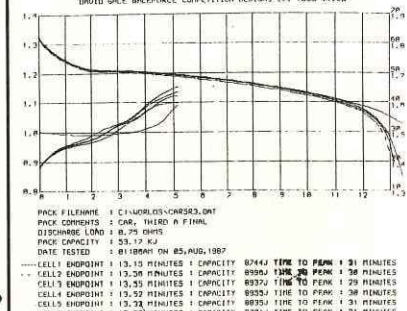
Matt Francis

GALEFORCE MICRO BATTERY ANALYSIS SYSTEM - PACK TESTER
DAVID GALE, GALEFORCE COMPETITION DESIGNS (C) 1993 U.I.M.F.



Carlos Gonzales

GALEFORCE MICRO BATTERY ANALYSIS SYSTEM - PACK TESTER
DAVID GALE, GALEFORCE COMPETITION DESIGNS (C) 1993 U.I.M.F.



1993 OFF ROAD WORLD CHAMPIONSHIPS REPORT

racing line. It was not surprising that by the end of Round 4 very few drivers had beaten their previous best times. Only 15 improvements could be seen in this round and these were at the bottom of the qualifying list! In Round 5 the story was very similar apart with the

exception of Joel Johnson! He made a mockery of the track conditions with a time which was quick enough to make the "A" driving another scorching run with the Losi XX. His time was within 4 seconds of his FTD time although strangely enough this was the only time quick enough, on the second day, to make the top ten. William Mitcham put up a quick top thirty time but he was only one of half a dozen drivers of the 150 entrants to improve their times. No one else came anywhere near to a

BRIEFLY

● **BBK Racing had the most** advanced timing system ever seen at the 1993 World Champs. Heat number, race time and a full run down of continually updated results was on display for the public, referees and the drivers...

● **Losi owner Gil Losi** was set-up a special TQ Terrace after Joel Johnson's TQ was set. The terrace served as a trackside viewing area for Gil and Jim Halsey, chairs, tables and plants were involved!

● **The Losi XX** totally all new 2WD almost had a complete dream debut. Taking TQ and with a very good chance of a win until one bad bounce took it away...

● **More Losi News**, Losi products will now be imported into the UK by Helger racing. Gil Losi and George Land were seen negotiating hard at Basildon and the new deal was the result.

● **Seen in the pits** at Basildon were, Gary Culver (top 1:8 racer), Mark Poynton (commercial manager Team Castrol Lotus), Tony Stevenson (Traplet and CML), Ted Longshaw and John Howell (RC Car Action).

● **Associated were rumoured** to have been using weighted front wheels on their 2WD cars, many other teams were soon seen to start weighting wheels...

● **Associated** have now taken their World title tally to 12.

● **RCMC** - joint sponsors of the 1993 Champs took a reputed 1500 photographs at the World Champs.

● **Masami Hirosaka** was known to have been running glued

together tyres during the races, half of one compound, half of another....

● **Traxxas** came to the World Champs with the TRX3 and Rick Vehlow, with surely their best chance of winning. The new car was not a success on the high grip track and did not feature in the top 40.

● **Mr F Taki of Tamiya** was at Basildon. Mr Taki who designed the original "Rough Rider" was overlooking his team effort run by Alan Harman. Mr Taki can be felt responsible for off road racing existing.

● **Kyosho's Pro X 2WD** which is now on sale in Japan was not successful at Basildon. The car did not work well and a totally new designed was being discussed. Rumours had it that the Pro X cost up to £300,000 to develop.....

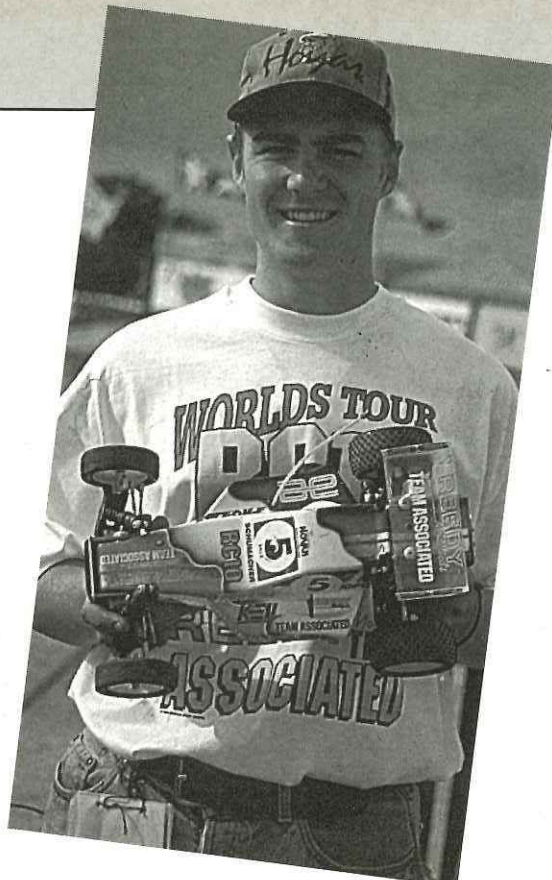
● **Nick Marson of Nosram** was taken ill during the Championships, we can report that Nick is now on the road to recovery and wish him good luck from all our readers.

● **It was rumoured** that Kevin Moore was involved with the protest against Ben Sturham. Kevin has told RCMC that he played no part in the proceedings and that he was unaware that the protest had been placed.

● **Parma and Associated** had there own hospitality suite at the trackside, it featured a raised platform from which guests could view.

● **The TEMAC Track** is now officially the Tamiya Racing Circuit. The TEMAC Club will be Tamiya sponsored for the next three years.

● **Proline** had new tyres at the Worlds, a wide rib was used on Kinwald's car and a new rear 8081 lookalike but smaller and lighter were also used by Masami.



decent time. Rob Gammon driving a Corally powered RC10 moved into the top forty with 12/317.97 and this was one of the quickest times in a day of very few improvements. The Losi XX continued to be the car to beat - nearly all the quickest times during the rounds 5 and 6 were made using the car even though there were no changes to the leading positions. Only Jack Johnson's Losi made any significant moves in the final round moving to 26th overall.

It had been an unsatisfactory series of qualifying rounds for the UK Team spoiled on the second day by the state of the track. No changes to the "A" final line-up was accomplished after the third round

and smatterings of disapproval because the track had not been repaired came from various parties. Perhaps they had a point and the track should have been kept at the same level of repair throughout the qualifying heats.

Wednesday - 2WD Finals Day

There were no major modifications to any of the RC10s that I could see on the cars of the "A" Finalists. No Associated driver in contention had exactly the same car. Different caster blocks or drive shafts were being used but by the finals all had fitted a Losi Hydra

Drive and all were using the new wide ribbed XTR front tyre.

Repairs to the track were carried out after qualifying when it was regraded and rolled prior to the finals practice session. Dark clouds, thickening during the mornings finals practice session and covering most of the sky by lunch time, were giving more concern than the state of the track. The rain came mid way through the finals and changed the whole complexion of the racing.

The "A" Mains. With God on my side...

Joel Johnson's Losi XX was certainly the car to beat in the dry and bumpy conditions but when the track became damp the car's handling was less sure and as if by divine intervention gave the Associated drivers more of a chance.

In leg 1 Joel led for most of the way with Kinwald's RC10 snapping at his heels until a mistake gave Brian his chance and he sped passed whilst Joel's Losi XX was being marshalled. Now it was the Losi's turn to pressurise the leader and a decisive overtaking move down the slope regained a lead which was held to the finish. The racing had been exciting and thrilling to watch with Brian Kinwald finishing second to take 9 points and Scott Brown coming home third.

Legs 2 and 3 of the "A" Final were raced in damp/wet conditions and still Joel had the opportunities in both to consolidate his first leg win and become World Champion. Leg 2 saw another scrap between car 8, Kinwald's RC10, and the

Johnson's Losi XX but this time it was the RC10 which gained the upper hand to win with Joel finishing second and Matt Francis third.

Now this was becoming interesting...

IFMAR rules have it that the third result comes into play in case of level points. Both Joel Johnson and Brian Kinwald were on 19 points with a win and second place each so, in the final leg, the driver who finished in front of the other would win the championship. It did not matter if they finished 9th & 10th in the third leg the one in front of the other would be Champ. In the 3rd leg, Joel Johnson led from the start and held a fairly comfortable 10 metres lead mid way through the race with Brian Kinwald well down the field at this stage but improving as was Craig Drescher and Masami Hirosaka. Then tragedy for Joel, an awkward bounce approaching the "basin" put the Losi into the track marker and his world championship challenge on hold for another 2



years. Craig, Masami and Brian Kinwald battled for the remainder of the race with Brian just beating Craig to the line at the close. So with two wins from three legs Brian Kinwald became the 1993 2WD World Champion and this brought a rare smile to his face coming down off the rostrum. One trophy this Associated Team will never win is in the FUN stakes. Craig Drescher

Joel Johnson had not driven off road for almost a year before Basildon and immediately set 2WD TQ and made the 4WD final. Rory Cull had an excellent chance of making both finals but just didn't quite make it.

drove brilliantly to finish second in the third leg and his two fifth places in legs 1 & 2 gave him an excellent third overall. Craig was disappointed at this knowing he could have done better but that little bit of luck that's needed had deserted Craig at these championships. Joel Johnson was the one who must have been kicking himself, the chances had been there but a combination of wet weather and a couple of errors had cost the Joel the glory. The Losi XX, I felt, had the edge for most of the event and this new car which will be on sale in the shops before Xmas is certainly good enough to beat the rest. Gil Losi summed it up with a smile at the end and reckoned God was on Associated's side this time.....

World Champion * Brian Kinwald *
Runner up * Joel Johnson *
Third place * Craig Drescher *

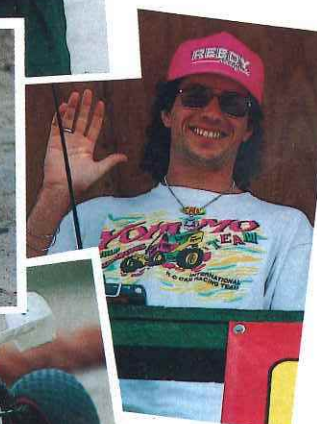
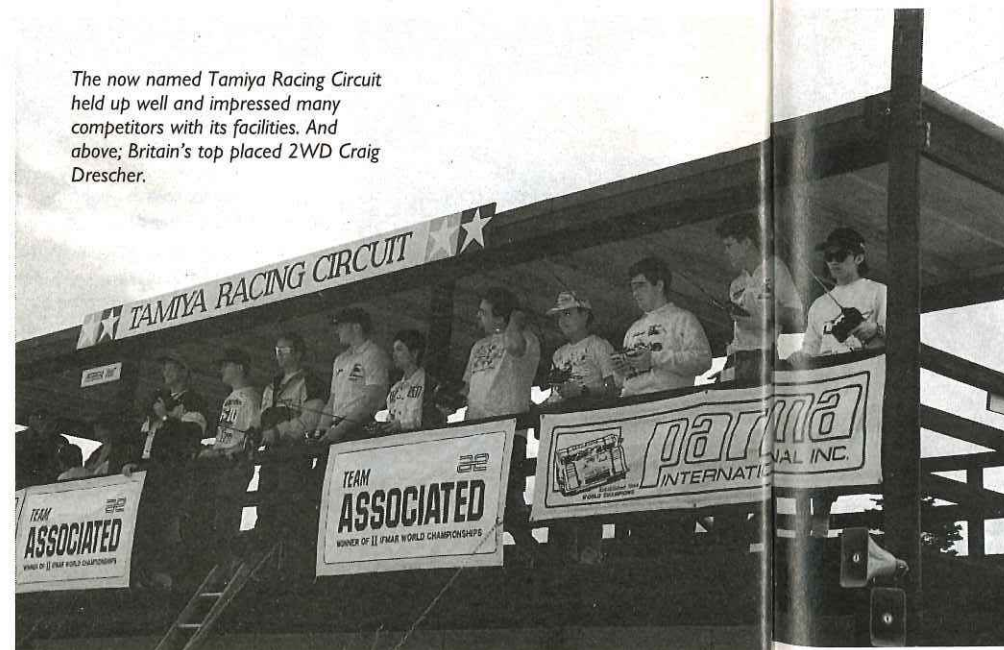
Thursday - 4WD World Championships

Thursday was when controlled practice and Technical Inspection took place, and when thoughts and actions turned towards the 4WD Championship.

I had been surprised that Masami did not feature more in the 2WD event. Had the track stayed consistent maybe things would have been different but I know he had high hopes in the 4WD Championship. A new Yokomo - World Championship Specification - which was an uprated version of the Works 93 had been developed by the Masami and Yokomo since



The now named Tamiya Racing Circuit held up well and impressed many competitors with its facilities. And above; Britain's top placed 2WD Craig Drescher.



2WD World Championships – Final Positions of UK drivers

3rd Craig Drescher	RC10
12th Ben Sturham	Cougar 2000
14th Kevin Moore	Cougar 2000
16th Matt Needham	Cougar 2000
21st William Mitcham	Cougar 2000
26th Rory Cull	RC 10
31st Steve West	Cougar 2000
38th Rob Gammon	RC 10
51st Ellis Stafford	Dyna Storm
52nd Andy Shaw	Cougar 2000
54th Lee Wright	Dyna Storm
84th Marc Neale	RC 10
87th Jamie Booth	Triumph

the Reedy meeting at Basildon – Yokomo were determined to win the 4WD competition and Masami had been to the TEMAC track to practice with the new car and to test tyres etc. whilst the British

Team were in Germany at the Euros! Several differences could be seen from the Works 93 version – beefier front and rear wishbones, different shock towers, fine tooth belts gave the car a distinct appearance and most of the top Yokomo drivers such as Cliff Lett, Craig Drescher, Mark Pavidis and Brian Kinwald were using the new Yokomo whereas others had decided to stick with the tried and tested version(s). Schumacher also had the new Cat 2000 on display for the first time in a major race meeting in the UK. All their Team Drivers including several Americans, such as Jay Halsey, were using this promising new model.

The track had been regraded and re-rolled for the start of the controlled practice rounds and duration problems seemed to be confronting everyone.

Friday – 3 rounds of qualifying

In every heat of the first two qualifying rounds proper a large percentage of cars either did not finish or crawled over the line short of duration.

Masami Hirosaka led the qualifying list after the first of six rounds of qualifying, he was the only driver to score 13 laps in Round 1. A couple of seconds adrift came Kevin Moore's Schumacher Cat 2000 and American, JD Beckworth, third with his Duke Accessories Yokomo. This is another version of the Yoke more on the lines of the Works 92 with a unusual cell layout. Mark Pavidis was in fourth place with William Mitcham's Cat 2000 fifth. Then came the first Kyosho car, Jack Johnson's Trinity-powered ZX-R, and the remainder in the top ten at this stage, all driving the new Yokomo,

were Americans Matt Francis, Brian Kinwald, Jonathan Morgan and our own Rory Cull. It seemed that all makes of cars suffered with duration problems after 12 laps and the situation worsened in Round 2 when 13 laps were more common. Derek Furatani, driving the new Yokomo powered by LRP motors, moved into 2nd overall in a second round where there were many changes to the current "A" final line-up. Kevin Moore, with no improvement on his Round 1 time, moved from 2nd down to 10th place as first William Mitcham put in a 13 lapper behind Derek Furatani and then JD and Rory Cull, both dumping on the last lap, made the top five with 13 laps. Ben Sturham was also doing well, he scored 12/300.44 to move to 6th overall in front of Schumacher "Team-mate" Jurgen Lautenbach.

So by the end of Round 2 it was 3 Cat 2000s and the rest Yokomps in the leading ten positions. By the end of the first day of qualifying 12 drivers had scored 13 laps and the track was holding up really well. Ben Sturham was now placed 2nd overall less than 0.5 secs behind Masami's first round time with team-mate William Mitcham in third place. Both drivers looking serious contenders with the new Schumacher car. Joel Johnson, driving a ZX-R had made 5th spot just in front of Rory Cull and Kevin Moore, both these two also driving brilliantly to give the British contingent a very positive outlook. Germany's Jurgen Lautenbach was the 4th Schumacher driver to be in a top ten list consisting of 4 Brits, 4 Yanks and 1 Japanese and Jurgen.

Top Ten 4WD Qualifiers after 3 Rounds

1. Masami Hirosaka	Japan	13/317.87	24.45	1
2. Ben Sturham	UK	13/318.03	24.46	3
3. William Mitcham	UK	13/320.46	24.65	3
4. Derek Furatani	USA	13/320.84	24.68	2
5. Joel Johnson	USA	13/320.90	24.68	3
6. Rory Cull	UK	13/321.55	24.73	3
7. Kevin Moore	UK	13/322.14	24.78	3
8. Brian Kinwald	USA	13/322.77	24.83	3
9. Mike Dunn	USA	13/324.26	24.94	3
10. Jurgen Lautenbach	Germany	13/324.73	24.98	3

Saturday – final 3 rounds of qualifying

A nosy around the pits found the sponsored teams using similar tyres as in the 2WD Championship –

The 4WD grid line up to the left...and below the even more colourful Masami Hirosaka in full attack dress - maybe to warn off anyone trying to take his title?

Yokomo drivers were sticking to the new Proline "Stubbys" with some drivers cutting rears down for the front instead of using the new fronts in the same 8081 pattern. The Yokomo drivers, from the Losi camp, had cars shod with the new Gold Compound Losi tyres on the rear and the HT compound at the front whilst all the Schumacher Team were fitting BiBx compound to their Cat 2000s. 3 rounds left to make the grade and, fingers crossed the track would hold up, in Round 4 Masami improved on his TQ time by nearly 2 seconds and Rick Hohwart with the World Spec Yok made a significant move into 4th place with 13/318.57. JD Beckworth also moved higher up the qualifying list to 6th place and Rory, Kevin and Jurgen swapped places with Rory now on the bubble in 10th spot. Americans Cliff Lett and Brian Kinwald, along with Jay Halsey and Jack Johnson were languishing in the "B" main at this stage and there were a lot of good drivers wishing they were there too!! The new Tamiya 411X



By the end of the first day of qualifying most of the Cat 2000 drivers had changed the rear belt from a 6mm to 4mm to improve efficiency and thereby runtime...



1993 OFF ROAD WORLD CHAMPIONSHIPS REPORT

was struggling on this track with speed/handling problems and never looked in contention, a couple of errors on this track could cost 10 seconds which was the spread between the bottom of the "B" final to the "F"! None of the UK Kyosho drivers were having any joy - Jamie Booth was in 60th place, unable to keep a clean run going for 5 minutes whilst Dave Bailey was not quick enough and suffering with duration problems along with his ex team-mate Steve West who was driving the new Cat 2000. Steve Haynes was the best placed UK ZX-R in 42nd place and looking good to improve every run.

Breakthrough

Breakthrough in Round 5 - I got Mark Pavidis to smile and Ben Sturnham knocked Masami off pole position!! A run of 13/315.62 was good enough to do the latter and Mark moved into 8th overall from the lower reaches of the "C" finalAnother discovery from Japan (the new Masami?), 13 year old Shinnosuke Adachi, with a time of 13/318.81 went into 5th place driving the new Yokomo World

The Yokomo Team have again succeeded with an all new car taking another World title.

Special. Time was running out for many drivers going into Round 6 Craig Drescher had been struggling to make the new Yokomo handle and was amongst a bevy of drivers who were still in with a shout. His 6 round run was promising but he dumped on the last lap giving him no chance. James Pearson was one who did make the last round count. A time of 12/300.69 moved Jimbo from obscurity to a very creditable 27th place in the qualifying list!! William Mitcham, driving very consistently, improved by 1 second to remain 3rd overall showing that the track was still in excellent condition after over 11000 laps!! Less than 1 second split the last five in the "A". Then Ex 2WD World Champion, Masami Hirosaka, made a mockery of qualifying in his last run by knocking 6 seconds off Ben Sturnham's time!! Flicking

through the heat lists Masami was the only driver I could find who went under 23 seconds for a lap - he did three sub 23 second laps - the fastest being 22.68 secs. proving the point that he was by far the quickest on the track and it would take something special to beat him over 3 legs!!

Sunday -The "A" Mains.

In the first leg of the Championship finals Masami was clean away from pole position with a rapid 22.87 second first lap. The

remainder of the field being strung out and well behind at this early stage, Rick Hohwart was closest to the leader with Shinnosuke Adachi and JD Beckworth putting in determined efforts to catch Rick. It was these four who battled for the leading places until the finish with Ben Sturnham and Kevin Moore closing up and with mistakes coming from everyone but Masami, who went on the win comfortably. The young Adachi finishing weakly in second place with a closing Rick third after a tussle for 3rd place between Ben, Rick and JD. Kevin

Top Ten 4WD Qualifiers

Name	Country	Laps/Secs	Ave.Lap	Round	
1. Masami Hirosaka	Japan	13/309.01	23.77	6	
2. Ben Sturnham	UK	13/315.62	24.28	5	
3. William Mitcham	UK	13/317.51	24.42	6	
4. Rick Hohwart	USA	13/318.57	24.51	4	
5. Shinnosuke Adachi	Japan	13/318.81	24.52	5	
6. Kevin Moore	UK	13/320.13	24.63	5	
7. J D Beckworth	USA	13/320.31	24.64	4	
8. Mark Pavidis	USA	13/320.56	24.66	5	
9. Derek Furatani	USA	13/320.84	24.68	2	
10. Joel Johnson	USA	13/320.91	24.68	3	

Moore was very unlucky in the 1st leg, he was accidentally back-ended by Ben and then wiped out by a back marker after being marshalled.....

Come on the Brits!

We were hoping for better luck for the Brits in the second leg and Masami made a rare mistake on lap 1 allowing Ben Sturnham to take over the lead. This lasted for just 6 laps before Ben succumbed to the pressure and Masami regained the lead with Ben chasing in second place. This was the race order at the finish with Mark Pavidis, crossing the line in third place. Mark, who featured amongst the leaders all through

Mistakes by Masami and Ben promoted Kevin's Cat 2000 to the front with Ben chasing and Masami out manoeuvring JD to move into 3rd place. Another mistake by the World Champion relegated him back to 5th. William briefly challenged for 3rd place but it was Masami who moved up and was looking for a way past Ben on the penultimate lap. A deft trick by Masami on Ben's Cat 2000 approaching the final bunny hop moved him into second place with Ben third and JD 4th. Masami had made 4 mistakes during this run and was still able to finish in second place - such was his domination.

the race was penalised 10 seconds for a jump start after the start video was reviewed by the Start Marshall and Race Director. This moved Kevin Moore up to third with William Mitcham, who had been unlucky at the start of the first 2 legs, finishing 4th. So the 4WD final after 2 legs was cut and dried with Masami Hirosaka on 20 points and the new World Champion.

The final leg was victory for Kevin Moore after a tremendous race in which all the Brits were in contention. Masami led from the start with Ben Sturnham in second place and William Mitcham and Rick Hohwart fighting for third spot. Kevin was just behind the leaders when Masami made a mistake and Ben took over at the front. From the 3rd lap, Kevin was leading the chasing bunch in front of JD Beckworth and William Mitcham.

The Controversy.....

The last race had been run and the Brits were celebrating a fantastic 2nd place from Kevin Moore and a 3rd from Ben Sturnham when then came the distasteful part of the whole event. Ben Sturnham was firstly disqualified (then eventually demoted after an hour's controversy) for using an illegal motor!

Under IFMAR rules mixing and matching end bells, armatures etc. is not allowed, so a HPI endbell, for example, has to be fitted to an HPI motor can to make it legal. Tanaplan, Ben's sponsors, use Epic cans and any endbell which they consider satisfactory. Under BRCA and EFRA rules this is OK, but not at the World Championships so there is no question that the motors did not comply with the rules. There were rumours flying around of a conspiracy - that the scrutineer was informed by someone who would gain from Ben's disqualification. What I wondered was why no action was taken against Ben earlier. He used the same type of motors throughout the event.

An International Jury meeting was hastily summoned when Tanaplan's Ronnie Duis and Martin Finnesey protested the decision. Ronnie told me that Tanaplan, through ignorance, had erred and were happy to abide by the decision but he felt, as we all did, that Ben was an innocent party in all this. The International Jury has the power to overrule decisions and

to change rules if it is in the interest of the sport. No advantage was gained by Ben during the Championships - his Cat 2000 was much slower than Masami's Yokomo. In fact, it was noticeable that Masami was as quick at the end of each race as at the start - so we all thought that there was a good case for reinstatement. The International Jury disagreed and Ben was relegated to 10th place. I suppose they could have disqualified him altogether.

Full marks to the lad who took the decision well - I can think of others who would have moaned forever. Tanaplan slipped up but why did it take until well into the final day of a week's racing to find this indiscretion? A sad ending to a tremendous weeks racing which, I hope, will not spoil the many good memories those who were fortunate to be there will have of the 1993 World Championships.....

World Champion

Masami Hirosaka

Runner up

Kevin Moore

Third Place

William Mitcham

Ben Sturnham's Cat 2000 that was excluded from 3rd to 10th.

TANAPLAN SPEAKS...

At the end of the IFMAR 4WD World Championship, Ben Sturnham's 3rd place finish was reduced to 10th because of an unintentional oversight on the part of TANAPLAN which caused a rule infringement. Under IFMAR rules any motors used must be made-up of only one manufacturer's parts and not, as in the case of Ben's motor, a purple Epic can and armature with a Yokomo endbell (perfectly legal under BRCA rules).

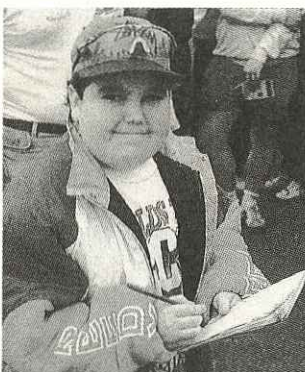
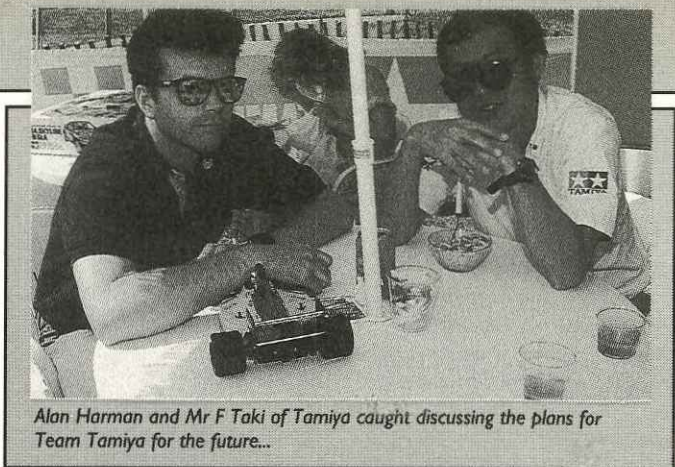
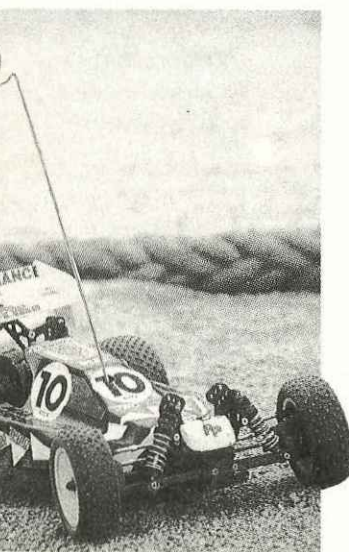
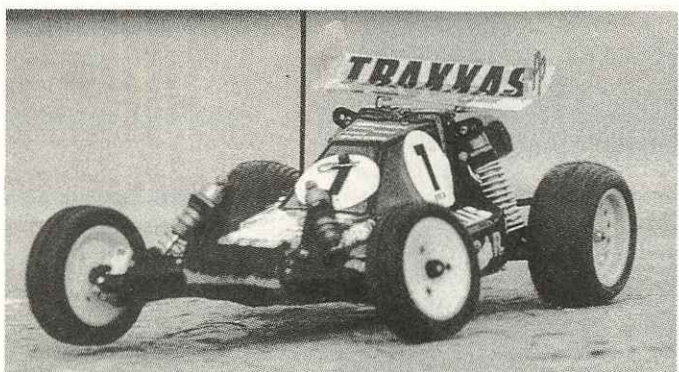
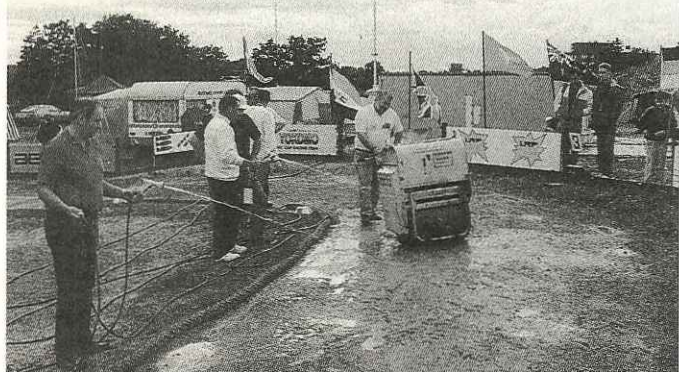
In an attempt to have Ben's hard won place reinstated, TANAPLAN protested the Committee's decision on a number of points, one of which was that the use of a different endbell on the motor used was purely an oversight and that no unfair advantage was intended, or in fact gained. Whilst the Committee agreed with this point they felt that the rules must be upheld. TANAPLAN are in full agreement that the rules must be upheld, however, what TANAPLAN find extremely disturbing (the following in no way being a criticism of individual scrutineers), is that the car in question and all its component parts, had been through Technical Inspection before and after each race, i.e. six qualifiers, one practice final and three "A" finals, and at no time was this infringement of the rules brought to our attention. Surely the purpose of the Technical Inspection is to ensure that there is no use of illegal equipment and that all competitors are complying to IFMAR rules, so why was it only after the last "A" final, when it was impossible to rectify, that the problem came to light? Had this been identified earlier in the competition, TANAPLAN would have rectified the problem immediately, obviously not wishing to jeopardise the results of TANAPLAN, our driver or his other sponsors, Schumacher and Nosram.

Since TANAPLAN were not knowingly infringing IFMAR rules or gaining any advantage, and that Technical Inspection had not identified the problem until it was apparently specifically brought to their attention, TANAPLAN also appealed to the Committee under IFMAR rule 1.1, the relevant part of which is quoted herewith:

"IFMAR may act at any time during the preparation of the World Championship, during the World Championship, and after the World Championship and change anything that IFMAR believes is against the interest of the sport, including the interpretation of the existing rules of the World Championship if it is discovered that a rule can be used or interpreted against the sporting spirit of the World Championship. Depending on the character and/or the urgency of the matter, IFMAR will consider the sporting interest before anybody's financial interest, including the Organiser's interest."

Martin Finnesey
Tanaplan

1993 OFF ROAD WORLD CHAMPIONSHIPS REPORT



An autograph session for the drivers with the spectators lasted an hour non stop!

Acknowledgements:

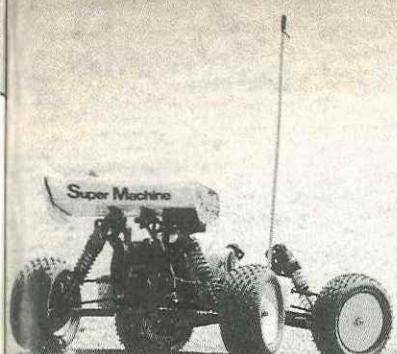
This meeting was a superbly organised event and a lot of people put in many hours of their leisure time to make it such a success. There are too many to name them all individually but below is a list of people who must get a mention.

Race Director	John Newton
Referees	Terry Wright Dallas Mathieson John Waters
Chief Timekeeper	Joan Darwell
Race Coordinator	Pete Winton
Start Marshall	Bob Young
Chief Scrutineer	Alan Smart
Security	Andy Smith
Ground Maintenance	Martin Stafford

We all tend to forget that without these there would be no racing.

1993 1/10 Off Road 4WD World Championship

Qual Pos	NAME/AGE COUNTRY	Sponsor	Car	Motor	Cells	ESC	Radio	Servo	Front Tyres	Rear Tyres	1st Lap	2nd Lap	3rd Lap	Final Pos	Gear Ratio
1	Masami Hirotsuka 23 years Japan	Yokomo KO Proline	Yokomo Cat 2000	Reedy 10 x 2	Yokomo SCRC	Novak 410 HPC	KO Esprit 2	KO 1001	Proline "Stubby" Flat XTR Prototype	Proline "Stubby" Flat XTR Prototype	1	1	2	1	16/87
2	Ben Sturham 19 years UK	Schumacher Tanaplan Orion	Schumacher Cat 2000	Tanaplan 11 x 2	Orion Sanyo SCRC	Nosram Dom.	JR Apex	KO 1001	Schumacher BIBX Cmpnd	Schumacher BIBX Cmpnd	0	0	0	10	15/95
3	William Mitcham 18 years UK	Schumacher Corally Nosram Galeforce	Schumacher Cat 2000	Corally 12 x 2	Galeforce Orion SCRC	Nosram Dom.	KO Esprit 2	KO 1001	Schumacher BIBX Cmpnd	Schumacher BIBX Cmpnd	6	3	4	3	16/92
4	Rick Hohart 25 years USA	Peak Performance Yokomo Orion	Yokomo Cat 2000	Peak/P. 12 x 3	Orion Sanyo SCRC	Novak 410 HPC	Futaba PCM	Airtrics 94151	Proline "Stubby" Flat XTR Prototype	Proline "Stubby" Flat XTR Prototype	3	9	9	7	18/87
5	Shinnosuke Adachi 13 years Japan	Yokomo Reedy Associated	Yokomo Cat 2000	Reedy 11 x 2	Yokomo Sanyo SCRC	Sanwa 212 HF	Sanwa M-Zechs	Sanwa ELGXR	Proline "Stubby" Flat XTR Prototype	Proline "Stubby" Flat XTR Prototype	2	8	5	4	17/87
6	Kevin Moore 21 years UK	Schumacher KO MPH LRP	Schumacher Cat 2000	LRP Magic	LRP Sanyo SCRC	LRP 25 AMS Mk 2	KO Esprit 2	KO 1001	Schumacher BIBX Cmpnd	Schumacher BIBX Cmpnd	4	2	1	2	15/95
7	J D Beckworth 19 years USA	Reedy Assoc. Orion Yokomo	Yokomo Cat 2000	Reedy 12 x 2	Yokomo Sanyo SCRC	Novak 410 HPC	Airtrics CS2P	Airtrics 94737	Proline "Stubby" Flat XTR Prototype	Proline "Stubby" Flat XTR Prototype	5	5	3	5	18/87
8	Mark Pavidis 21 years USA	Reedy Assoc. Yokomo Novak Proline	Yokomo Cat 2000	Reedy 11 x 2	Yokomo Sanyo SCRC	Novak 410 HPC	Airtrics CS2P	Airtrics 94151	Proline "Stubby" Flat XTR Prototype	Proline "Stubby" Flat XTR Prototype	7	4	6	6	16/87
9	Derek Furutani 25 years USA	LRP Yokomo Assoc.	Yokomo Cat 2000	LRP Magic	LRP Sanyo SCRC	LRP 25 AMS Mk 2	Airtrics CS2P	Airtrics 94151	Proline "Stubby" Flat XTR Prototype	Proline "Stubby" Flat XTR Prototype	9	7	7	9	17/87
10	Joel Johnson 25 years USA	Trinity Losi Kyosho	Lazer ZX-R	Trinity 11 x 5	Trinity Pushed Sanyo	Novak 410 HPC	Airtrics CS3P	Airtrics 94151	Losi Rear World Studs	Losi Rear World Studs	8	6	8	8	20/100



What might have been. Joel leaves the track and takes a final glance of where his car fell over...



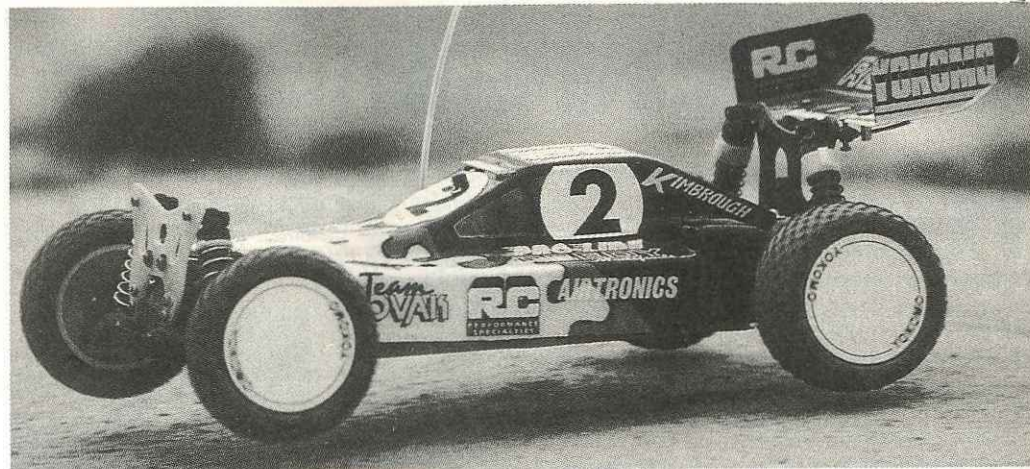
Results

1993 World Championships - Pipp's Hill, Basildon, Essex

Detailed Set Up of top 5 qualified drivers and Final winner														
	Name	Front Springs	Front Oil	Rear Springs	Rear Oil	Anti Roll Bar	Caster Front	Camber Front	Camber Rear	Toe-In Front	Toe-In Rear	Hydra Drive	H/D Oil	
1	Joel Johnson	Losi Green	Losi	Losi	Losi	Losi	30	1	4	2	7	Yes	Std	
2	Scott Brown	Losi Green	Losi	Losi	Losi	Losi	30	1	4	2	7	Yes	Std	
3	Mark Pavidis	Assoc. Black	Assoc. 30 wt	Assoc. Pink	Assoc. 30 wt	Assoc. 30 wt	30	1	4	2	7	Yes	Std	
4	Matt Francis	Yokomo Gold	Assoc. 30 wt	Assoc. Green	Assoc. 30 wt	Assoc. 30 wt	30	1	4	2	7	Yes	Std	
5	Carlos Gonzales	Assoc. Black	Assoc. 30 wt	Assoc. Green	Assoc. 30 wt	Assoc. 30 wt	30	1	4	2	7	Yes	Std	
Winner	Brian Kinwald	Assoc. Black	Assoc. 30 wt	Assoc. Green	Assoc. 30 wt	Assoc. 30 wt	30	1	4	2	7	Yes	Std	

Detailed Set up of top 5 4WD qualified drivers.														
	Name	Shock Type	Front Springs	Front Oil	Rear Springs	Rear Oil	Anti R Bar	Caster Front	Camber Front	Camber Rear	Toe-In Front	Toe-In Rear	Hydra Drive	
1	Masami Hirotsuka	Associated	Yok. Silver No. 2 Ass.	500Wt Yok.	Ass. Green No. 1 Ass.	350Wt Yok.	Rear only	15	10	3	0	3	No	
2	Ben Sturham	Schumacher	Schu. Grey 4 Hole	40 Wt Ass.	Schu. Grey 4 Hole	40 Wt Ass.	No	0	15	3.5	0	5	No	
3	William Mitcham	Schumacher	Schu. Grey 4 Hole	40 Wt Ass.	Schu. Grey 4 Hole	40 Wt Ass.	No	0	15	3.5	0	5	No	
4	Rick Hohart	Associated	Yok. Gold No. 3 Ass.	40 Wt Ass.	Ass. Green No 2 Ass.	30 Wt Ass.	Rear only	15	10	4	0	3	No	
5	Shinnosuke Adachi	Associated	Yok. Silver No. 3 Ass.	500Wt Yok.	Ass. Green No 1 Ass.	350Wt Yok.	Rear only	15	10	4	0	3	No	

Venue: T.E.M.A.C., Pipp's Hill Leisure Complex, Basildon, England



1993 1/10 Off Road 2WD World Championship

Qual Pos	NAME/AGE COUNTRY	Sponsor	Car	Motor	Cells	ESC	Radio	Servo	Front Tyres	Rear Tyres	Extra Spec.	1st Lap	2nd Lap	3rd Lap	Final Pos	Gear Ratio
1	Joel Johnson 25 years USA	Losi Trinity	Losi XX	Trinity 13 x 2	Trinity Pushed Sanyo	Novak 410 HPC	Airtrics Caliper 3P	Arttrics 94151	Losi Ribbed	Losi Gold Compound World Studs	Losi Hydra Drive	1	2	4	2	23/86
2	Scott Brown 20 years USA	Losi Lunsford	XX	Revoltu 13 x 2	Exell Racing Sanyo	Novak 410 HPC	Airtrics CS3P	Arttrics 94151	Losi Ribbed	Losi Gold Compound World Studs	Losi Hydra Drive	3	6	6	6	20/88
3	Mark Pavidis 21 years USA	Associated Reedy Proline Yokomo	RC 10	Reedy 11 x 4	Reedy Sanyo SCRC	Novak 410 HPC	Airtrics CS2P	Arttrics 94737	Proline XTR New Wide Rib	Proline XTR Prototype Flat 8081	Losi Hydra Drive	8	4	8	7	17/86
4	Matt Francis 19 years USA	Associated Reedy Proline	RC 10	Reedy 12 x 2	Reedy Sanyo SCRC	Tekin 411 G2	Airtrics CS2P	Arttrics 94151	Proline XTR New Wide Rib	Proline XTR Prototype Flat 8081	Losi Hydra Drive	6	3	5	5	18/81
5	Carlos Gonzales 19 years USA	Associated Reedy Team Orion Peak Performance	RC 10	Peak Prince 13 x 2	Team Orion Sanyo SCRC	Novak 410 HPC	Airtrics Caliper 3P	Arttrics 94737	Proline XTR New Wide Rib	Proline XTR Prototype Flat 8081	Losi Hydra Drive	10	10	10	10	20/81
6	Craig Drescher 18 years England	Associated Reedy Keil	RC 10	Reedy 12 x 2	Keil Sanyo SCRC	Novak 410 HPC	KO Esprit 2	Arttrics 737	Proline XTR New Wide Rib	Proline XTR Prototype Flat 8081	Losi Hydra Drive	5	5	2	3	19/87
7	Masami Hirotsuka 23 years Japan	Yokomo Associated Novak Reedy	RC 10	Reedy 12 x 2	Yokomo Sanyo SCRC	Novak 410 HPC	KO Esprit 2	KO 1001	Yokomo TF 390	Losi Hydra Drive		4	7	3	4	17/87
8	Brian Kinwald 19 years USA	Associated Reedy Proline Yokomo	RC 10	Reedy 12 x 2	Reedy Sanyo SCRC	Novak 410 HPC	Airtrics CS2P	Arttrics 94737	Proline XTR New Wide Rib	Proline XTR Prototype Flat 8081	Losi Hydra Drive	2	1	1	1	18/87
9	John Koonce 25 years USA	Losi Trinity Novak Esbly/Trax	Losi XX	Trinity 14 x 4	Trinity Pushed Sanyo	Novak 410 HPC	JR 756	Futaba 9401	Losi Ribbed	Losi Gold Compound World Studs	Losi Hydra Drive	7	9	9	9	24/86
10	Matt Ledger 21 years USA	Associated Reedy Novak Yokomo	RC 10	Reedy 11 x 5	Reedy Sanyo SCRC	Novak 410 HPC	JR Propo	JR 4735	Proline XTR New Wide Rib	Proline XTR Prototype Flat 8081	Losi Hydra Drive	9	8	7	8	17/86