



# 1987 OFFROAD WORLD CHAMPIONSHIPS

**T**he first 1/10 Offroad World Championships were held in 1985 in Del Mar, California, with Americans dominating both 2WD and 4WD classes. Jay Halsey, USA, was the first ever 2WD World Champion and Gil Losi Jr., USA, the 4WD World Champion.

The second World Championships race was held in Romsey, England, which is about one hour South of London. The race was run by the Romsey Offroad Club with Steve Whitewick, 2WD and Bill Jones, 4WD Race Directors, respectively. Tech inspection was headed by Cecil Schumacher and Keith Plested. Ken MacDowell of Parma sponsored the World Championship event.

**BY GENE HUSTING**

**Our Competition Editor traveled to England for the IFMAR World Championships and found track conditions to be less than ideal for a world-class event.**

The track itself was quite unusual, at least by American standards. In Southern California we have over eight 1/10 offroad

tracks. They are all doing quite well. If the Romsey track was in Southern California, it would be out of business in one month or less. The Southern California tracks are being constantly manicured. They are raked smooth and lightly watered after every three or four races, so there is good traction and the racers can enjoy racing.

The Romsey track is the exact opposite. There was absolutely no maintenance done on the track the whole week. The surface was rock hard. A rake couldn't touch it. A jack hammer might. As a matter of fact, three spots over a foot in diameter each, were repaired with cement! We were told, it's fair for everybody. That's true; however, it would also be nice if it would be fun for everybody too. To add to this, the track was only open *one* day for open practice from 9:00 a.m. to 3:00 p.m. and then one round of controlled practice. And then the track was closed. No additional practice allowed. More on this subject later at the IFMAR meeting.

The ROAR Nationals were held a week earlier in Georgia with 510 entries. Yes, 510 entries! The races were dominated by RC10s and modified RC10s in 2WD and the new Schumacher CAT in 4WD. A number of the racers left straight from Georgia to England for the World Championships.

There were all kinds of rumors going on when we got to England: Kyosho was making a big effort for this race with 30 custom cars for their team. Team Losi would be racing their new 2WD car and Yokomo had prototypes of their new 4WD car. At the track all these rumors turned out to be true.

The drivers had a lot to do in just one practice day. Learn the track, choose the correct motor, gearing, tires, shocks,



Fast action at the start was the name of the game at the IFMAR World Championships for 1/10 Scale cars in Romsey, England.





The World Championships for 1/10 Scale were sponsored by Parma International, and held in Romsey, England.



The drivers agreed that this was the best part of the track. The loose dirt had engine crankcase oil poured over it, and the dirt stayed loose and had super traction. This was the only fun part of the track, which was uneven, to say the least.





Hard to believe, but true: the light-colored areas in the corner is the result of repairs made with cement! The track surface, as you would imagine, was as hard as cement. Not exactly the proper conditions for a World Class venue.

springs, etc. All of this in three or four runs. In the controlled practice heat Jay Halsey turned the first 16-lap time.

All drivers got six qualifying heats, with five heats on Tuesday and then the last heat and mains on Wednesday. Qualifying was a three-way battle between Jay Halsey, Joel Johnson, and Kris Moore, with Kris putting in a beautiful run to take Top Qualifier honors

#### 2WD "B" MAIN

All ten cars seemed to get tangled up in the bank at the start of the race, with Umberto Pernice and Marco DeMarchi, both of Italy, being the first ones to break free. Marco chased Umberto all the way to the finish line.

#### 2WD "A" MAIN #1

All "A" Main drivers raced in three, five-minute mains, with the best two out of three times counting for the World Championships.

The cars were lined up two by two ac-

ording to their qualifying times. At the sound of the horn, Jay Halsey jumped in the lead and held the lead for the first lap, until Kris Moore got alongside Jay going into a corner and took over first place. A couple laps later, Jay got a little sideways and Masami Hirotsuka and Joel Johnson got by. Joel then passed Masami to take over second.

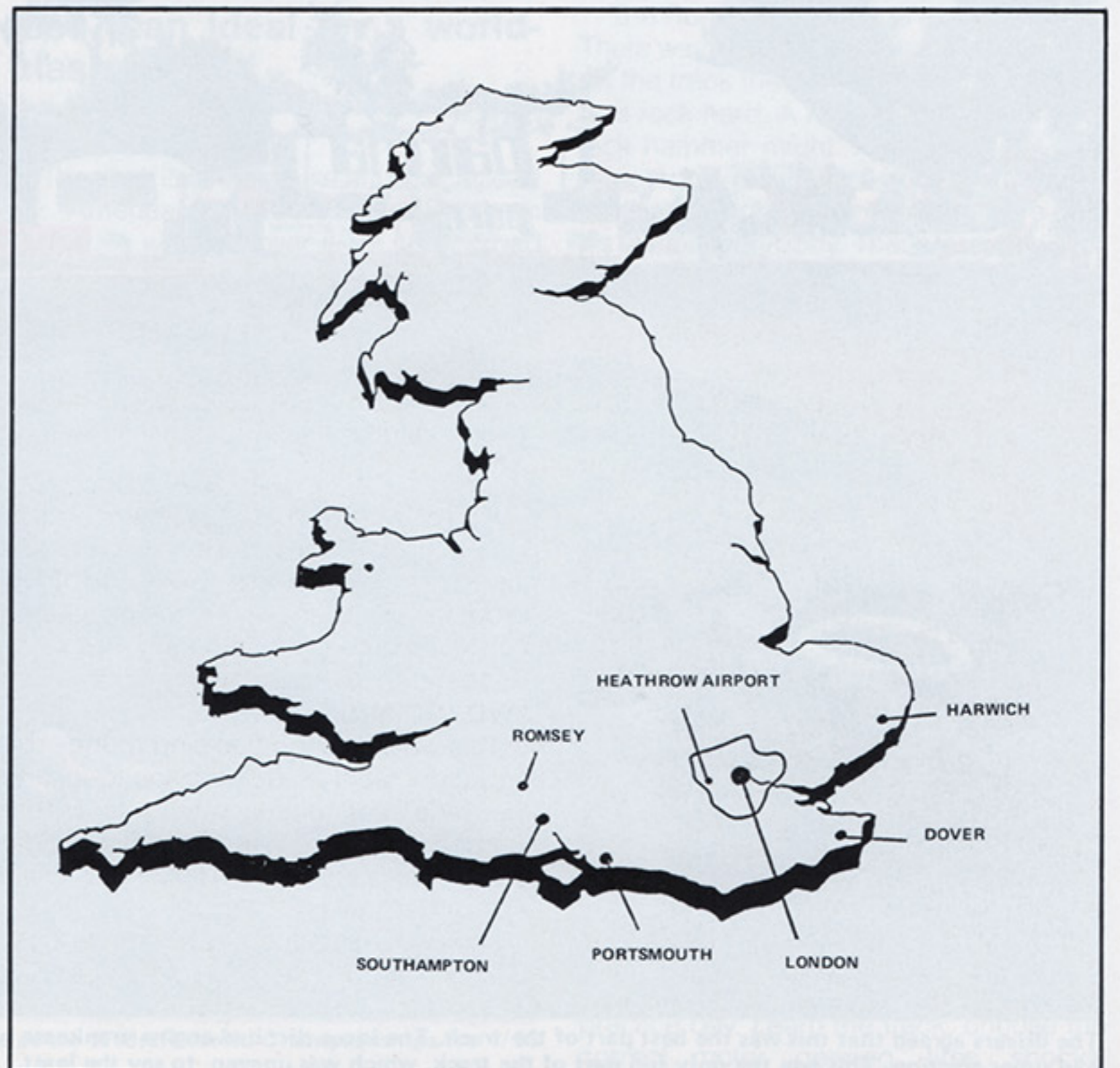
Joel was running about 20 feet behind Kris and was unable to close up. Then as Kris was going down the straightaway, Jay spun out, and Kris hit Jay, and Joel went by to take the lead. Kris caught back up to Joel and tried to pass on the inside but spun out, and Joel took the win.

#### 2WD "A" MAIN #2

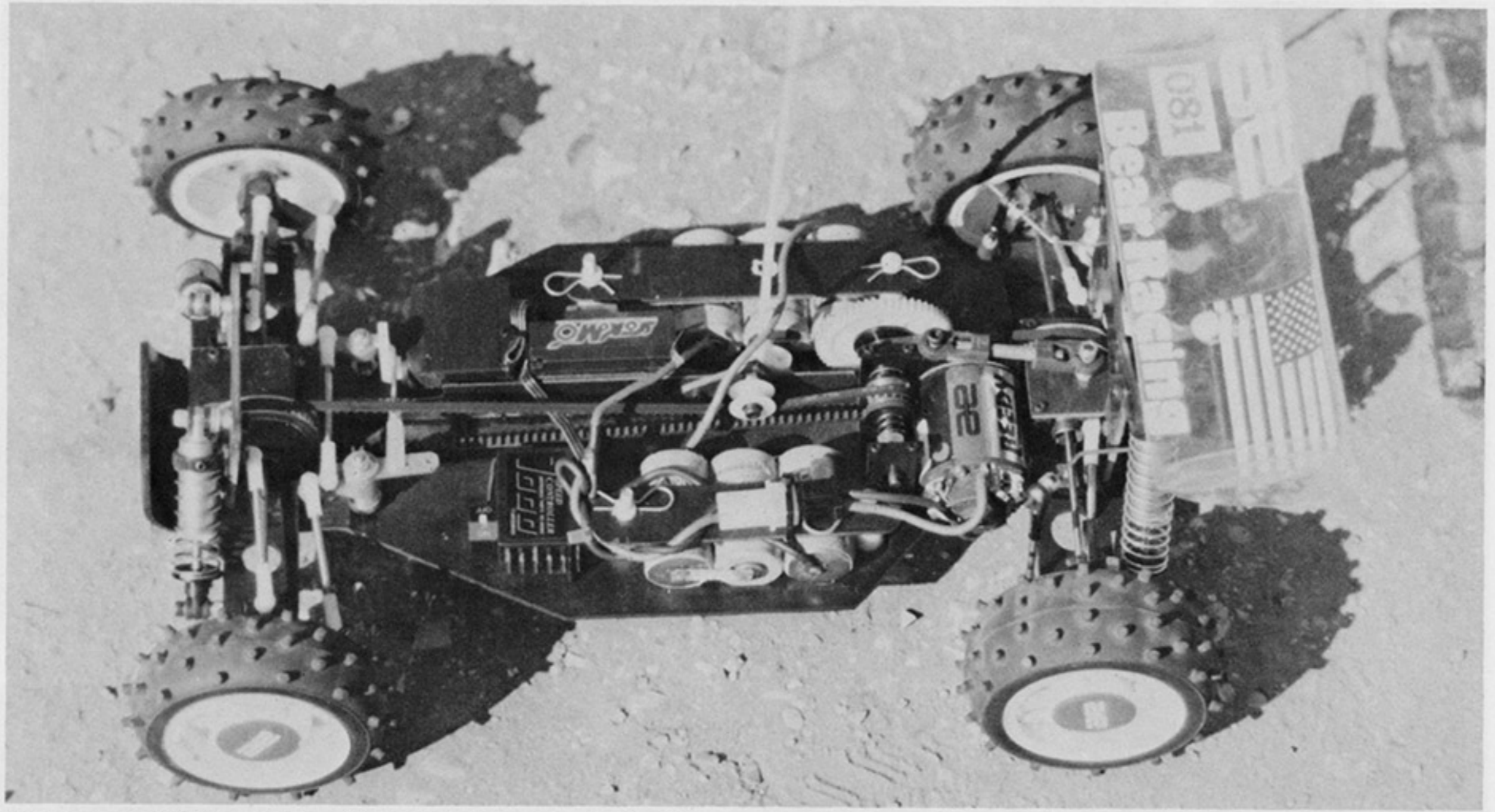
Everybody still had a chance to win



Gene Husting, Competition Editor and a real prince of a fellow, covered the World Championships in England for us.







Yokomo's new 4WD car looks pretty good, but more tuning time than was available was needed to shake the bugs out.

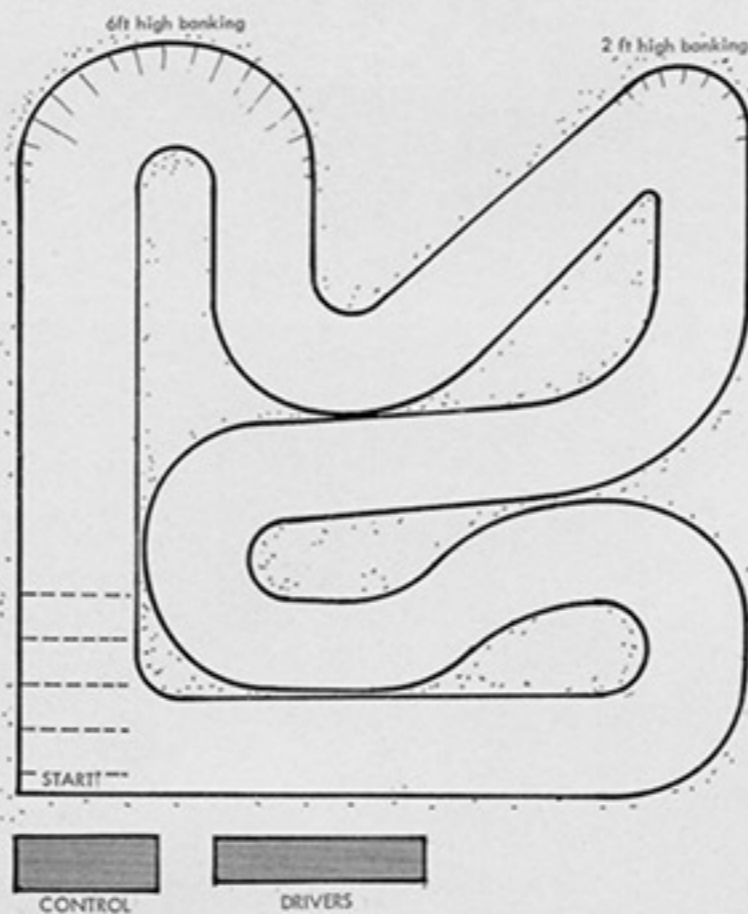
going into the second Main, but it looked like Kris Moore might have the best chance. He was driving good and his car looked the best. But you need some breaks too.

As the horn sounded, Kris Moore jumped in the lead with Jay Halsey second and Joel Johnson third. It stayed that way for a few laps, until Jay spun out from what appeared to be a little more horsepower than the track could handle. Joel then moved into second.

Kris continued to lead with Joel about ten



Japan's first World Champion, 19-year-old Masami Hirose won the 4WD class with his Schumacher CAT car, powered by an HPI motor with Sanyo batteries and KO speed control.



The track layout. From this diagram, it looked competitive and well planned; see text for the story behind the story.

feet back. The leaders came up on slower traffic and in trying to pass got spun out, and Mike Christensen took over first followed by Jamie Booth in second. Mike drove cleanly all the way to the checkered flag with Jamie second and Katsunori Kondo in third.

### 2WD "A" MAIN #3

This would be the deciding round. The crowd got silent as the horn sounded, and the race was under way. Kris Moore jumped in the lead with Jamie Booth right on his rear bumper. Jay Halsey was third, and Joel Johnson, fourth.

Jamie appeared to have the fastest car on the track and when he tried to pass Kris for the lead, they got tangled and Joel took over the lead with Jay in second and Kondo in third.

Joel rolled coming off a jump, and Jay went into the lead. Jay held the lead for a few laps until he went off a jump and one of his linkages came off. Kondo took the lead and went on to win with Joel following in second.

With the best two heats totaled up, Joel Johnson was the new 2WD IFMAR World Champion. It's kind of ironic how things turned out. Joel wasn't even on the USA Team, because he doesn't run much offroad races. He was added as an alter-

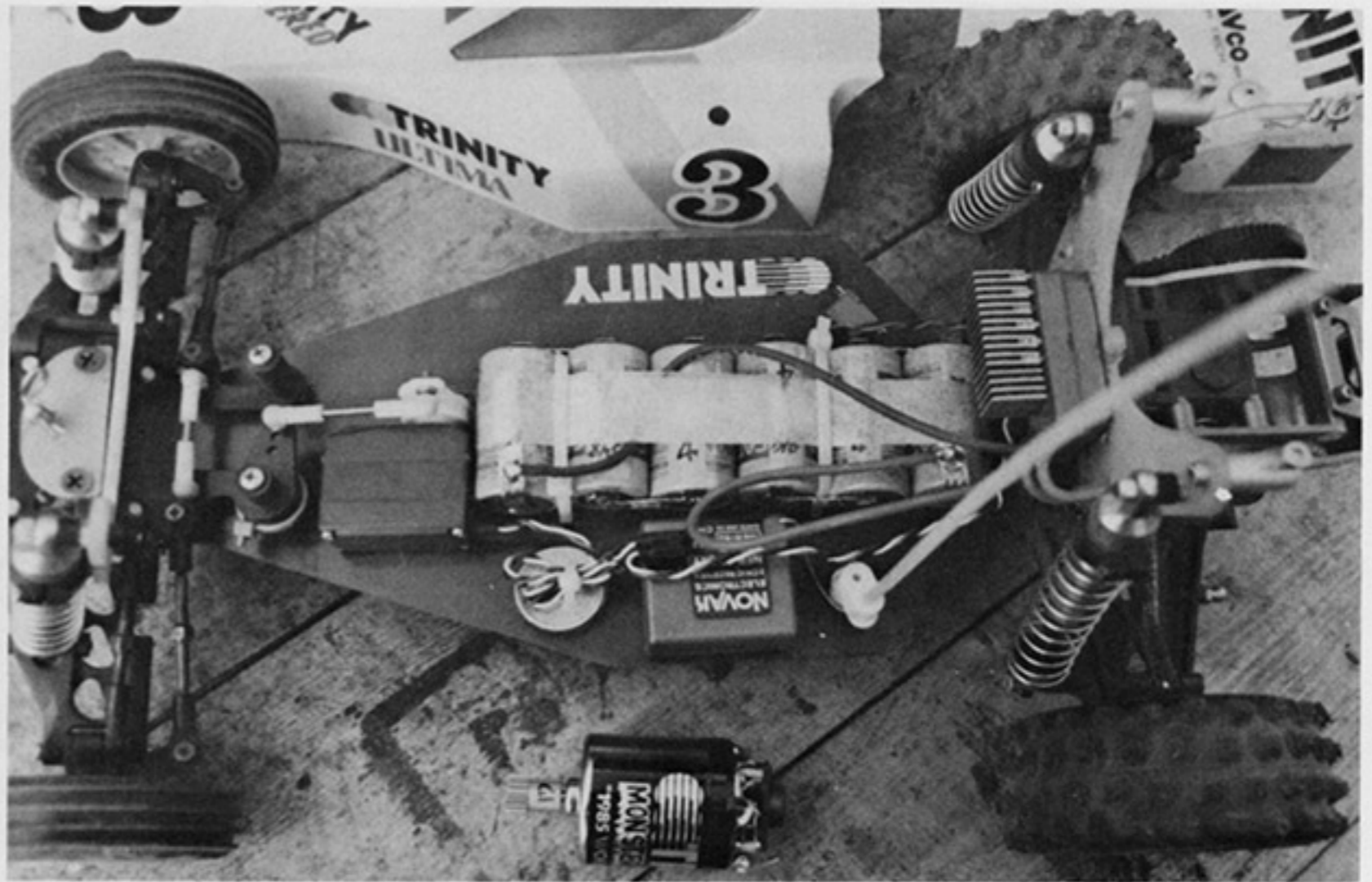


Katsunori Kondo took second with his Optima, powered by a Kyosho motor and Sanyo batteries, KO speed control.





The new 2WD World Champ, Joel Johnson. He used an Ultima with Trinity power, Sanyo batteries, and a Tekin speed control.



Joel's custom-built Ultima bears a striking resemblance to an Associated RC10.



This jump looked easy enough, but half the cars rolled over after taking it.

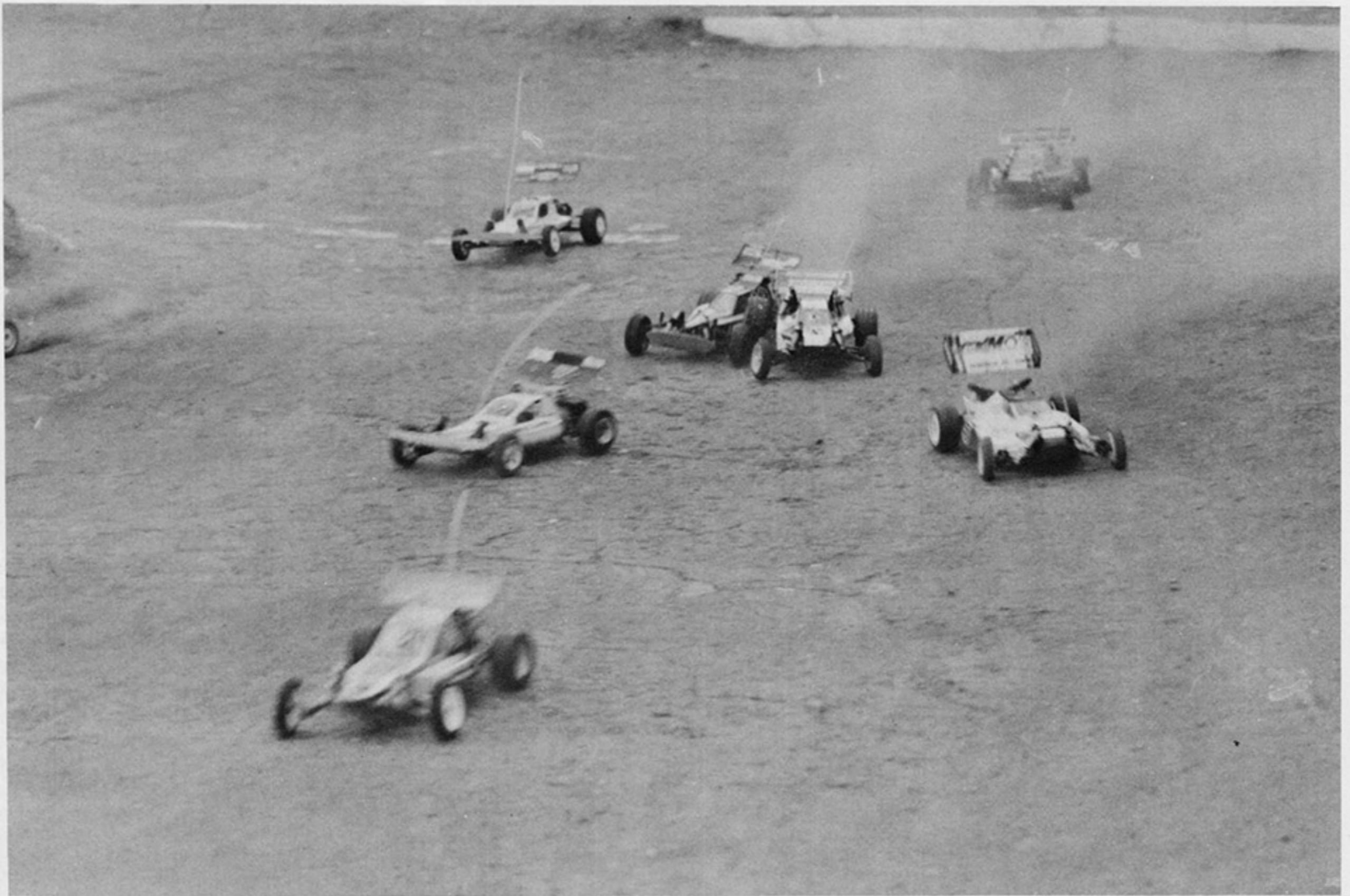
nate driver. I think most people had it figured that he would be World Champion some day in the 1/12 races. So here's a driver with the least amount of offroad experience of any driver at the World Championships, and he wins. And deservedly so. Congratulations, Joel, you made it look easy.

#### IFMAR MEETING

At the IFMAR meeting that evening, the representatives from all the countries voted unanimously that at least one more practice day for each class was necessary, as well as having the track available in the evenings too. Everyone agreed that racers traveling 4,000 to 12,000 miles for the World

Championship race deserve as much practice time on the track as possible. Having voted that in for the 1989 World Championships, this track was closed all day Thursday for a day of rest. I don't know why we weren't allowed to use it for practice. We certainly couldn't have hurt the track, even if we tried. But that's the way it was.





With 10-car qualifying heats, it got a little congested in the starting area.

#### 4WD QUALIFYING

Katsunori Kondo gave everyone in qualifying something to shoot for as he turned 17 laps in 316.76 seconds. Masami Hirosaka turned 17-317.88 also in the first round.

In the next round Cliff Lett turned 17-319.33. In the third round Hirosaka turned a perfect Top Qualifier run of 17-314.12. Joel Johnson followed in 17-316.5, and Jamie Booth turned 17-317.76. In the fifth round Jay Halsey turned 17-316.73. Those were the only 17 laps turned.

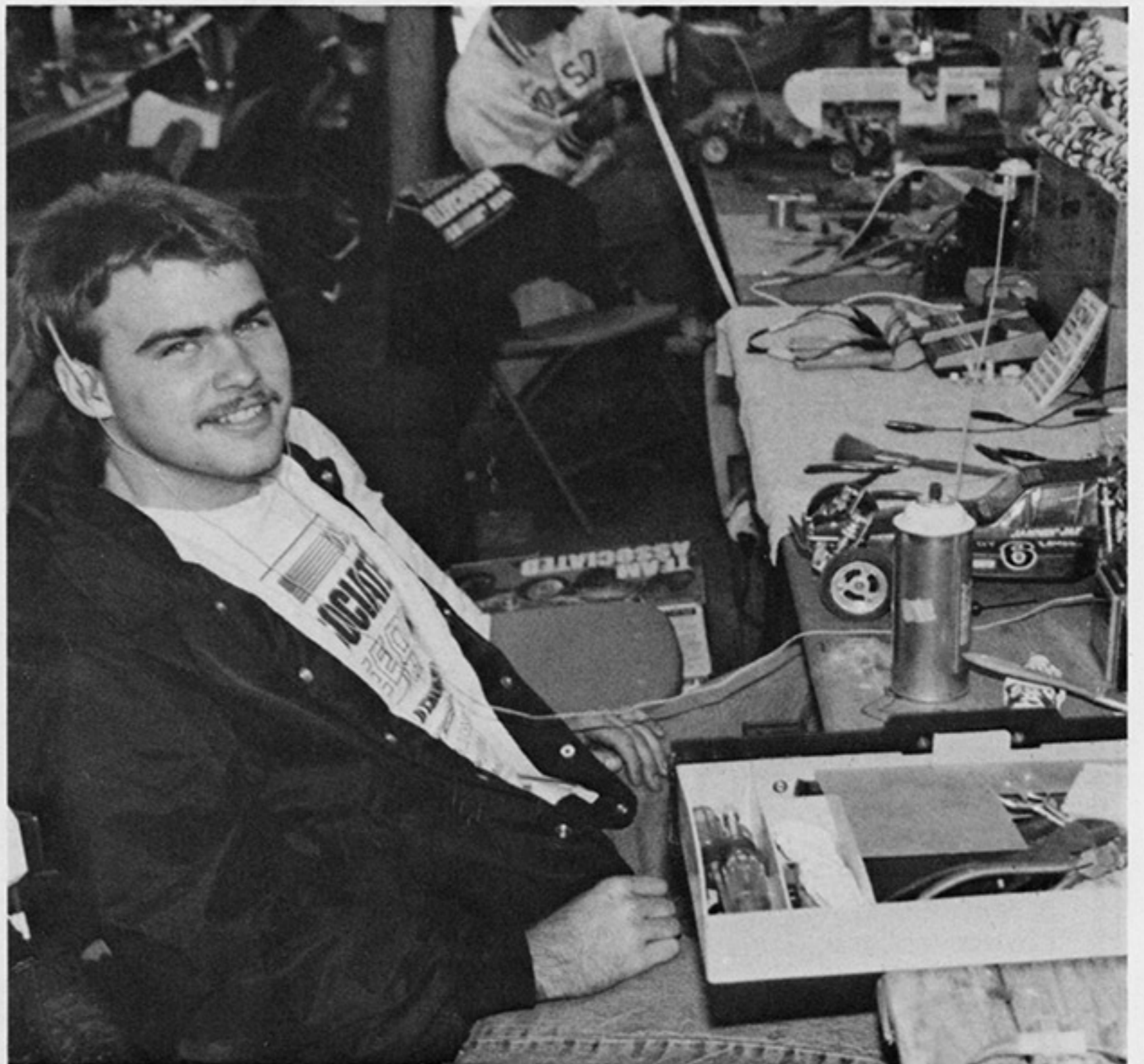
#### 4WD "B" MAIN

Tony Neisinger jumped in the lead in this main, but he got bumped into the boards, so Marco DeMarchi took over the lead and held it all the way to the checkered flag with Ian Littley finishing second and Neisinger in third.

#### 4WD "A" MAIN #1

Masami Hirosaka jumped in the lead with Joel Johnson right behind him. Masami continued to lead for a few laps until he came off the jump and rolled over and Joel hit him. That put Masami back on his wheels and Joel on his top.

Cliff Lett went into second with Jay Halsey third and Katsunori Kondo fourth. The positions stayed that way with nobody able to gain on anybody else. Then with 30 seconds to go, Cliff got a little sideways on the straight and got hit on the rear wheel knocking a linkage off. Jamie Booth moved into second with Eric Soderquist third.



Jay Halsey, the first-ever 1/10 World Champion relaxes while waiting for his qualifying heat.





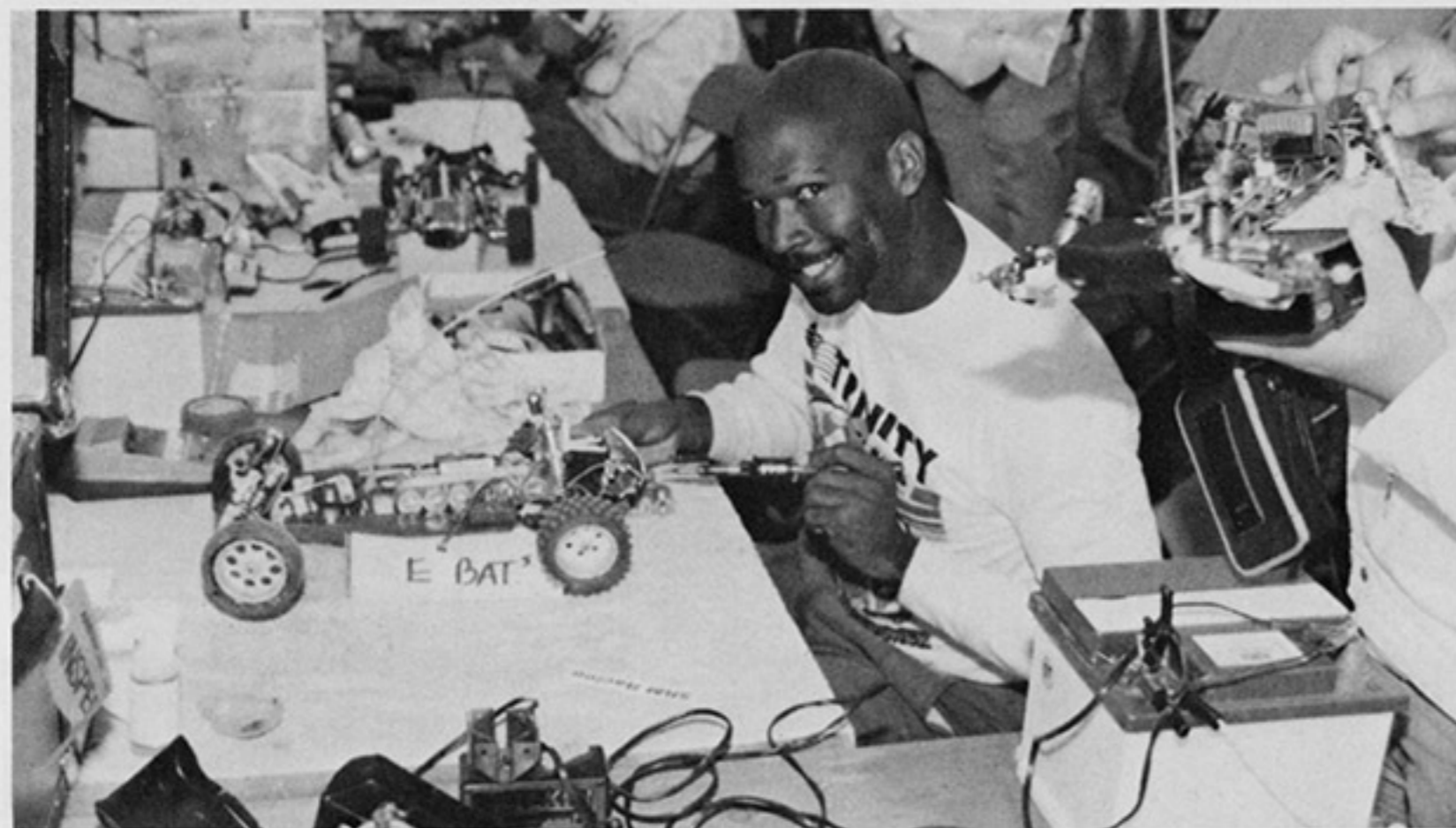
Kris Moore was TQ and looked as though he had a good chance to win, but Lady Luck dealt him a third place finish, with his Ultima car. His racer was powered by Twister with Sanyo batteries and Novak speed control.



The local hero, Jamie Booth from England, took third with his Schumacher CAT powered by Reedy with Sanyo batteries and a Demon speed control.



Katsunori Kondo took second with his Ultima. It was powered by a LeMans motor, with Sanyo batteries and Futaba speed control.



Eustace Moore's team did quite good with their MIP-RC10 cars. Here's Eustace giving his racer a little tuneup between heats.

#### 4WD "A" MAIN #2

Masami jumped in the lead again with Cliff Lett close behind in second. Cliff then got bumped, and Eustace Moore went into second with Cliff third and Jay Halsey fourth. Eustace got stuck, and Lett moved into second with Jay third and Jamie Booth fourth.

Masami cut a corner a little too close and got stuck. Lett went into first with Jamie second, Masami third, and Jay fourth. Jamie

#### 2WD "A" MAIN #1 RESULTS

PLACE/DRIVER	LAPS	TIME
1. Joel Johnson	16	318.50
2. Kris Moore	16	319.96
3. Jamie Booth	15	301.70
4. Mike Christensen	15	302.36
5. Katsunori Kondo	15	306.15
6. Rory Cull	15	322.50
7. Jay Halsey	14	301.83
8. Kevin Moore	14	302.20
9. Eustace Moore	14	303.05
10. Masami Hirosaka	9	196.85

#### 2WD "B" MAIN RESULTS

PLACE/DRIVER	LAPS	TIME	COUNTRY
1. Umberto Pernice	15	302.13	Italy
2. Marco DeMarchi	15	306.00	Italy
3. Pete Stevens	15	309.18	England
4. Cliff Lett	15	310.46	USA
5. Mark Ocampo	15	315.76	USA
6. Kazuhiro Koizumi	15	318.40	Japan
7. Gil Losi Jr.	14	303.36	USA
8. Paul Dionne	14	310.26	Canada
9. Butch Kloeber	13	303.20	USA
10. Eric Soderquist	11	223.20	USA

#### 2WD "A" MAIN #2 RESULTS

PLACE/DRIVER	LAPS	TIME
1. Mike Christensen	15	300.18
2. Jamie Booth	15	303.78
3. Katsunori Kondo	15	305.23
4. Kevin Moore	15	311.70
5. Joel Johnson	15	312.63
6. Jay Halsey	15	315.13
7. Rory Cull	15	316.83
8. Eustace Moore	15	318.46
9. Masami Hirosaka	15	323.51
10. Kris Moore	5	108.95

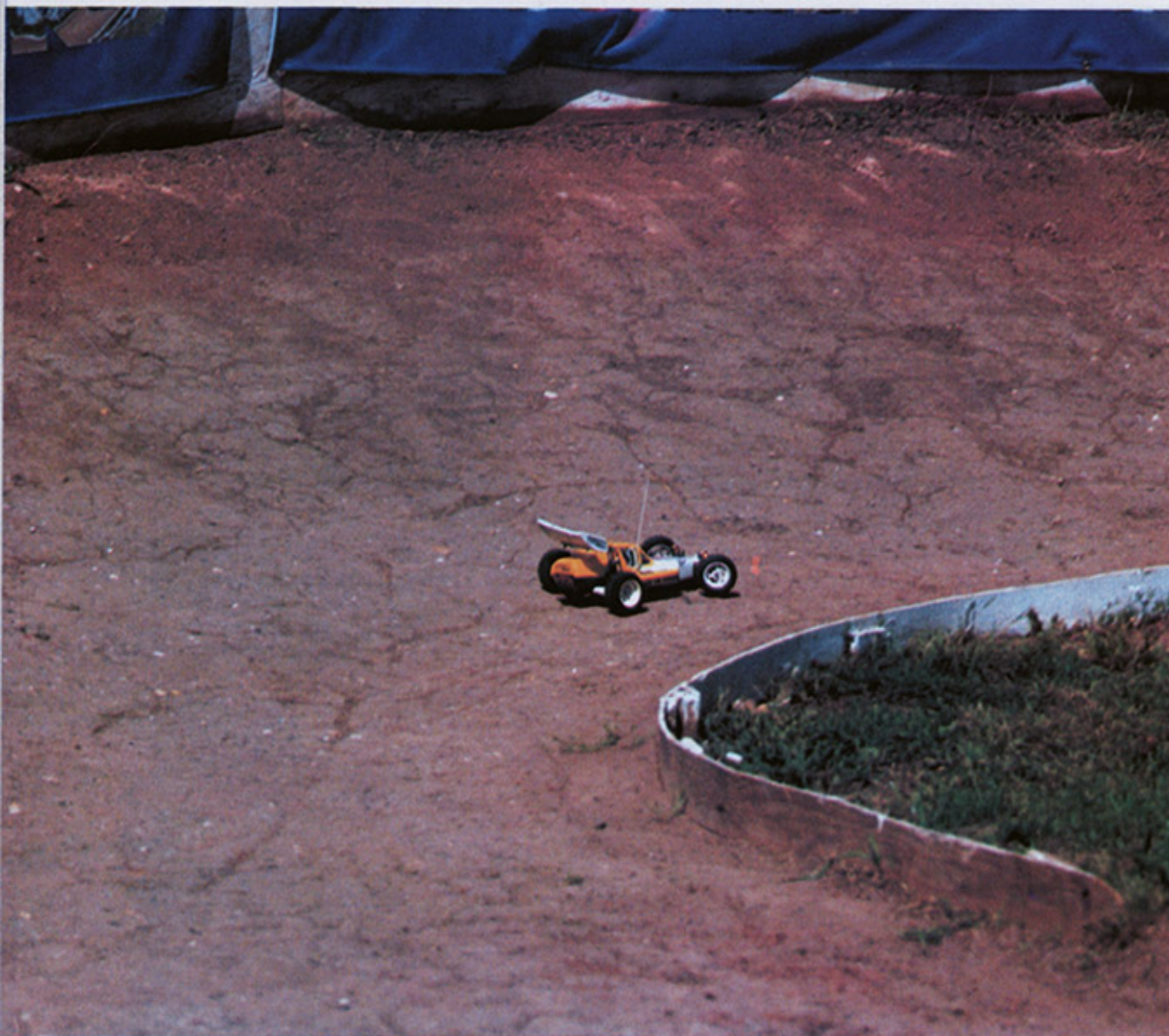
#### 2WD FINAL POSITIONS

PLACE/DRIVER	COUNTRY	CAR	MOTOR
1. Joel Johnson	USA	Ultima	Trinity
2. Katsunori Kondo	Japan	Ultima	LeMans
3. Kris Moore	USA	Ultima	Twister
4. Mike Christensen	USA	MIP-RC10	Trinity
5. Jamie Booth	England	RC10	Reedy
6. Kevin Moore	England	RC10	Reedy
7. Jay Halsey	USA	RC10	Reedy
8. Masami Hirosaka	Japan	RC10	HP I
9. Rory Cull	England	RC10	Reedy
10. Eustace Moore	USA	MIP-RC10	Trinity

#### 2WD "A" MAIN #3 RESULTS

PLACE/DRIVER	LAPS	TIME
1. Katsunori Kondo	16	318.98
2. Joel Johnson	15	300.30
3. Masami Hirosaka	15	304.83
4. Kris Moore	15	307.75
5. Jay Halsey	15	310.88
6. Kevin Moore	15	312.66
7. Eustace Moore	15	314.98
8. Rory Cull	15	316.60
9. Mike Christensen	15	318.70
10. Jamie Booth	1	19.66





In this turn, the banked outside section had rocks sticking out about one to one-and-a-half inches high.

tried an inside pass on Lett, bumped Lett, and took over first. Lett was second, Jay third, and Masami fourth. Then Jay rolled over.

#### 4WD "A" MAIN #3

It was still anybody's race going into the

final round. The horn sounded and everybody was underway. In the second corner all the leaders got tangled up. Kondo came out first with Jay second, Jamie third, and Lett fourth. Lett passed Jamie to take over third.

Kondo was still leading with Jay in second. Then as Jay came down off a jump, a linkage popped off again. Lett moved into second with Masami third. The positions stayed that way to the finish.

With the two best finishes totaled up, 19-year-old Masami Hirosaka becomes the first ever Japanese World Champion. We're certainly glad to see that. It should help to create more interest in Japan for R/C cars than ever before.

After the race, Masami gave us a demonstration of his driving skills. To begin with, he uses a stick transmitter, which seems to be a challenge in itself. First he took and drove his car round the track. Then he held the transmitter so the antenna is pointing straight down. This made the throttle stick the steering stick and the steering stick the throttle stick, which makes everything exactly backwards. Then he proceeded to drive the car around the track as fast as normally. Then his father held the transmitter upright on the drivers' stand floor. Masami took his shoes off, sat on the floor, and drove the car about half-speed around the track with his toes! Are we in trouble, or what?

To top it all off, Masami came to the race without a 4WD car. He bought a Schumacher CAT car, TQ'd, and won the race with it. Congratulations, Masami, you certainly deserve to be World Champion!

#### 4WD "A" MAIN #1 RESULTS

PLACE/DRIVER	LAPS	TIME
1 Masami Hirosaka	17	314.62
2. Jamie Booth	16	301.30
3. Eric Soderquist	16	307.98
4. Jay Halsey	16	309.42
5. Joel Johnson	16	309.61
6. Pete Stevens	16	312.90
7 Cliff Lett	16	321.93
8. Katsunori Kondo	15	286.76
9. Mike Christensen	15	301.42
10. Junichi Koma	15	304.66

#### 4WD "A" MAIN #2 RESULTS

PLACE/DRIVER	LAPS	TIME
1 Jamie Booth	16	301.41
2. Cliff Lett	16	303.42
3. Masami Hirosaka	16	306.56
4. Joel Johnson	16	308.53
5. Jay Halsey	16	310.46
6. Junichi Koma	16	311.18
7 Katsunori Kondo	16	317.23
8. Pete Stevens	16	317.69
9. Eric Soderquist	15	295.13
10. Mike Christensen	10	214.63

#### 4WD "A" MAIN #3 RESULTS

PLACE/DRIVER	LAPS	TIME
1 Katsunori Kondo	17	318.88
2. Cliff Lett	16	301.93
3. Masami Hirosaka	16	304.25
4. Jamie Booth	16	310.13
5. Junichi Koma	16	310.93
6. Joel Johnson	16	316.83
7 Pete Stevens	16	321.00
8. Jay Halsey	5	94.03
9. Mike Christensen	4	86.45
10. Eric Soderquist	0	0

#### 4WD "B" MAIN RESULTS

PLACE/DRIVER	LAPS	TIME	COUNTRY
1 Marco DeMarchi	16	303.46	Italy
2. Ian Littley	16	306.09	England
3. Tony Neisinger	16	314.13	USA
4. Jurgen Metz	16	317.00	Germany
5. Glyn Pegler	16	317.11	England
6. Stephan Kohler	16	317.50	Germany
7 Hiroyuki Matsumo	15	302.33	Japan
8. Gil Losi Jr.	14	299.31	USA
9. Eustace Moore	13	266.96	USA
10. Umberto Pernice	2	43.9	Italy

#### 4WD FINAL POSITIONS

PLACE/DRIVER	COUNTRY	CAR	MOTOR
1 Masami Hirosaka	Japan	CAT	HP I
2. Katsunori Kondo	Japan	Optima	Kyosho
3. Jamie Booth	England	CAT	Reedy
4. Cliff Lett	USA	CAT	Reedy
5. Joel Johnson	USA	Optima	Trinity
6. Jay Halsey	USA	Yokomo	Reedy
7 Junichi Koma	Japan	Optima	PP
8. Pete Stevens	England	Optima	Parma
9. Eric Soderquist	USA	Optima	Twister
10. Mike Christensen	USA	MIP-RC10	Trinity