

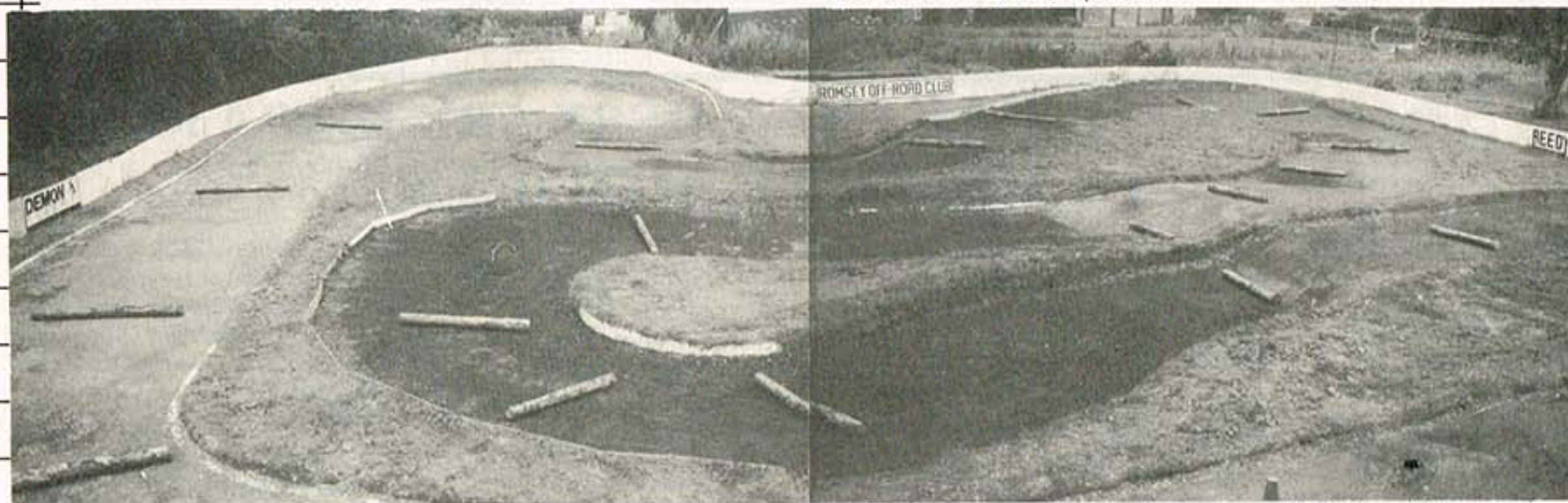
1/10 SCALE WORLD TITLES; 1987

ROMSEY, U.K. from Jack Grenenger

This report was made possible by the invaluable assistance of Ian Kennedy, Col Grenenger and Andrew Bolton, who have all just returned from this, the most closely contested world event ever.

The Australian team consisted of: N.S.W. — Colin Grenenger (Captain), Andrew Bolton, Michael Toms, Scott Kennedy, Scott Salter, Guy Evans, Ian Kennedy (non-racing Team Manager); S.A. — Andrew Reade, Rob Reade. As there was a lack of communication between ORRCA (AUST) and the world body, it was found out after the team was selected that there were more places available for Australians, so several other drivers decided to 'have a go'. They were: NSW - Tony Bovard; Victoria - Greg Collings, Jensen Spencer, Robert French. In my column in the first issue of *Dirt & Track* I criticised the way in which the team was selected for this event, and, although the results were excellent from the Australian point of view, I think that they could have been better. More on that later.

The World Titles for 1987 were granted to the European body (EFRA), who granted the titles to the United Kingdom, who in turn granted the right to stage the event to the Romsey Club. Romsey is situated in southern England, and is famous as the home of the late Earl Mountbatten of Burma. The Romsey circuit is situated 3 miles out of Romsey, at the Malthouse Inn.



1987 World Championship track at Romsey, England. Note banked corners and steep drop-offs and climbs mid-course. Logs on the track were to prevent any unauthorised practice by competitors; not part of the regular circuit to test drivers' slalom ability!

The officials of the club would not allow any early practice, so, although competitors from many countries arrived early, they were barred from using the track. This was a pity really, as later events were to reveal. The track was a mixture of many compounds, from dirt mixed with cement powder to oiled dirt, and everything in between. The circuit looked reasonable on paper, but on looking at the real thing it was found that the circuit dropped at one point by 24 inches at an angle of 60 degrees, and then 50 feet later, after transversing a 180 degree hairpin, went up by 24 inches at an angle of 45 degrees!!

The pits consisted of a large marquee, which was not large enough for the 120 competitors and crews. (A lesson to be learnt for the next World Titles.) Technical inspection, or scrutineering, was very strict, and was conducted by Cecil Schumacher and Keith Plestead of PB, with weight limits being

checked before and after racing. Scoring was by way of AMB transponders.

2WD CLASS

Drivers from the following countries competed in this event: Australia (6); Austria (2); Belgium (2); Finland (1); France (9); Great Britain (26); Holland (2); Hong Kong (3); Ireland (2); Italy (4); Japan (15); Sweden (2); Switzerland (2); U.S.A. (39); West Germany (5).

Of course, the majority of cars were RC10s, but Kyosho of Japan put up an enormous effort with their new Ultima. The Americans were truly a picture to watch. They have 2 wheel drive class down to a T.

Both Andrew Reade in a PB and Colin Grenenger in a 2WD CAT were amongst the leaders. Andrew finished the 2WD series in 46th position, and Colin in 56th. Our other Australians finished as follows: Jensen Spencer, 95th; Tony Bovard, 104th; Scott Salter, 110th; and Robert French 114th.

The overall winners, though, were Kyosho with their Ultima, taking 1st, 2nd and 3rd positions: Joel Johnson of the USA was 1st, Katsunori Kondo of Japan 2nd, and Kris Moore of the USA 3rd. The champagne corks were popping in the Kyosho tent for hours afterwards. 3.4 seconds separated 1st from 2nd, and 3.5 seconds separated 2nd from 3rd. The remaining positions in the A Final were taken by 6 RC10s and 1 MIP/RC10.



Australian World Titles team members from NSW. From left to right they are Gary Evans, Scott Kennedy, Andrew Bolton, Col Grenenger, Scott Salter and Michael Toms (sitting).

And so to the major class:

4WD CLASS

119 drivers from the following countries started in this event: Australia, (9); Austria, (2); Belgium, (2); Denmark, (1); Finland, (1); France, (6); Great Britain, (15); Holland, (3); Hong Kong, (5); Ireland, (1); Italy, (5); Japan, (15); Norway, (2); Sweden (1); Switzerland, (1); U.S.A., (39); West Germany, (10).

Cars represented were: Schumacher CAT, 36; Kyosho Optima, 35; Yokomo, 17; PB, 11; RC10/MIP, 5; TAG/Coyote, 4; Mugen, 4; AYK, 2; Scratch Built, 2; Tamiya, 1; Walker Special, 1; Novak Special, 1.

Open practice was allowed between 9.00 am and 3.00 pm on Friday, with no more than 10 cars allowed on the track at any time. This was a problem, as there were 119 drivers competing for this time, which meant that drivers were lucky to obtain four practice sessions throughout the day; in other words, twenty minutes. One good idea was that of organised practice. This was done in heat form to ensure that no radio frequency problems existed between each of the ten drivers.

The competition started at 9.00 am on Saturday morning, with five heats conducted on the Saturday, and 1 heat and the finals on the Sunday. The overall strength of the competition surprised the Americans. Jay Halsey, the current title holder, was on everyone's lips as the 'hot' property, but there were many who pushed him hard each round. The Japanese contingent was very strong, with Kyosho putting in an enormous effort, and Mugen sending a team of four to race their new 1/10 scale car. But overall the CAT and the Optima had the numbers. It was like running a 'Brockie' at Bathurst.

To make the A Final required 17 laps or a very high 16 laps. By the end of qualifying, 6 drivers had obtained 17 laps, with 15 year old Masami Hirosaka of Japan top qualifying. He was followed by Joel Johnson and Jay Halsey of the USA. Katsunori Kondo (Japan) was fourth, Jamie Booth (GB) fifth, Cliff Lett (USA) sixth, Pete Stevens (GB) seventh, Junichi Koma (Japan) eighth, Eric Soderquist (USA) ninth, and Mike Christensen (USA) tenth. It should be understood that 17s and 16s were the fastest drivers, and only 27 seconds separated 1st and 69th!! In the last heat, on Sunday morning, an American driver improved his time by 3.75 seconds and went up 26 places!

At the completion of qualifying, Australians were placed as follows:

34th. Colin Grenenger	16	309.46
57th. Michael Toms	16	316.90
58th. Andrew Bolton	16	316.98
63rd. Scott Kennedy	16	319.11
73rd. Andrew Reade	15	301.78
81st. Greg Collings	15	304.05
97th. Rob Reade	15	313.50
98th. Scott Salter	15	313.76
109th. Guy Evans	14	293.15



Col Grenenger's 2WD gets airborne at the World Titles.

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Heavy Duty Slip Diff kit	\$99.95	\$69.95
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U.G. Front Oil Shock kit	\$24.30	\$22.95
U.G. Rear Oil Shock kit	\$26.95	\$24.95
U.G. Torsion Bar kit	\$11.95	\$10.50
Shock Valve kit	\$11.95	\$9.95
Frog Tamiya Metal Parts Bag	\$25.95	\$21.00

HOT SHOT

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JG Dual Shock Mounts; Rear	\$21.95	\$16.50
Tamiya Under Body Cover	\$9.99	\$7.50
Tamiya Shock kit (same as Supershot)		\$49.95
Lexan Bodies (2 styles)	\$4.10	\$32.95
Steel Pivot Ball Set (4)		
Old type	\$12.95	
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Tamiya Oil Shock Replace kit	\$35.99	\$29.95
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JG Fox Bumpers (Kydex)	\$19.95	\$15.50
Tamiya Bearings (set of 4)	\$21.95	\$19.95
RPM Polished or Gold Alloy		
Mag Wheels (set of 4)	\$77.90	\$59.95
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DOGFIGHTER

Slip Clutch kit	\$64.95	\$49.95
Heavy Duty Steering kit	\$13.95	\$12.50
H/Duty Shock Mount kit front	\$9.95	\$6.95
Cox-Deans Alloy Motor Cover	\$39.95	\$29.95
5 mm Flange Bearings (each)		\$5.00

MISCELLANEOUS

Zerda RPM motor Mount	\$39.00	\$34.50
Deans Plugs (gold tip)	\$9.95	\$8.50
Assoc. 2 pin Plug Sets (gold tip)	\$5.95	\$4.50
Lexan Bodies, including		
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The **A Final** was conducted over three legs, with no driver winning more than one. The overall winner was the top qualifier, Masami Hirosaka of Japan, driving a Schumacher CAT, and he was a deserving winner. Ian Kennedy saw the actual split times to 1/100 of a second, and Hirosaka had, in one of the finals, eight consecutive laps within 2/100 of a second of each other. Really quite amazing. A great win also for Cecil Schumacher. At the presentation, when the champagne was being sprayed everywhere, Cecil and his wife were standing next to Ian, and Mrs. Schumacher said "Move out of the way Cecil, or you'll get wet." Cecil replied, "I'm feeling so good that I couldn't care if they drowned me in it!"

At the completion of the finals, Australians finished as follows: Colin Grenenger, 32nd; Andrew Bolton, 51st; Michael Toms, 56th; Scott Kennedy, 62nd; Andrew Reade, 65th; Greg Collings, 81st; Scott Salter, 95th; Rob Reade, 99th; Guy Evans, 106th.



Australian pit area at the 1/10 Scale World Titles. Much comment was made about the flags.

Some Comments from Ian Kennedy

The marshalling was terrible. Overall the Australians showed what marshalling is really about, and received a lot of comment about their terrific marshalling.

IFMAR will make a decision within a year on the format of the next World Titles. It will certainly be both 2WD and 4WD, but the decision on whether it will be 7 cells and four minutes, or 6 cells and five minutes will depend on a vote of the member regions. A decision on how Australia votes will have to be taken by ORRCA Australia.

The next World Titles will be held under the guidance of FEMCA, and both Australia and Japan have submitted applications to host the event. It will be decided by a vote of the FEMCA countries some time over the next four months. We hope very much that the vote will go Australia's way.

All of the Australians who visited the World Titles were outstanding ambassadors for Australia and for the sport, and we should all be proud of our drivers.

Technology still remains the greatest problem to Australians, and where the technology appears to matter the most now is in the choice of cells. An enormous amount of effort and matching has gone into the top drivers' batteries, and the standard of batteries that were raced at Romsey compared to what we buy over the counter is like the difference between a Rolls Royce and a Mini Minor! An area we will have to watch and learn to live with.

In driving skill we are up there with the best. A close look at lap times shows that our drivers were lapping at times similar to the top 10. They were just not as consistent. If we are to obtain world standards, the only way we can do it is through competitions such as Romsey, and by keeping a close watch on world technology.

IAN KENNEDY finished his report of the World Titles with this comment: "ORRCA Australia should start **now** to commence plans for the next World Titles, no matter where they are held. Decisions should be made now for the way our drivers will qualify, and the conditions under which they may qualify. It would be my recommendation that a condition of qualifying be that drivers must run in both classes."

He went on to say that 2WD Open Class should be introduced at club level, and clubs should allow dual entries from open class drivers at each club day, in order to be better prepared for future international competitions.

Once again I would like to thank Ian, Andrew and Colin for their efforts, particularly Ian who supplied most of the written data.

I would like to conclude this report with a reminder. When Colin and I returned from the World Titles in '85 we made the same recommendations that Ian made above. However, there were some who claimed that we were making these suggestions because of commercial interests, and we were ignored. It is to be hoped that this time, with the large contingent of non-commercial participants who are saying the same thing, that others will take notice and do something about it. What the knockers fail to realise is that without the commercial interests there would not be a sport. The strongest country in our sport is the USA, and it is totally commercial, including the tracks. Those with commercial interests obviously care about the sport as a whole, because their livelihood depends on its survival and growth.

2WD FINAL RESULTS

1. Joel Johnson	USA	Kyosho Ultima
2. Katsunori Kondo	Japan	Kyosho Ultima
3. Kris Moore	USA	Kyosho Ultima
4. Mike Christensen	USA	Associated RC10-MIP
5. Jamie Booth	G.B.	Associated RC10-MIP
6. Kevin Moore	G.B.	Kyosho Ultima
7. Jay Halsey	U.S.A.	Associated RC10
8. Masami Hirosaka	Japan	Kyosho Ultima
9. Rory Cull	G.B.	Associated RC10
10. Eustace Moore	U.S.A.	M.I.P.

4WD FINAL RESULTS

Masami Hirosaka	Japan	Schumacher XL CAT
2. Jamie Booth	G.B.	Schumacher XL CAT
3. Cliff Lett	U.S.A.	Schumacher XL CAT
4. Joel Johnson	U.S.A.	Kyosho Optima
5. Katsunori Kondo	Japan	Kyosho Optima
6. Junichi Koma	Japan	Kyosho Optima
7. Pete Stevens	G.B.	Kyosho Optima
8. Jay Halsey	U.S.A.	Yokomo Dogfighter
9. Eric Soderquist	U.S.A.	Kyosho Optima
10. Mike Christensen	U.S.A.	MIP-Associated RC10



The ten A Finalists, left to right: Pete Stevens (GB), Katsunori Kondo (Japan), Junichi Koma (Japan), Mike Christensen (USA), Joel Johnson (USA), Jamie Booth (GB), Eric Soderquist (USA), Jay Halsey (USA), Cliff Lett (USA), and Masami Hirsaka (Japan), the winner.