

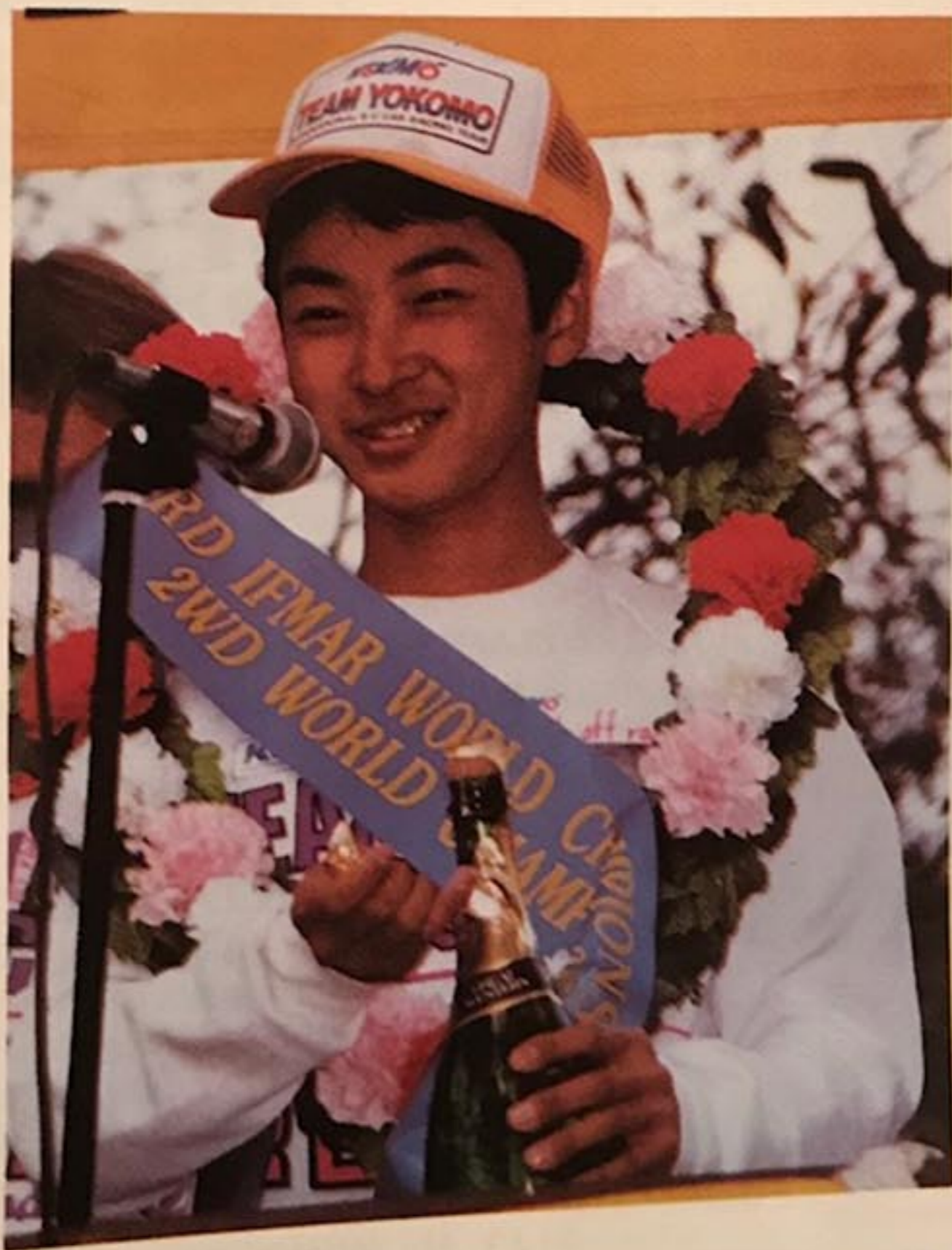
When the dust cleared and the IFMAR 1/10 Scale Off-Road World Championship was over it could be summed up by the following: Masami Hiroasaka, Associated, Yokomo, and Reedy Modified. Masami established himself as the predominate racer in the world today by taking both the TQ honors and the World Championship Title in both 2WD and 4WD classes. This is in addition to the 1/12 Scale World Title

1989 IFMAR 1/10 Off-Road World Championships

WHAT'S IN A NAME

Well, when the name is MASAMI HIROSAKA it means both Off-Road World Championships, which now gives him all electric car World Titles

By Mike Reedy



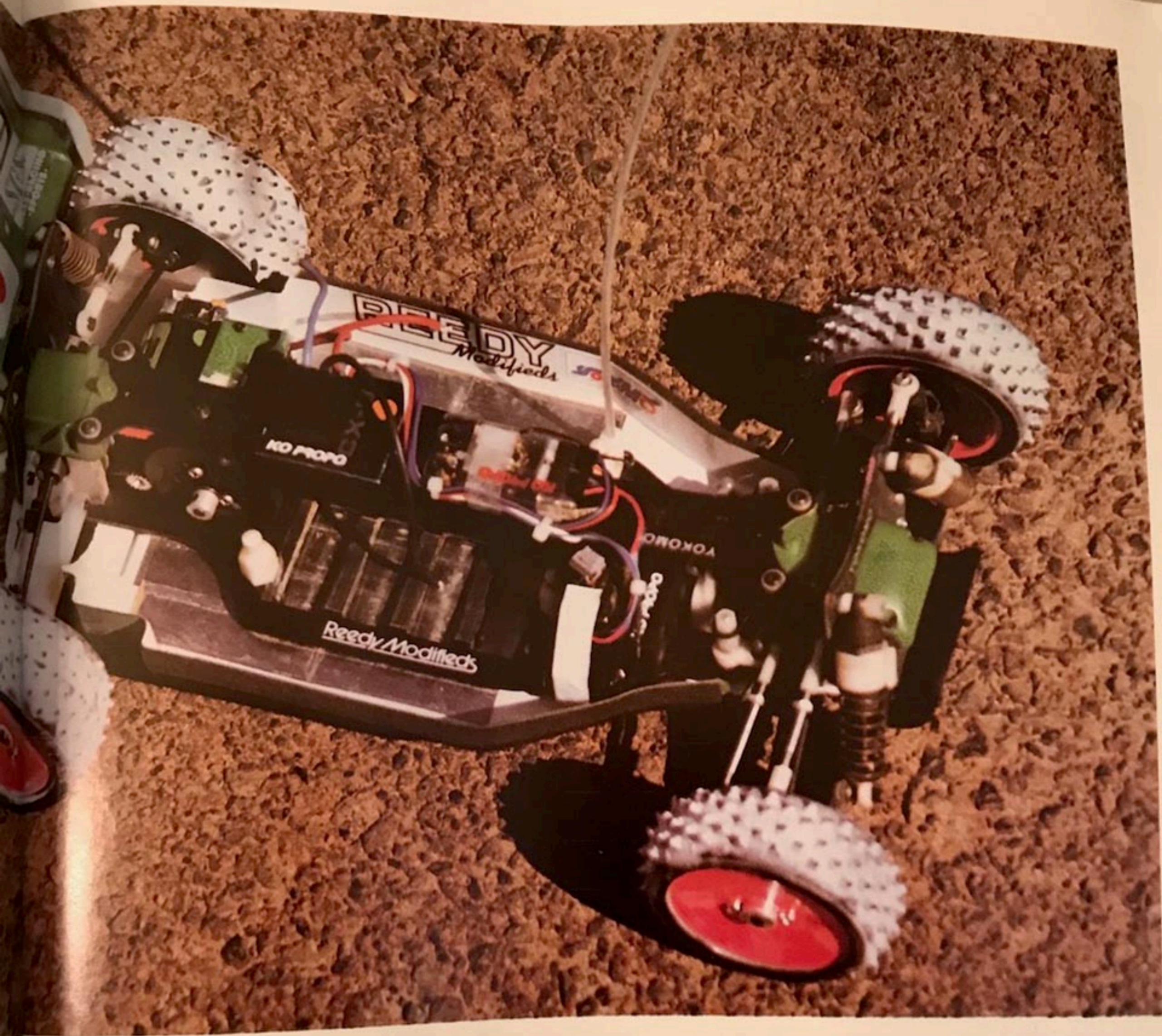
To the right: Masami Hiroasaka's 4WD Yokomo World Championship Car. Above: Masami Hiroasaka's World Championship record has been truly amazing! This year's event has been no exception. Masami won both 2WD and 4WD IFMAR Off-Road World Titles plus he also currently holds the 1/12 IFMAR World Title.



he already holds.

Associated RC10s dominated the 2WD Final with five out of the top ten cars leading to a 1-2-3 result. Yokomo had the numbers in 4WD by also placing five cars in the Finals with a First and Second place result. Reedy Modifieds came away with the motor honors in both 2WD (six out of top ten) and 4WD (seven out of top ten) with wins in both classes.

Okay, we know how it came out, but there was a lot of action all week and many drivers displayed their top form. Watching



this racing provided one of the best exhibitions of R/C car racing I have ever seen. Masami Hirosaka may have won it all but the racing was close. An example would be 4WD qualifying. After it was over, only one lap (20 seconds) separated the first sixty-six drivers. That type of race competition is World Championship racing at its best.

The track was available for practice a full week prior to the event. This, along with three official days of practice, let everyone have plenty of time to get dialed in. Most teams arrived about

mid-week of open practice. To the US drivers, the track was a challenge, as we are used to high traction circuits. Situated in a large wildlife park the setting was beautiful, but the surface was extremely hard and dry which offered very little traction. It soon became a mad scramble to find a tire that would hook up and let you use power. By the end of the week most of the top drivers had it worked out by using the new Yokomo low-profile tire, and a new tire Team Losi had. This seemed to be the best setup for the track conditions. The

Yokomo tire/wheel caused some discussion, as at first glance they appeared too large. This turned out to be an illusion after actually measuring the tire. The overall dimension was the same or smaller than tires normally used, the difference being a larger diameter wheel giving the appearance of a larger overall tire/wheel combination. It was an experience watching all the different things being tried, such as one team actually mounting and running Monster truck tires which looked similar to a double "A" dragster. Unfortunately, it



The track was situated in a large, beautiful wildlife park, but the surface was extremely hard and dry which offered very little traction.

had a tendency to roll over in the corners.

Wednesday qualifying started with Masami Hirosaka, Japan, establishing an early TQ with a run of 15 laps 5:00.28. This was closely followed by Jay Halsey, USA, with a run of 15 laps 5:00.55. At this point, Cliff Lett, USA, was third with 15 laps 5:01.81 followed by Mike Dunn, USA. Rounding out the top ten were Jack Johnson, USA, Kurtis McElroy, USA, Gil Losi Jr., USA, Darrin Stump, USA, Steve Dunn, USA, and Joel Johnson, USA.

The second round found Masami with a new TQ time of 16 laps, 5:12.69. Also with 16 laps that round was Jay Halsey and Craig Drescher of England. Moving into the top ten that run was Rick Vehlow, USA, Joe Schmitz, USA, Rick Hohwart, USA, Butch Kloeber, USA and Jamie Booth, England. The third round saw Cliff Lett move into

third position with a run of 16 laps 5:18.67. Gil Losi, Jr. posted a run of 15 laps 5:06.37 to move back into the top ten. This was not to be for Gil, who, due to missing his turn at corner marshalling, was to lose his fastest heat as determined by the Race Director. It was a tough break for Gil but he still had three rounds with which to qualify.

There were very little changes until the final and sixth round which was early Thursday morning. The track was moist and had been prepped into beautiful condition. When the dust cleared Joel Johnson, Jack Johnson, and Ron Rossetti had all put together runs putting them in the "A" Final. Rick Hohwart had some bad breaks on this run dropping him from what seemed to be a solid top ten qualifying position down to the "B" main. This was a tough break for Rick who had been running excellent through-

out qualifying, but he still had 4WD to go.

The final lineup for the 2WD "A" Finals were: 1 - Masami Hirosaka (Japan); 2 - Mike Dunn (USA); 3 - Jay Halsey (USA); 4 - Cliff Lett (USA), 5 - Rick Vehlow (USA); 6 - Craig Drescher (England), 7 - Jamie Booth (England); 8 - Joel Johnson (USA); 9 - Jack Johnson (USA); 10 - Ron Rossetti (USA).

The first "A" Final saw Masami take off into an early lead to win the first of three finals with 17 laps 5:11.23. Finishing less than two seconds behind was Jay Halsey with Mike Dunn in third. Only these three turned 17 laps giving them a one lap advantage going in Final #2. As Final position is determined by best 2 out of 3 finishes this extra lap is important. Final #2 saw Masami again leading and winning with another 17 lap run. Taking second was Cliff Lett with

the only other 17 lap run. Rick Vehlow placed third in this heat with a fast 16 lap 5:01.34 run. Going into Final #3 only four people had a shot at the title. Masami with two 17 lap runs under his belt had the edge but Jay Halsey, Mike Dunn or Cliff Lett could pull it off with a fast 17 lap run to go with their earlier 17 lappers. Masami grabbed the early lead but Halsey kept the pressure on providing a very close and exciting race. Halsey putting on a great drive got by Masami at the end to take Final # 3 with a time of 17 laps 5:11.29. Also turning 17 laps was Masami with a 5:11.45 and Cliff Lett with a run of 5:16.45. After all the results were added up Masami Hirosaka (Associated/Reedy) was in first with 34 laps, 10:25.68. In second, less than 1 1/2 second behind was Jay Halsey (Associated/Reedy) with 34 laps 10:27.23. The only other driver with 34 laps was Cliff Lett (Associated/Reedy) in third with a time of 10:35.24. Mike Dunn (JRX2/Race Prep) brought home fourth to finish off a very strong and successful two wheel drive effort. Rick Vehlow (Associated/Reedy) finished fifth followed by Jamie Booth (Schumacher/Reedy) in sixth and young Craig Drescher for seventh. Jack Johnson finishing eighth led Joel Johnson ninth and Ron Rossetti, tenth to round out the top ten finishers in two wheel drive.

Saturday morning saw it starting over with 4WD qualifying. Round one saw Masami continuing his winning ways by being the only person to turn 17 laps. Filling out the top ten were local Australian Ace Reece Birtles with a 16 lap 5:00.04 followed by Cliff Lett, Jack Johnson, Butch Kloeber, Jamie Booth, Gil Losi Jr., Ron Rossetti, Mike Dunn, and Katsundri Kondo (Japan). Round two saw Butch Kloeber moving up to second qualifier with a fast 17 lapper followed by Cliff Lett also with 17 laps. Jurgen Lautenbach (Germany) moved into the top ten. Also



From left to right: Cliff Lett, third; Jay Halsey, second; and Masami Hirosaka, World Champion in 2WD. They all look wet and happy after a little champagne explosion!

moving into the top ten was Rory Cull (England) dropping Mike Dunn and Kondo down. Round 3 and Masami was still on top while Rick Hohwart recorded a 17 lap 5:17.14 to move into third place. Phil Davies (England) also moved into the top ten at this point along with Mike Dunn. Things stayed much the same through round five.

The sixth and final round started the day on Sunday, with a good, damp smooth track. With these conditions there was bound to be some good times and there were, as seven people turned 17 laps on this run. With qualifying finished it was Masami once again TQ followed by Cliff Lett less than one second behind. Rick Hohwart was a solid third also less than a second behind Masami. Butch Kloeber was fourth fastest followed by Jay Halsey, Jurgen Lautenbach, Phil Davis, Rory Cull, Satoshi Kayano (Japan) and Mike Dunn to finish out the top ten.

The first of three Finals and it was once again Masami leading with a 17, 5:01.67 run followed by

Cliff Lett with 17 laps 5:03.98. Butch Kloeber finished fourth while Rick Hohwart, Jurgen Lautenbach, Mike Dunn and Satoshi Kayano also all had 17 lap runs. Final #2 saw Masami upping the ante with a 18 lap run with Butch Kloeber in second recording a 17 lap 5:02.12. Lautenbach with a good drive finished in third and Cliff Lett in fourth rounding out the top four. Third and final heat and Masami grabbed the early lead. Butch Kloeber had his car dialed, though, and with a slight horsepower advantage pressured Masami the whole run getting by at the end to win with 18 laps 5:18.50.

When the laps and times were totaled, Masami Hirosaka, (Yokomo/Reedy) with two 18 lap runs was the new 4WD World Champion. Butch Kloeber (Yokomo/Reedy) finished a strong second while Rick Hohwart (Kyosho/Peak Performance) brought home a well deserved and earned third. Fourth place honors went to Cliff Lett (Yokomo/Reedy), fifth to Jurgen Lautenbach (Schumacher/

LRP), sixth to Phil Davies (Schumacher/Reedy) and seventh to Mike Dunn (AYK/Race Prep). Rounding out the finalists were Satoshi Kayano (Yokomo/Reedy) in eighth, Rory Cull (Schumacher/Reedy) in ninth, and Jay Halsey (Yokomo/Reedy) in tenth.

This was one of the most competitive events I have seen and the organizers should be congratulated and thanked for their efforts in the organized way the race was conducted.

Also to be congratulated is Masami Hirosaka. He has now held four World Titles and currently is World Champion in three classes.

The USA drivers put on quite an effort and got great results. Congratulations should go to Cliff Lett, Butch Kloeber, Jay Halsey, Rick Hohwart, Rick Vehlow, Jack Johnson, Mike Dunn, Joel Johnson, and Ron Rossetti all World Finalists and proven to be among the best in

the world.

2WD A Main Final

1st - Masami Hirosaka

RC10/Reedy

2nd - Jay Halsey

RC10/Reedy

3rd - Cliff Lett

RC10/Reedy

4th - Mike Dunn

JRx2/Race Prep

5th - Rick Vehlow

RC10/Reedy

6th - Jamie Booth

Top Cat/Reedy

7th - Craig Drescher

RC10/Reedy

8th - Jack Johnson

JRx2/Revolution

9th - Joel Johnson

Kyosho/Trinity

10th - Ron Rossetti

JRx2/Revolution

4WD A Final

1st - Masami Hirosaka

Yokomo/Reedy

2nd - Butch Kloeber

Yokomo/Reedy

3rd - Rick Hohwart

Kyosho/Peak Performance

4th - Cliff Lett

Yokomo/Reedy

5th - Jurgen Lautenbach

CAT/LRP

6th - Phil Davies

CAT/Reedy

7th - Mike Dunn

AYK/Race Prep

8th - Satoshi Kayano

Yokomo/Reedy

9th - Rory Cull

Cat/Reedy

10th - Jay Halsey

Yokomo/Reedy

