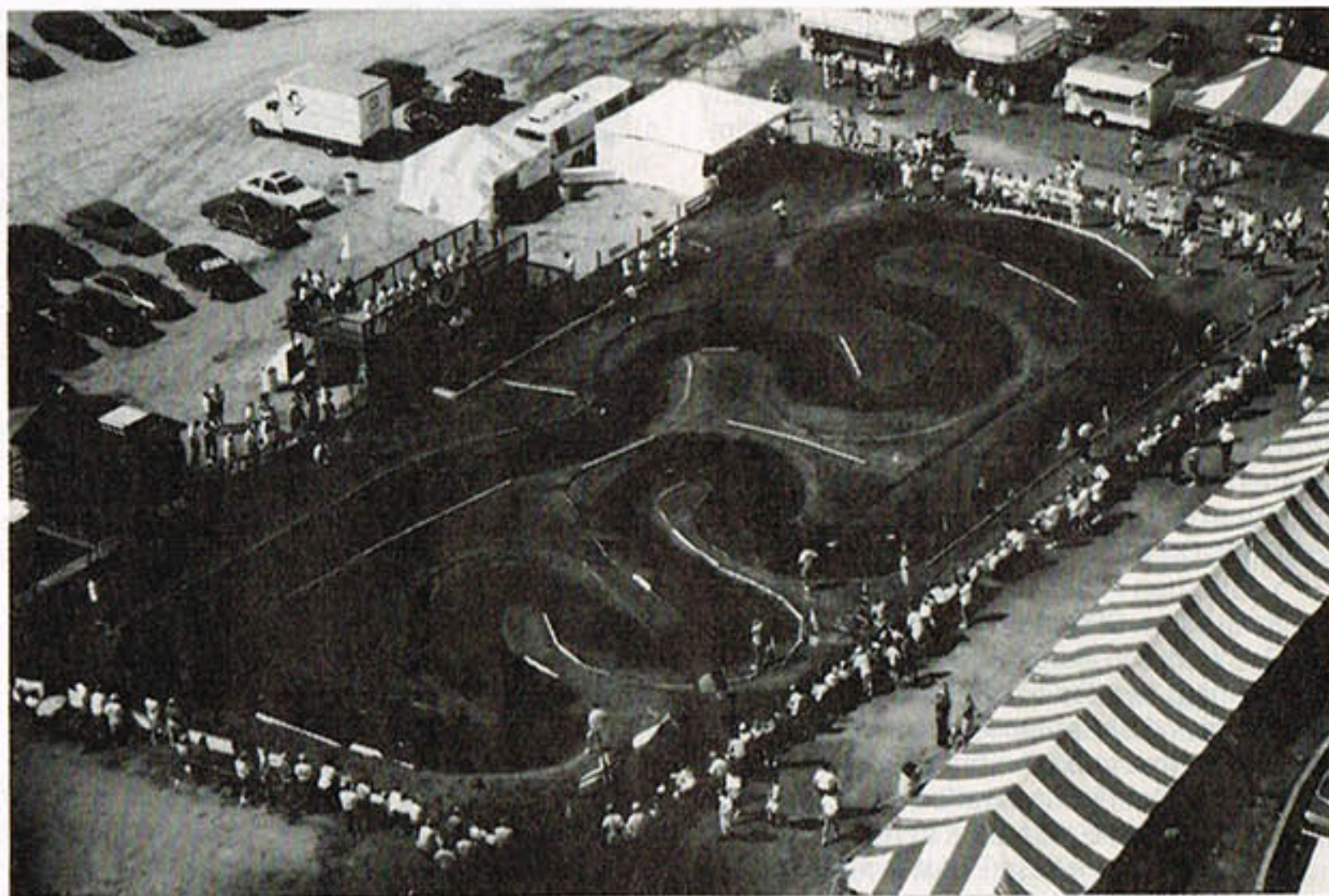




**4WD World Champion USA's
Cliff Lett.**



The SEMROCC track. Created for the World Championships.

Detroit - Michigan - U.S.A.

1991 4th IFMAR 1/10 Off Road World Championships

**Report by Doug Marriot
of D.R. Video Productions**

After a sleepless 24 hours of travelling in three different aircraft and waiting at airports we finally arrived at Detroit (Wednesday 31st July). Having disembarked, we were greeted by a humid 90 degree F. night (8 p.m.), we then caught a taxi and spent the next 50 minutes travelling at 60 mph on three different free-ways until we reached our destination, the Sterling Inn at Sterling Heights which was the Official Hotel for the 1991 IFMAR World Championships. We spent the next two days visiting the track, meeting with the local racers and officials, and getting our video equip-

ment checked out for our upcoming video production.

THE TRACK

The site of the 1991 IFMAR World Championships is the home of the South East Michigan Radio Operated Car Club commonly referred to as Team SEMROCC Racing. The track that SEMROCC had created for this event is a 170 ft. by 70 ft. dirt track, lanes varying in width from 10 ft. to 14 ft. The dirt was a soft composite (topsoil), required considerable maintenance and of course had created a lot of variations throughout the week. This gave drivers a difficult time and a very challenging time as far as car setup and tyre combinations were concerned. Team SEMROCC

felt that this track would provide a good platform to really wear out the best of the best.

IFMAR RULES

For the benefit of those who are not familiar with the rules associated with a World Championship here is a brief summary.

The IFMAR (The International Federation of Model Auto Racing) World Championships are the only recognised R/C competition for establishing World Champions in all divisions of model auto racing. This event is specifically with respect to the Off Road Electric World Championships for the 1/10th scale division. There is competition for 2WD and 4WD by some 20 countries around the world for the coveted title IFMAR World Champion.



Associated drivers Butch Kloeber (left) and Cliff Lett (right) being interviewed by Detroit's media.



Australia's Greg Brooks working on his Yokomo Works '91 Dogfighter.



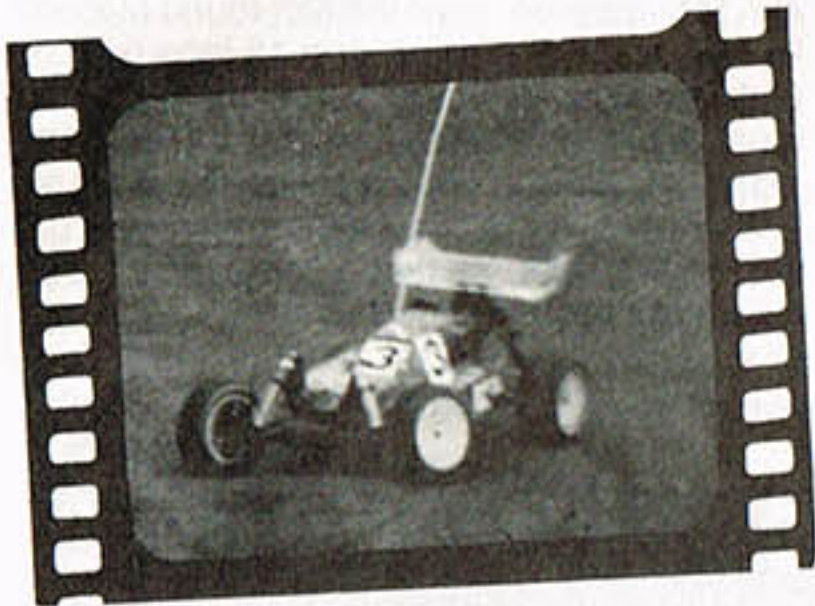
Cooling batteries while on charge (an attempt to charge their Hong-Kong's competitors battery pack to its limit).



1989 Worlds 2nd A Finalist Ron Rossetti (USA) racing for Trinity and Losi.

While IFMAR is made up of three international organising bodies - ROAR from the North American western hemisphere, the far eastern group FEMCA, and the European group EFRA, all of their rules are basically the same, however there are a few changes made to incorporate everyone's needs in this international event. All of the events are competed using 6 cell battery packs and run strictly modified

Championship Final. Those drivers will ultimately compete in three legs of this A Main, their best two finishes in the final legs will be



motors. The competition is very close as you are dealing with the best 120 drivers in the world.

The drivers all compete in six rounds of qualifying, there are five minute heats (running staggered starts), their best time is used to move them into a main finals event and the top ten drivers all move into the A Main Final or



Erecting the 1991 IFMAR banner on the drivers stand.

added together through a points system to produce finally the ultimate title IFMAR World Champion.



THE VENUE

Team SEMROCC Racing provided an excellent site for these championships. The track was very demanding as was demonstrated during Saturday's first day of practice. All drivers were trying to come to grips with the now famous front straightaway section in front of the drivers stand affectionately called the Surf's Up Section or the Woop dee doo's. I'm only glad that I never competed, it looked near impossible to approach with any type of strategy.



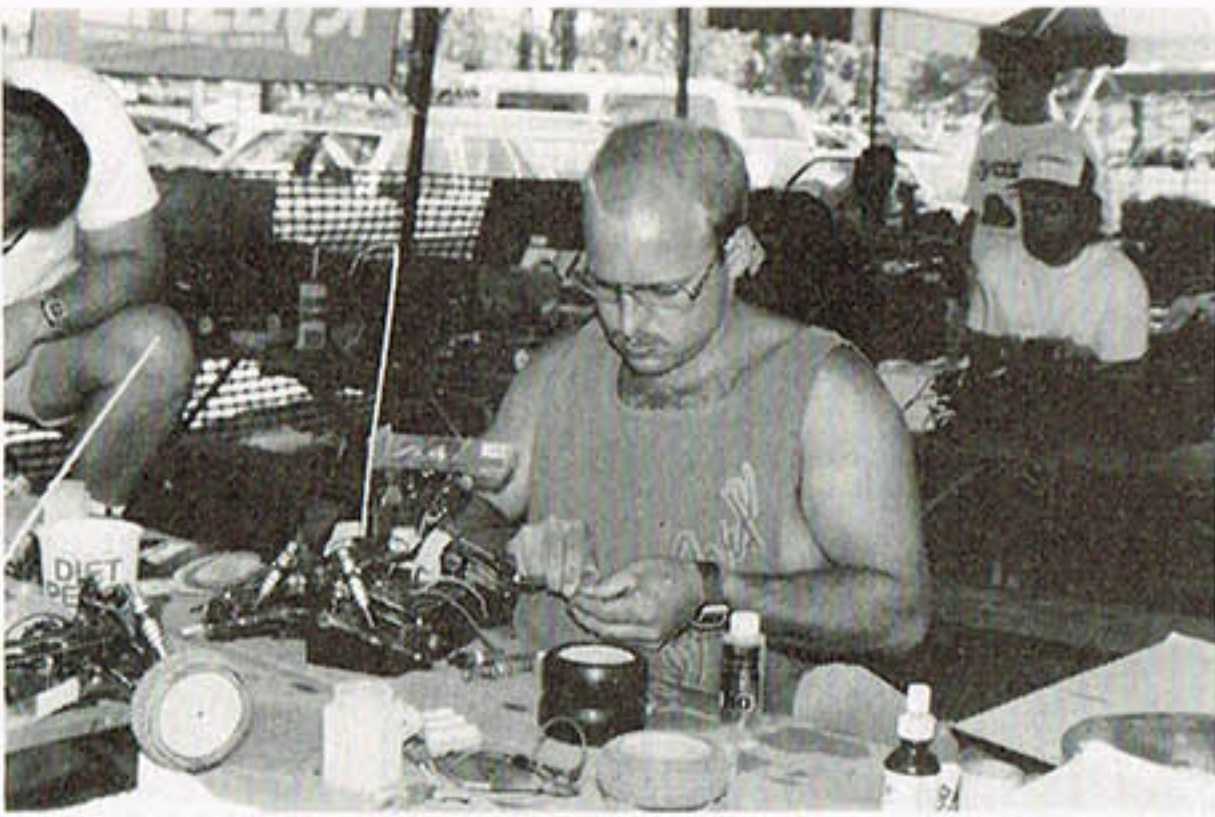
Scrutineering tent. Notice Aussie Greg Collings in the Akubra hat.



Englands Kevin Moore with his Schumacher Cougar. He finished 8th overall in the A Final.

The drivers stand was excellent, providing wheelchair access via a wrap around ramp to the front. A new scoring shed was constructed specifically for the event and during the course of the week a platform was built on top of this shed to provide us with a perfect vantage point to videotape the finals.

Pits were covered from above but not the sides, due to the weather I guess. Tables and



Mike Dunn (USA) works on his Kyosho Lazer.

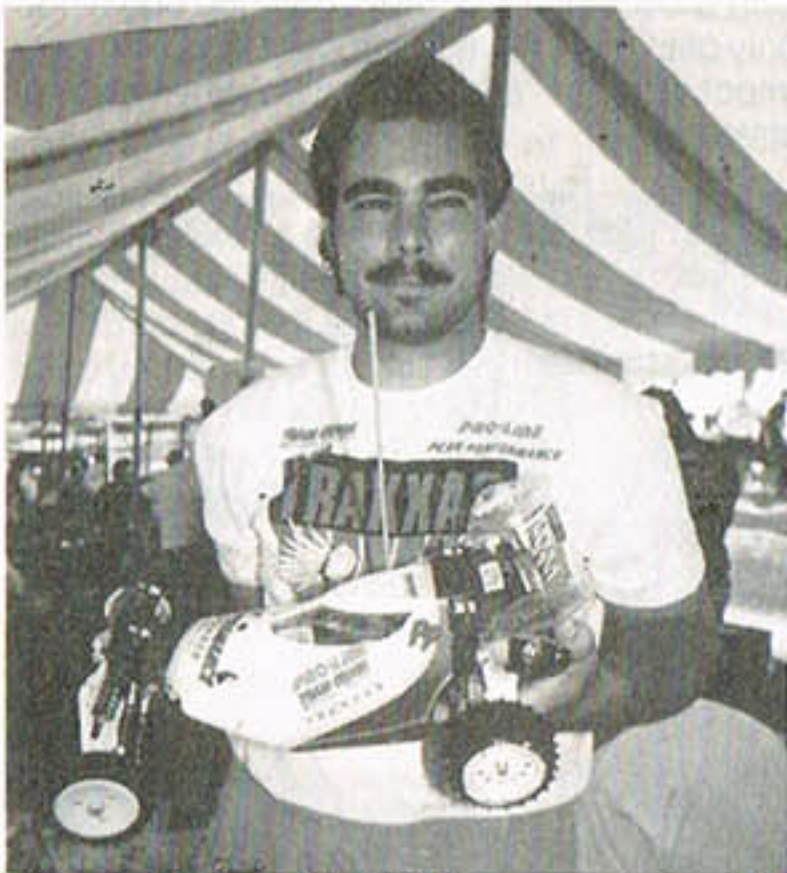


The Aussie contingent.

tresseles were provided which were alright, although Australia's Dave Jackson would disagree, he ended up with a chronic back problem. Everyone congregated in this long pit area (the length of the track), except the combined Trinity/Losi team, they had their own on-site removable airconditioned facility.

Major sponsors of the event were Kyosho and Trinity, no other sponsors were involved other than Sanyo who provided an Hawaiian theme buffet pool party on Thursday 8th being a scheduled day off. Trinity's pit facility entrance was manned by a bruising maccho type bodyguard who made sure only their team drivers and mechanics entered. I was rather curious though if Ernie Provetti was paying his bodyguard enough money, as we noticed him searching nearby garbage bins for empty soft-drink cans.

During the days of qualifying and finals Ernie Provetti had the Sterling Inns catering service setup trackside, to provide his team drivers and worldwide wholesalers with three course meals in his specially prepared tented

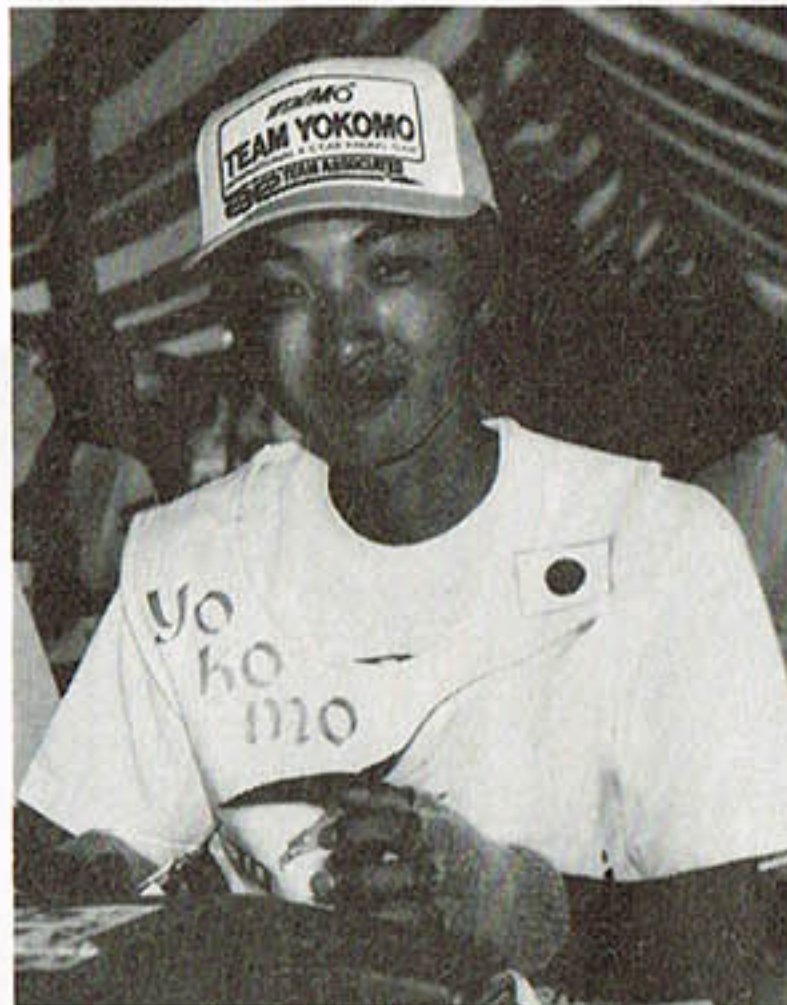


Texan Driver Scott Montgomery with the New 2WD Traxxas Vector. He finished 8th overall in the 2WD.

restaurant. This was situated right next to the track . . . Oh how the other half live (Only in America).

THE EVENT

The track was open for practice on Saturday 3rd and the next day up until around 2 P.M. At 3 P.M. IFMAR Vice President, Mike Reedy and SEMROCC President John Thawley officially opened the 1991 IFMAR 1/10 Off-Road World Championships. The event was declared by Thawley a dedication to International Friendship. The colourful ceremonies were capped with the traditional parade introduction of drivers by country. Former IFMAR World Champions, Jay Halsey, Gil Losi Jr. and



Runner Up in 4WD but a winner in the 2WD Masami Hirosaka.

Joel Johnson presented the official flags of the three participating blocks, EFRA, FEMCS and ROAR, and defending Champion, Masami Hirosaka presented the IFMAR flag. Drivers and guests enjoyed a fantastic chicken lunch after the ceremonies.

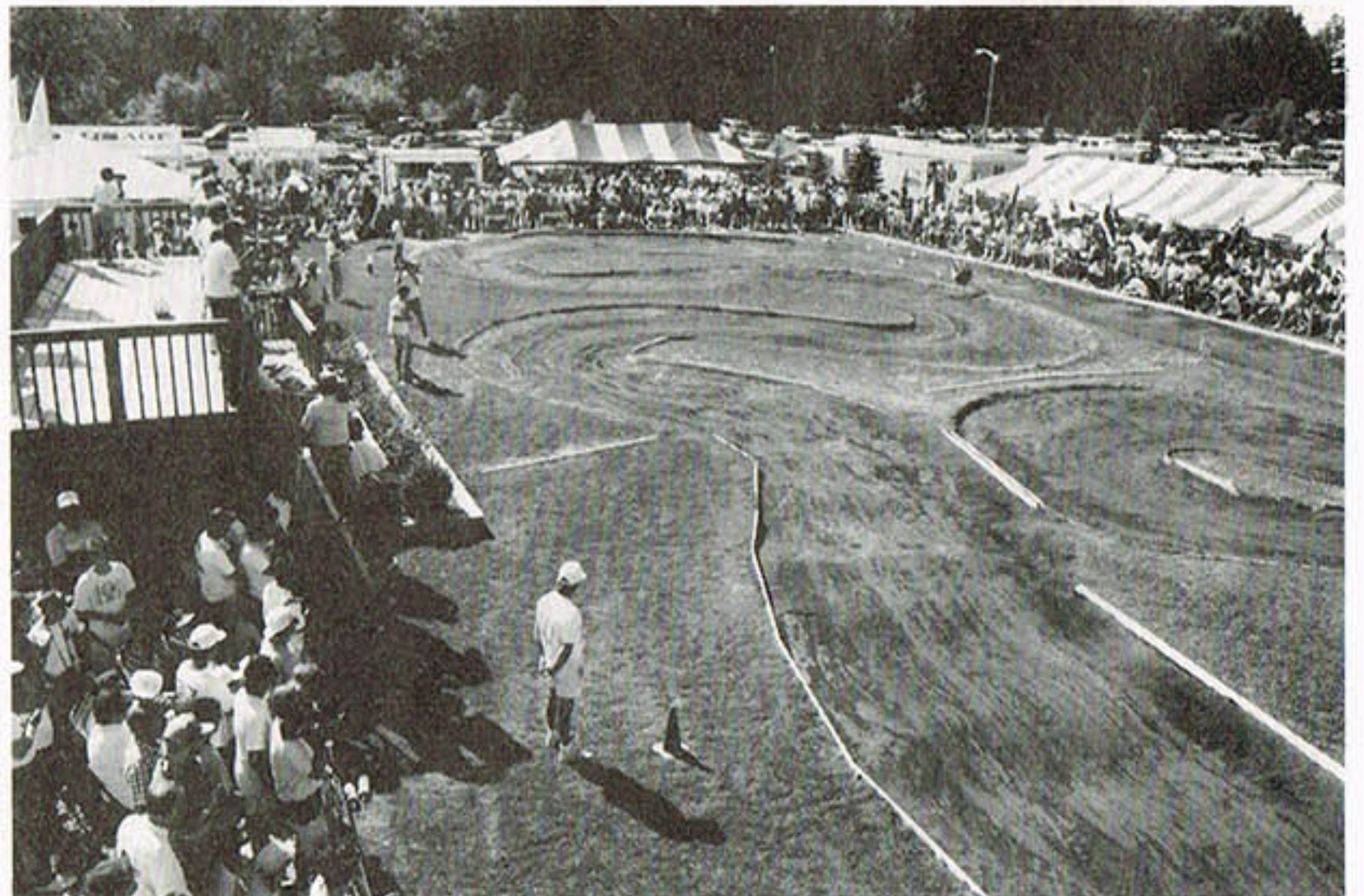
That Sunday between 6 P.M. and 10 P.M. Novak Electronics provided a transmitter tech. inspection back at the Sterling Inn in one of their many meeting rooms. It was imperative

that all competitors transmitters were spectrum analysed to ensure their frequencies were working within tolerance.

Monday 5th started with more practice, then in the afternoon two rounds of practice by heats with transponders attached were carried out. By the end of the day 4WD practice showed Cliff Lett (USA) with the quickest time of 12 laps 5:06.58.

4WD QUALIFYING

Tuesday 6th was the start of qualifying of the 4WD competition. After the first round Masami Hirosaka scored a blistering 12 laps 5:05.04 and was never headed by the end of the fifth round. Cliff Lett failed to marshal after his first round of qualifying and consequentially lost his fastest qualifying time. Later on the word got around that Cliff, at the time, was signing an autograph for a fan, he was then late to marshal. Oh well, rules are their for all of us to abide by. It did no harm to Cliff as it turned out,



The main straightaway, (Surf's Up Section).



All countries, (nineteen in all) after the procession onto the stage.

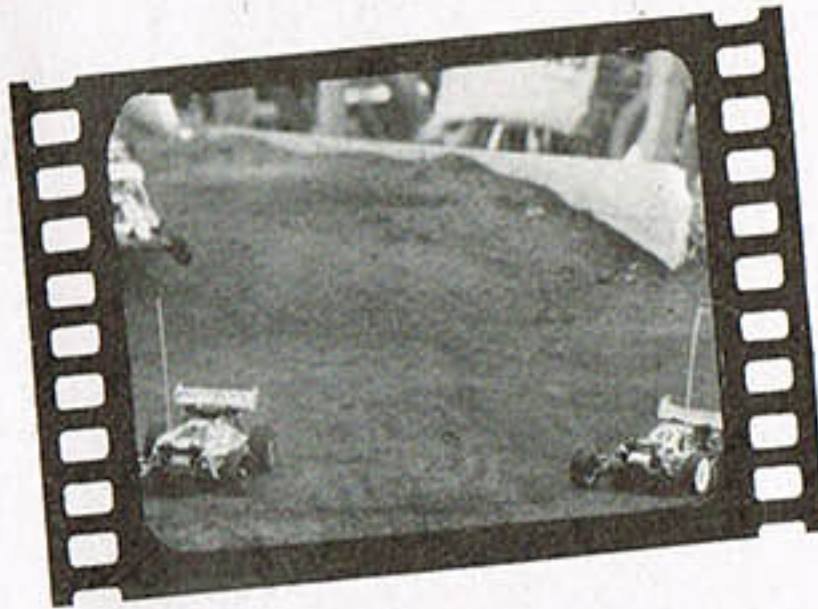
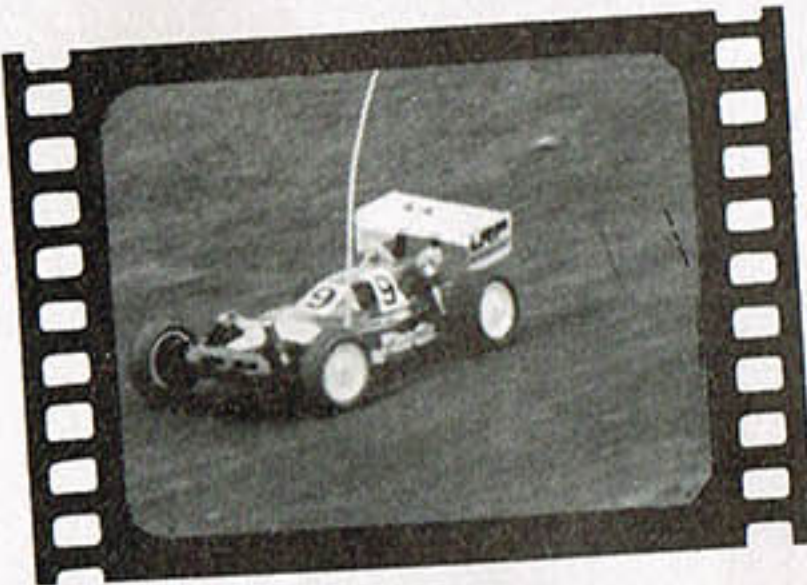
he ended up in sixth position by the end of the day. It was in this fourth round he scored 12 laps 5:09.58.

Wednesday 7th allowed competitors one last shot of making the A Main. To no avail however as the top ten also stayed in their previous days placings. Masami Hirotsuka Top Qualified with 12/ 5:05.04 nearly a two second advantage.

Below is how they qualified:

1. Masami Hirotsuka (JAP), 12/ 5:05.4.
2. Jack Johnson (USA), 12/ 5:06.97.
3. Kris Moore (USA), 12/ 5:07.22.
4. Satoshi Maezumi (JAP), 12/ 5:07.43.
5. Joel Johnson (USA), 12/ 5:09.04.
6. Cliff Lett (USA), 12/ 5:09.58.
7. Mike Dunn (USA), 12/ 5:10.90.
8. Scott Anfinson (USA), 12/ 5:11.07.
9. Kevin Moore (ENG), 12/ 5: 11.18.
10. Mark Francis (USA), 12/ 5: 12.09.

Australia's Darrin Campbell qualified second in the B Main missing the A Main by just 0.19 of one second. Victorian David Crowe qualified eighth in the B Main.



on the back straightaway, but Lett comes back and beats him to the corner then up through the esses they go, Masami pushing his skills to the limit. Down through the Surf' Up Section Masami hammers past Lett only to then find himself in a spiral flip allowing Lett to once again pass and finally finish the race winning by 1.65 seconds to Masami second and Jack Johnson a fast finishing third.

The second leg began like a freight train until Masami clips a barrier in the Surf's Up Sec-



Masami's cars used for trick driving demonstrations.

tion, this allows Jack Johnson, Satoshi Maezumi and Cliff Lett to go by. Less than a lap later Jack Johnson rolls it leaving the lead to Satoshi Maezumi, then as fate strikes, Satoshi rolls in the Surf's Up Section allowing Lett to pass with Jack Johnson in second and Joel Johnson third. Meanwhile near the back of the field Masami is going through a nightmare run, clipping barriers, rolling on corners etc. this is one race he wished to forget. Lett rolls it, giving Jack Johnson the lead. Joel Johnson comes to grief allowing Scott Anfinson into third. Finally Jack Johnson holds out a final challenge from Lett to take the second leg. Cliff Lett second and Scott Anfinson third.

The final leg began with Masami well out in front Mike Dunn second and Lett in third position. This continued for three laps until Dunn went on his roof, giving Lett the opportunity to set out after Masami once again. Eventually Lett's persistence pays off, by overtaking Masami in the esses, until one lap later Masami jams it past Lett in the Surf's Up Section, then again one lap later Lett regains the lead in the same place he lost it. Masami, around two meters behind Lett, follows him into the bottom sweeper, then Lett clips a barrier giving Masami the race on a platter, Lett finishing second and Joel Johnson third.

When the points were tallied Cliff Lett was declared 4WD World Champion, Masami Hirotsuka second and Jack Johnson third.

David Crowe was top Australian driver finishing seventh in the B Main where Darrin Campbell had obvious car troubles only scoring four laps finishing tenth in the B Main. Listed are the points results of the A Main Final:

PLACING	LEG 1	LEG 2	LEG 3	DROP	TOTAL
1. Cliff Lett	10	9	9	9	19
2. Masami Hirotsuka	9	6	10	6	19
3. Jack Johnson	8	10	5	5	18
4. Joel Johnson	7	4	8	4	15
5. Satoshi Maezumi	2	7	7	2	14
6. Scott Anfinson	4	8	1	1	12
7. Kris Moore	6	2	4	2	10
8. Kevin Moore	1	3	6	1	9
9. Mark Francis	3	5	2	2	8
10. Mike Dunn	5	1	3	1	8

Listed are the Australian's and how they performed:

David Crowe - 7th B Final. Darrin Campbell - 10th B Final. Andrew Bolton - 7th G Final. Ross Kramer - 2nd H Final. Andrew Jackson - 4th I Final. Greg Brooks - 10th I Final. Neal Millard - 1st J Final. Stewart Grant - 5th J Final. Andrew Nelson - 10th K Final. Lance McDiarmid - 4th L Final.



1st, 2nd and 3rd in 2WD. Masami Hirotsuka, Rick Vehlow and Kyle Reed.

4WD SUMMARY

High profile drivers that did well at the last Worlds in Australia found the going tough, drivers such as Butch Kloeber (USA) placed second in the 4WD at the 1989 Worlds could only manage 10th in the C Main, Jay Halsey (USA) finishing fourth in the C Main, Rick Hohwart (USA) placed sixth in the D, Gil Losi Jr. (USA) won the C, Jamie Booth (ENG) now racing for Team Tamiya could only manage sixth in the F and Rory Cull (ENG) won the H Final.

Before the presentation took place trackside Cliff Lett's team mate Butch Kloeber approached him and carefully removed his Oakley shades and walked away. Five seconds later he was surrounded by his A Main counterparts, they then proceeded to practically drown him in soft drink, or "Pop" as they call it there.

Soon after Cliff Lett, Masami Hirotsuka and Jack Johnson received their trophies for 1st, 2nd and 3rd respectively, and the traditional champagne bath followed.

The professional approach shown at these World Championships did not go unnoticed. For instance, each morning with the daily paper you would receive an IFMAR Bulletin (seven in all) which would keep you informed on the previous days results, facts, and information on that days activities and so on.

2WD PRACTICE & QUALIFYING

Another great day on Friday for 2WD practice. The rain cleared and allowed the hard working SEMROCC people to groom the track. During practice it wasn't difficult to notice the heavy conditions due to the rain, this caused lap times to be down compared to the 4WD competition.



Rick Vehlow accepts his second place trophy.

Losi's new prototype 2WD was the talking point of this World Championships, all major drivers from Trinity and Losi were driving them. They seemed to constantly get through the bumpy Surf's Up Section quicker and smoother, this was due to a specially designed oil filled clutch, utilised to soak up the bumps throughout the entire track, but especially down that dreaded front Surf's Up Section. I was told that it will eventually be available for all racers to benefit from.

On Saturday five rounds of qualifying were run. The first round resulted with Masami Hirotsuka, recording the fastest time of 12/ 5:18.56. Chris Allec (USA) second on 12/ 5:22.33 and Rick Hohwart (USA) third on 12/ 5:22.47.

At this early stage Australia's Andrew Nel-



Australia's Andrew Nelson and Andrew Jackson (left to right in foreground).

son was placed fifth on 12/ 5:23.39, a fantastic effort.

The next four rounds of qualifying brought some incredible racing, Kyle Reed (USA) driving a Losi prototype car jumped from 26th place at the end of round two to Top Qualifier after round five with a 12/ 5:15.27, Masami placed second, Kevin Moore (ENG) third, Craig Drescher (ENG) fourth, Rick Vehlow (USA) fifth, Kris Moore (USA) sixth, Eikki Naulapaa (FIN) seventh, Cliff Lett (USA) eighth, Chris Allec (USA) ninth and William Mitcham (ENG) in tenth position.

On the last day of competition the final sixth round of qualifying was run which brought some upsets. Then Top Qualifier, Kyle Reed, was relegated to second as Masami recorded his best of 12/ 5:10.49. Rick Vehlow removed Kevin Moore from third to seventh place, while Scott Montgomery (USA) driving the new Traxxas Vector jumped from 29th position to fourth. Mark Pavidis (USA) jumped from 13th to fifth while Satoshi Maezumi (JAP) went from 20th position to sixth. Craig Drescher went from fourth to eighth place. Jurgen Lautenbach



USA driver Kyle Reed accepts his third place trophy.

(GER) went from 18th position to tenth, while Derek Furutani (USA) racing for Peak Performance leap frogged from 44th position to ninth. Cliff Lett, Chris Allec, Kris Moore, Kikki Naulapaa and William Mitcham were all relegated to the B Main.

Australia's Andrew Nelson qualified sixth in the C Main, racing alongside drivers such as Jay Halsey, Gil Losi Jr., Butch Kloeber, Rory Cull and Joel (Magic) Johnson.

2WD A MAIN FINALS

The first leg has all drivers getting away clean, with Masami Hirotsuka out in front. Down through Surf's up Section and Kyle Reed passes Masami with his Losi prototype, not to be outdone Masami stays with Kyle, wheel to wheel, but fails to go by. Placings at this stage are: 1. Kyle Reed, 2. Masami Hirotsuka and 3. Rick Vehlow. At the end of the straightaway Reed rolls, allowing Masami to take the lead, this gives Masami a two second advantage. Meanwhile Vehlow then in third, gets hung up on a barrier allowing other drivers to pass. Next we find Reed making good ground on Masami through the esses and up Mount Sanyo (the top section of the track), down the staircase (Surf's Up Section) right on Masami's hammer. Finally as Masami approached the entrance to the bottom sweeper he clips the barrier causing him to flip, giving the lead and eventual win to Kyle Reed with a 12/ 5:16.71, Mark Pavidis second and Kevin Moore third. Masami finished in fifth place after again rolling and colliding with traffic at the top section of the track.



John Thawley. ROAR Administrator and SEMROCC President.

The second leg has Reed with a bad barrel roll at the end of the straightaway, but still maintains a good fifth position. Masami leads for the next three laps with a good three seconds advantage over Rick Vehlow second with Kevin Moore third. Vehlow manages to make up good ground on Masami with better

lines through the esses and Mount Sanyo area, suddenly Masami flips on the Surf's Up Section handing the lead to Vehlow. But Masami looking for some space can't get through, they go wheel to wheel through the esses, up Mount Sanyo and down the staircase. One lap later coming down the staircase, Vehlow tries his hand at some stunt driving. His RC10 does a spiral roll coming off a bump and lands back on it's wheels losing no ground. Vehlow continued to lead till the finish scoring 12/ 5:10.65, Masami second on 12/ 5:11.39 and Kyle Reed third on 12/ 5:13.07.

The third leg sees Scott Montgomery driving the new Traxxas Vector, roll at the first turn creating havoc, Masami gets away to a huge lead with Vehlow in second and Reed third. Masami cruising with Vehlow and Reed fighting it out for the next two laps, then down the Surf's Up Section Vehlow rolls with Reed colliding into him. A tragic sequence of events then took place, one marshall fixed Reeds car but the marshall fixing Vehlows car overbalanced and placed his left hand on Reeds car causing a change of position and possibly Kyle Reed the Championship. Masami cruised to the win scoring 12/ 5:13.42, Vehlow second 12/ 5:15.97 and Reed third with 12/ 5:17.64.

When the points were tallied Masami Hiro-saka had regained his 2WD World Championship Title on a countback. Rick Vehlow came second with Kyle Reed third.

Andrew Nelson was top Australian driver with a second in the C Main Final with Stewart Grant and Darrin Campbell finishing eighth and ninth in the D Main respectively.

The Trinity/Losi partnership were very disappointed to say the least, even though they

got a third placing through Kyle Reed. Having come with some big guns, the likes of Gil Losi Jr., Joel Johnson, Jack Johnson, Ron Rossetti, Jay Halsey etc. Plus their new Losi prototype car, one would have expected a better result. However these drivers could only manage B, C and D Final results.

The controversy also about Trinity's use of 1700 SCR battery packs which were passed as legal, gave little, if any advantage at all on this track.

Moments before trophy presentation at the track, Masami was drenched when a team member threw a bucket of water over him. He then posed for photographs as a massive crowd gathered around him. Make no bones about it, this World Champion is admired by everyone around the world.

Speeches and presentation took place soon after, with Masami showering everyone with champagne.

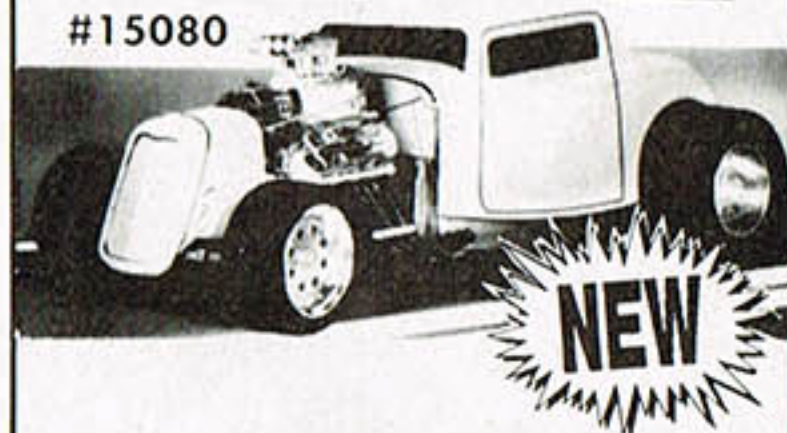
That evening at the Sterling Inn the official banquet took place with all drivers, mechanics and guests in attendance. A five course meal was served while speeches and presentations to all drivers took place. It was a great evening to finish off the weeks hectic schedule.

Robert Taylor, his son Jason, and I, thoroughly enjoyed our stay in Detroit videotaping this event and I guess I can speak for the other Aussies as well, that they did to. (Oh well! except for the track, right guys).

Please note that D.R. Productions have paid Team SEMROCC Racing for full worldwide copy right authority to commercially produce and market the Official Tape of the 1991 4th IF-MAR World Championships. See order form for details near this report.

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The Parma Hemi Coupe is the most popular R/C car in its class. The injection-molded Hemi Motor, with a chrome blower, heads and other parts, has fine detail. The lexan Coupe body has a separate grille and "frame" for ultra-scale looks.

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1. Masami Hiro-sake	6	9	10	6	19
2. Rick Vehlow	4	10	9	4	19
3. Kyle Reed	10	8	8	8	18
4. Kevin Moore	8	7	7	7	15
5. Mark Pavidis	9	3	3	3	12
6. Jurgen Lautenbach	3	6	6	3	12
7. Satoshi Maezumi	7	5	1	1	12
8. Scott Montgomery	2	4	5	2	9
9. Craig Drescher	5	2	4	2	9
10. Derek Furutani	1	1	2	1	3

Listed are the Australian's and how they performed: Andrew Nelson - 2nd C Final. Stewart Grant - 8th D Final. Darrin Campbell - 9th D Final. Andrew Bolton - 3rd E Final. David Crowe - 5th E Final. Andrew Jackson - 4th F Final. Neal Millard - 4th G Final, Greg Brooks - 7th H Final. Ross Kramer - 3rd I Final and Lance McDiarmid - 3rd L Final.



Part of the large crowd at the presentation banquet.