

THE FIRST IFMAR 1/10-SCALE OFFROAD CHAMPIONSHIPS

DEL MAR, CALIFORNIA

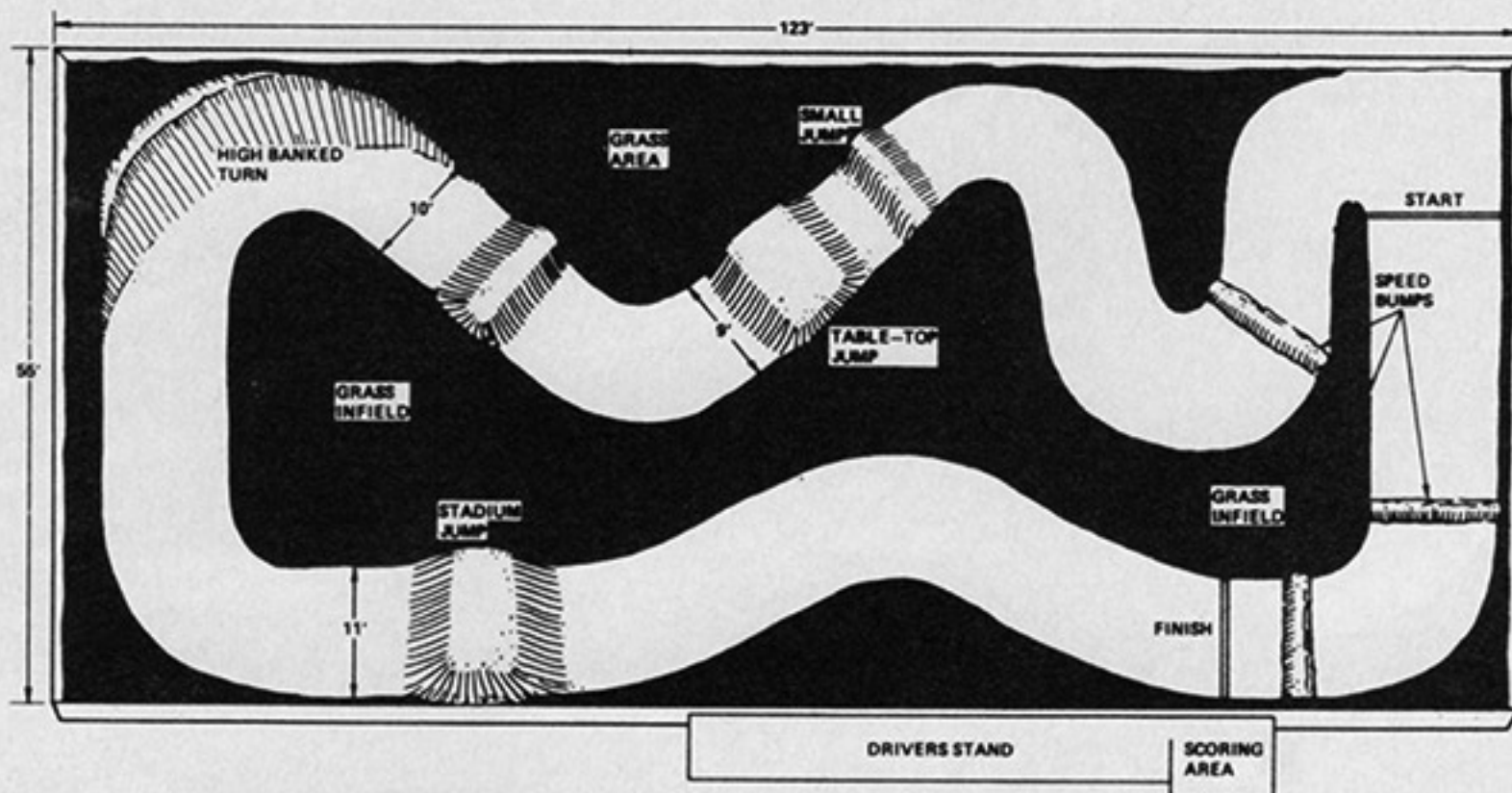
Sponsored by Sanyo Batteries, and co-sponsored by Competition Racing Products and Airtronics Inc., the first IFMAR world championships for 1/10-scale electric offroad racing took place at the Ranch Pit Stop offroad course on July 8 through 14, 1985. Del Mar, California is a fitting location for such racing, as it is already well-known as a major setting for racing of the automobile's four-legged predecessor.

Unfortunately, our reporter for this race, who was on the scene, was unable to complete his story for the magazine because of personal difficulties. However, the editor and production manager of *R/C Model Cars* decided to take in their first offroad racing event and attended the activities on Friday and Sunday (the day of the A Main Finals). We apologize for the lack of detail, but we sure had a good time!

Contrary to other IFMAR World Championships events such as the 1/12 electric and 1/8 gas road events, where entries are fairly evenly divided between Europe, the Far East, and the USA, the offroad event was heavily dominated by US entries, with only one large group of 15 from Japan, three racers from England, two from Australia, and one from South Africa. Travel costs being what they are these days, it's fairly understandable why races in Europe might have more evenly divided entries. Also remember that offroad racing is relatively new, and although the most active category in the US, 1/8 gas is still the most predominant category overseas for the time being.

With a total of 108 racers entered in the Stock and Modified Classes, the drivers were separated into two groups, "A" and "B," so that the two days of eight qualifying rounds of five-minute heats for each class could be split into morning and afternoon sessions. One day you raced your qualifying heats in the morning, the next day you raced in the afternoon. This gave each driver half a day to relax, work on his car, or give a hand to a friend in need of help.

Although many drivers arrived prior to the first official day of racing, Monday, July 8, which was for open and controlled practice, and final registration, many were on hand several days earlier to "walk the track"



Del Mar, California, where the turf meets the surf, as they say, and where some of the best racers in the world met recently for the IFMAR World Championships. In the Modified A Main, above, Eustace Moore's MIP car takes a temporary lead. Gil Losi, Jr. was winner.

and drive practice laps in order to become familiar with the layout and its various jumps, humps, bumps, and banked and flat curves.

As the split-up into A and B groups had nothing to do with driver skill, an interesting situation developed. When one group had finished its eight rounds of qualifying, and the racers for the Mains were determined, the last group to qualify could come along in the afternoon of the second day and possibly "bump" some of the qualifiers from the completed morning session. In the all-important A Main for the Modified Class, for instance, Nelson Kracke and Ron Dyer (winner of the National Championships in Dallas) were bumped by Glen Glass and Eric Soderquist in their last, and successful, attempt at qualifying.

At the end of Stock Class qualifying on Wednesday, July 10th, Gil Losi, Jr., of Pomona, California, was Top Qualifier with 20 laps and a time of 5:08.9. The top ten, who would enter the three-race A Main were:

Driver	Laps/Time
1 Gil Losi, Jr.	20/5:08.9
2. Tony Neisinger	20/5:13.9
3. Kris Moore	20/5:16.4
4. Gary Kyes	20/5:17.4
5. Mike Dunn	20/5:21.9
6. Jay Halsey	19/5:00.0
7 Mike Giem	19/5:00.2
8. Paul Dionne	19/5:00.6
9. Eustace Moore	19/5:02.3
10. Jerry Case	19/5:02.7

The closeness of the times, particularly between Halsey, Giem, and Dionne really demonstrate the value of having electronic



The atmosphere at a world-class event is highly-charged; you could cut the tension with a knife. The intense, poker-faced demeanor of the drivers is unrelenting this championship stuff is serious business, eh?



Concours winners, from left to right: Herb Hanss, first, Yoshiaki Shimotori, second, and third, Larry Grant. All the cars entered displayed fancy painting and imaginative design.

lap counting and timing!

The A Main for Stock World Champion was set up as the best (laps and times) of two out of three, with the three A Mains spread throughout the full day of mains on Thursday, July 11. Jay Halsey took the first (A-1) Main with 20 laps in 5:14.1, his first 20-lap race at the event. Obviously saving the best for last, he also won the A-2 Main with what was to be the fastest Stock Class time of the meet, 20 laps in 5:03.1, and then ran the second fastest time in the third A Main at 20/5:06.2!

The final Stock Class 1/10 Offroad World Championships ended up as follows:

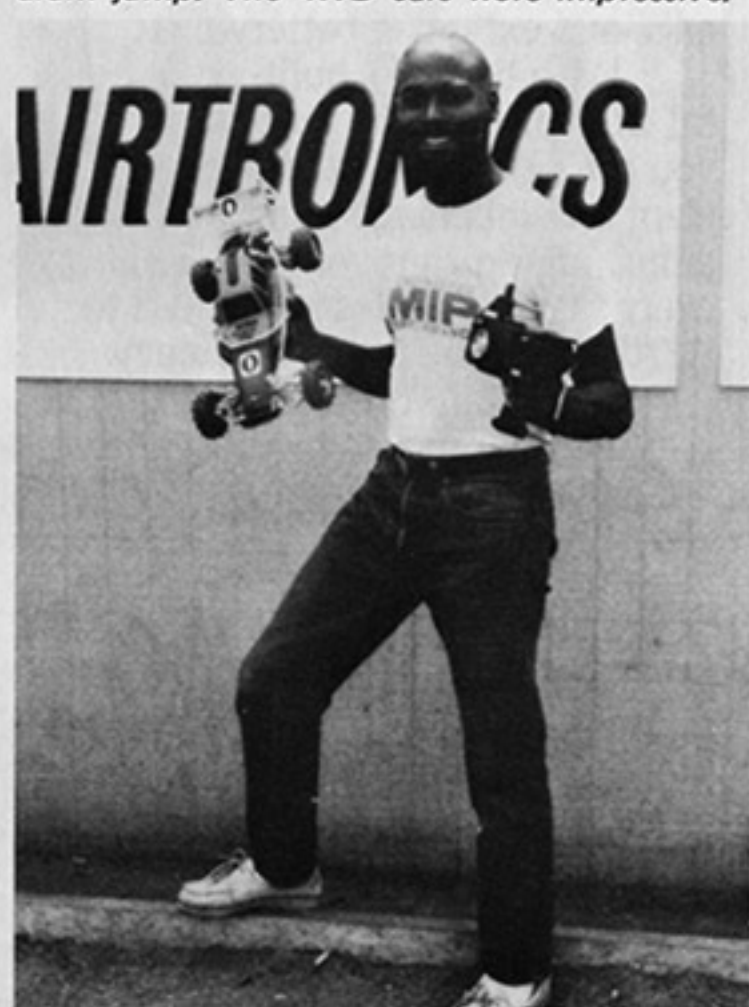
1. Jay Halsey	40 laps
2. Gil Losi, Jr.	40 laps
3. Tony Neisinger	39 laps
4. Mike Giem	38 laps
5. Eustace Moore	38 laps
6. Kris Moore	38 laps
7. Gary Kyes	37 laps
8. Paul Dionne	37 laps
9. Jerry Case	36 laps
10. Mike Dunn	27 laps

The eight rounds of qualifying for the Modified Class started on Friday, July 12th, and the difference with seven-cell packs instead of six, the open motors, and the four-wheel drive began to show up right away. Twenty-one laps became the order of the day, as Gil Losi, Jr. started things off in the very first round with a 21/5:07.7, which continued to be the fastest time for the first six rounds, until he beat his own time with the fastest qualifying run at 21/5:07.5. Jay Halsey and the Associated gang were trying to untangle the prototype RC10 4WD car during the two days of qualifying, and finally seemed to find the right combination when Jay equaled Gil's time on the second day. Gil still won TQ based on his more consistent performance throughout the qualifying. When the dust had settled (in spite of the frequent wetting down), the finalists for the Modified Class A Mains (best two out of three as with stock) were as follows:

1. Gil Losi, Jr.	21/5:07.5
2. Jay Halsey	21/5:07.5
3. Eric Soderquist	21/5:08.7



One of the 4WD MIP cars comes off the stadium jump. The 4WD cars were impressive.



Winner of the ROAR 4WD Modified in Dallas, Eustace Moore found lady luck a little more elusive at the IFMAR Champs in Del Mar.

4. Mike Dunn	21/5:08.9
5. Chris Allec	21/5:08.9
6. Mike Giem	21/5:09.1
7. Paul Dionne	21/5:10.4
8. Gary Kyes	21/5:11.9
9. Glen Glass	21/5:14.5
10. Eustace Moore	21/5:14.5

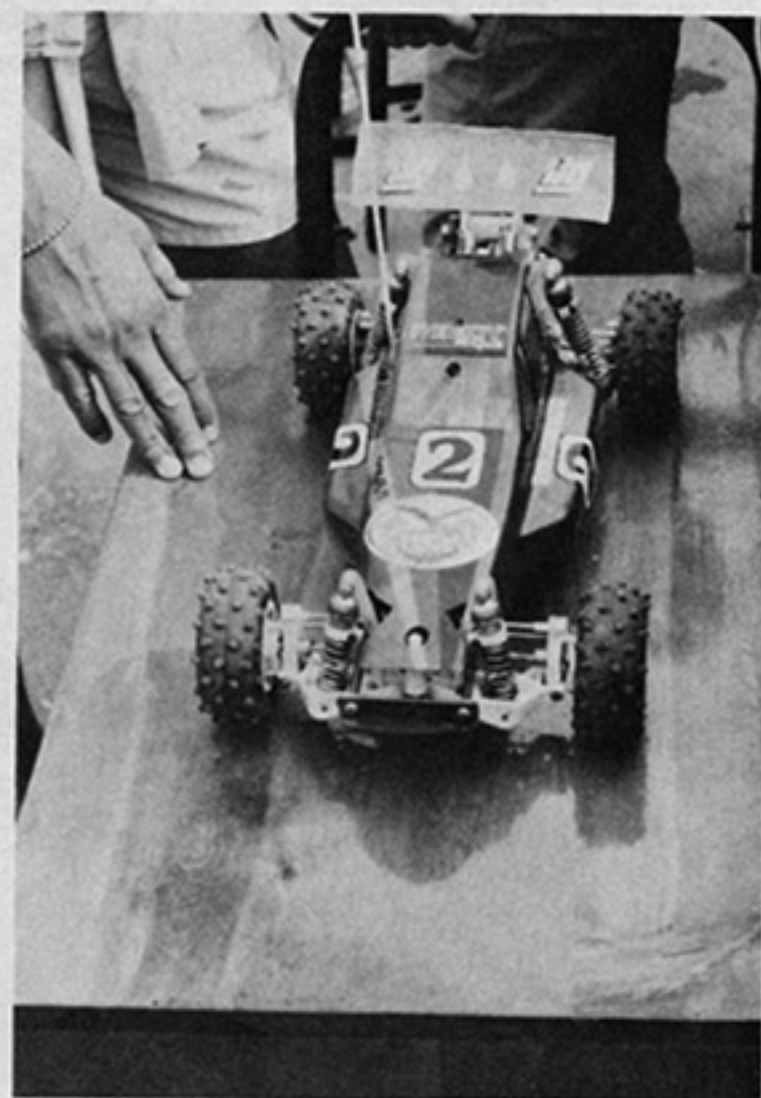
Note the total time spread of only seven seconds between first and tenth place and the three time ties! It's also interesting to note that seven of the ten qualifiers also qualified in the Stock A Main.

Again, the Modified A Main was set up for three races intermingled with the other mains on Sunday, July 14, the last day of the event. The last A Main (A-3) was also the last race of the meet, and the results of the first two A Mains set up A-3 as a fitting climax to the race week.

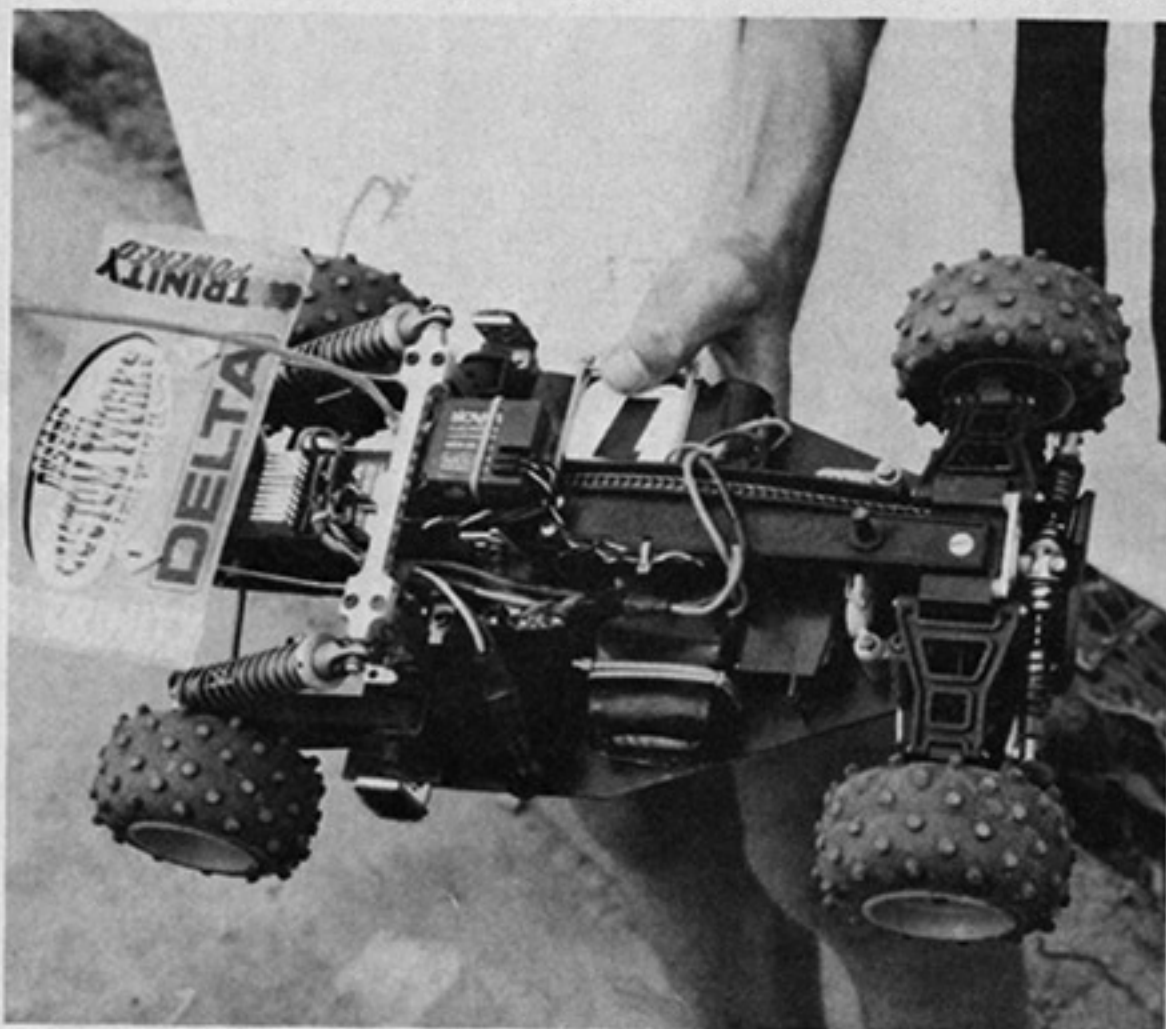
In the first A Main, Gil Losi, Jr., with his Trinity-powered RPS-Yokomo 4WD, put everything together, zapped through the stragglers without any delays, and registered the fastest time of the week, at 21 laps, 5:03.1 minutes, followed by Mike Giem



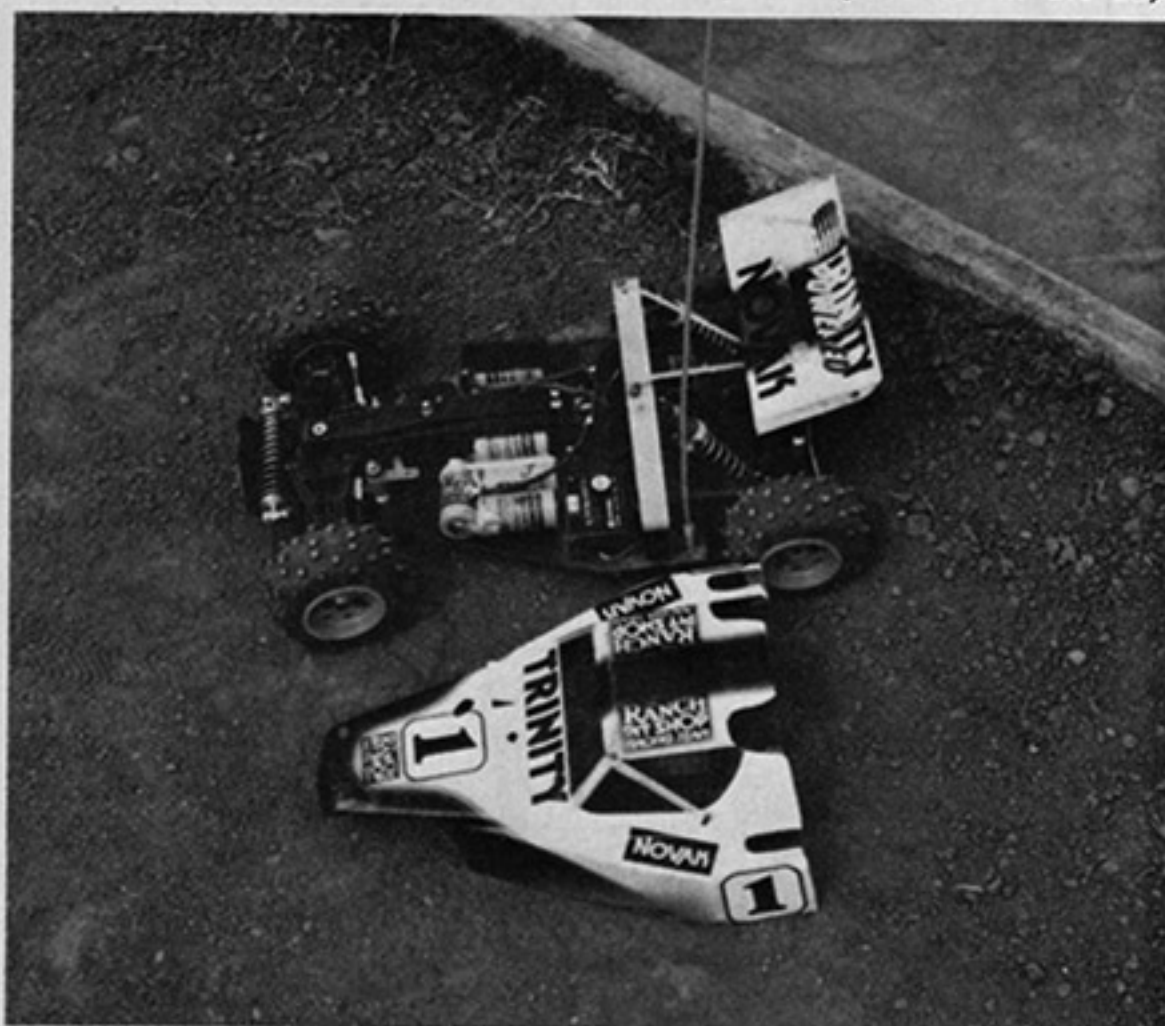
The winners of the first IFMAR World Championships Modified Main Event, from left to right: Gil Losi, Jr., first; Jay Halsey, second, and Paul Dionne, third. Congratulations all!



Halsey's RC10 4WD prototype. Jay took the Stock Class Championship earlier in the day.



Paul Dionne's third place Yokomo racer. An after-race lap count correction moved Paul up a couple of notches to third place.



Modified Main winner Gil Losi, Jr.'s Yokomo. Gil traded the lead often with second place's Jammin' Jay Halsey. Whata race!

(21/5:07.2) and Gary Kyes (21/5:11.4).

In A-2, Jay Halsey took advantage of an unexplained glitch that hit Gil halfway through the race, and won with a 21/5:06.3. Paul Dionne was second (21/5:13.6) and Chris Allec (21/5:14.6) was third. Losi, because of the glitch, could do no better than fifth.

The scene was now set for a real shoot-out between Losi and Halsey, with a few others breathing right down their necks if they made one tiny slip.

With all that build up, you'd probably figure that one guy would grab an early lead and simply hold it throughout for a ho-hum finish. The racers and spectators were not that unfortunate! Losi did jump out to an early lead, and Halsey got caught in traffic, but then Gil tried a four-point roll going over a jump and came out wheels up. By the time his car was flipped and going

again, Jay was right on his tail.

Losi held the lead for almost two laps, but Halsey managed to squeak by and take front position. No sooner done than undone, however, as Halsey picked up the slower traffic again, and Losi, making like O.J. Simpson, squirmed through the traffic, passed Jay, and held the lead to become World Champion in the modified class. Jay Halsey finally broke away from the pack and placed second, followed by Chris Allec, who supposedly finished third.

We say supposedly, because after some head scratching and trying to figure out what went wrong in their calculations, it was determined that Paul Dionne was actually in his 42nd lap, not 41st, and therefore placed third, moving Chris Allec and Mike Giem down a notch. Thus the final order of the top ten in the Modified 1/10-Scale Offroad World Championships was:

- | | |
|--------------------|---------|
| 1 Gil Losi, Jr. | 42 laps |
| 2. Jay Halsey | 42 laps |
| 3. Paul Dionne | 42 laps |
| 4. Chris Allec | 42 laps |
| 5. Mike Giem | 41 laps |
| 6. Eric Soderquist | 41 laps |
| 7. Glen Glass | 41 laps |
| 8. Mike Dunn | 41 laps |
| 9. Eustace Moore | 41 laps |
| 10. Gary Kyes | 41 laps |

An interesting statistic . Jay Halsey's fastest time in Stock for 20 laps was exactly the same as Gil Losi, Jr's fastest time in Modified for 21 laps, 5:03.1 minutes. This means that the difference in the average one-lap time between Modified and Stock (15.155 seconds for Modified, 14.433 seconds for Stock) amounted to a mere 3/4 of a second! Hmmm like they say about big car racing the first 150 miles per hour is a lot cheaper to get than the next 10 miles per hour!