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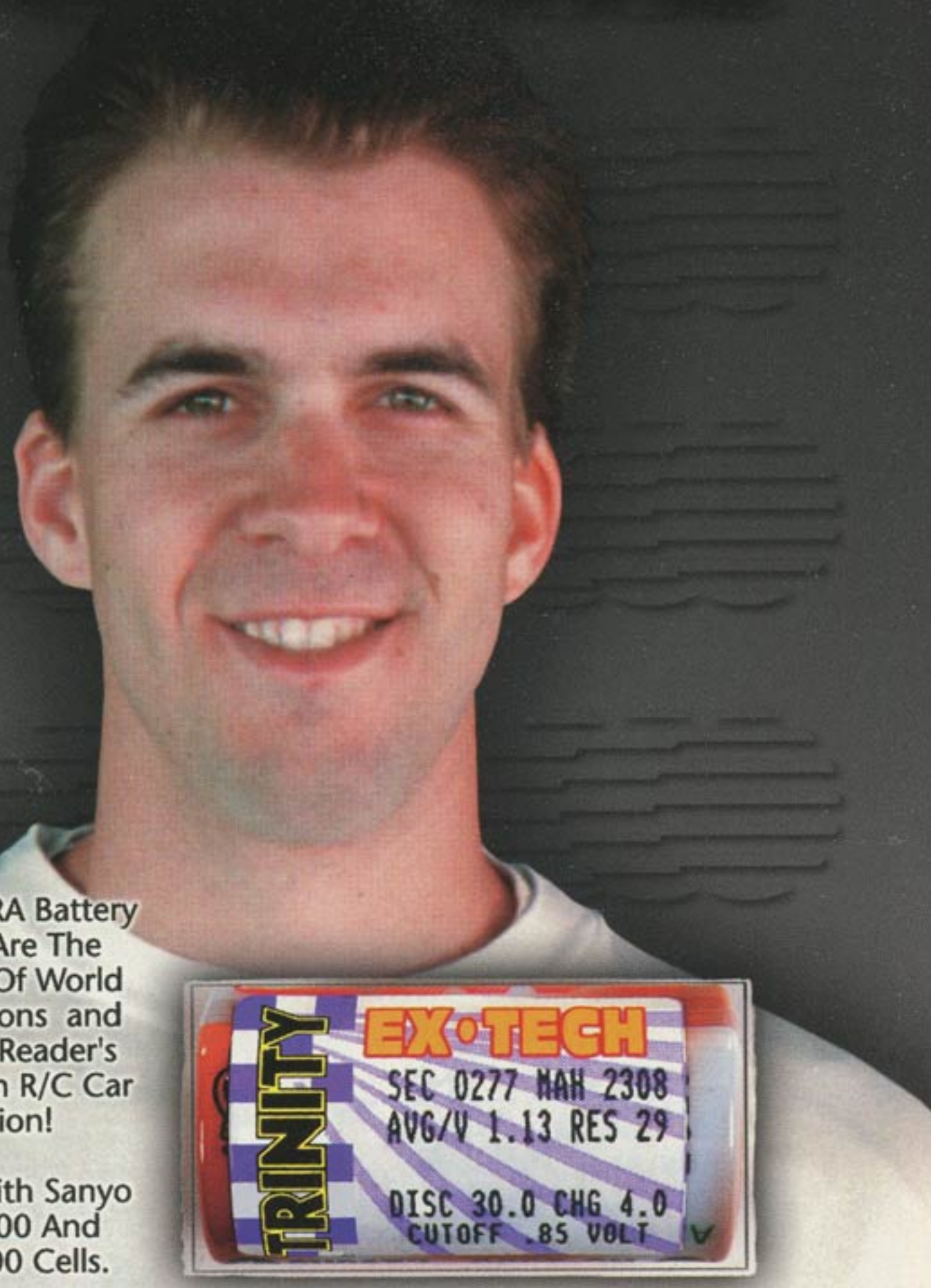
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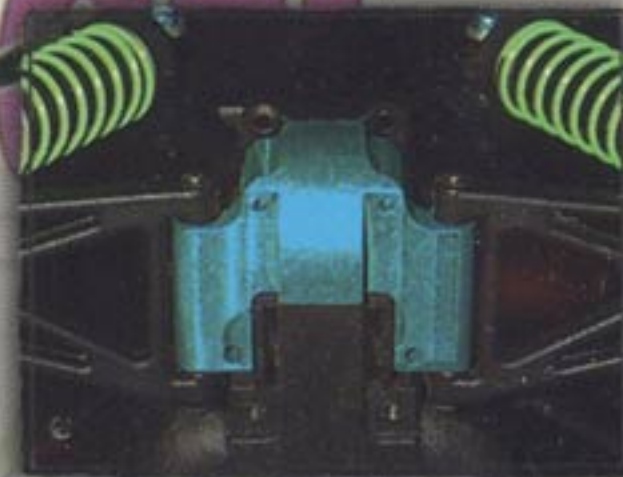
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TEAM LOSI

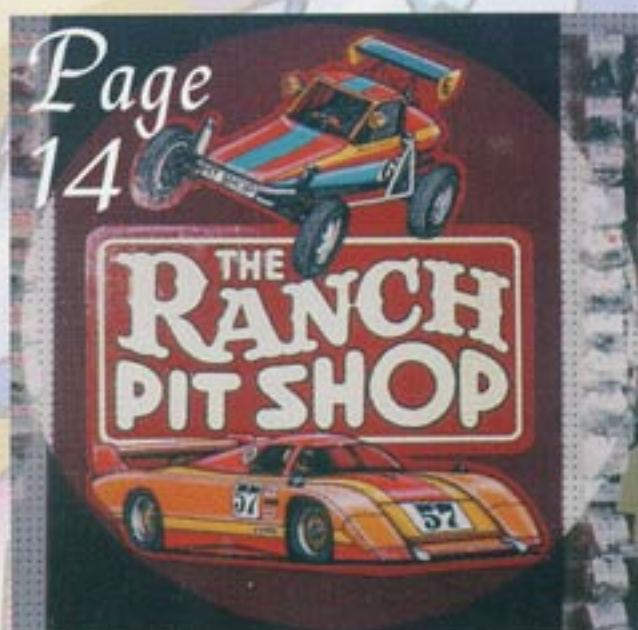
Racing



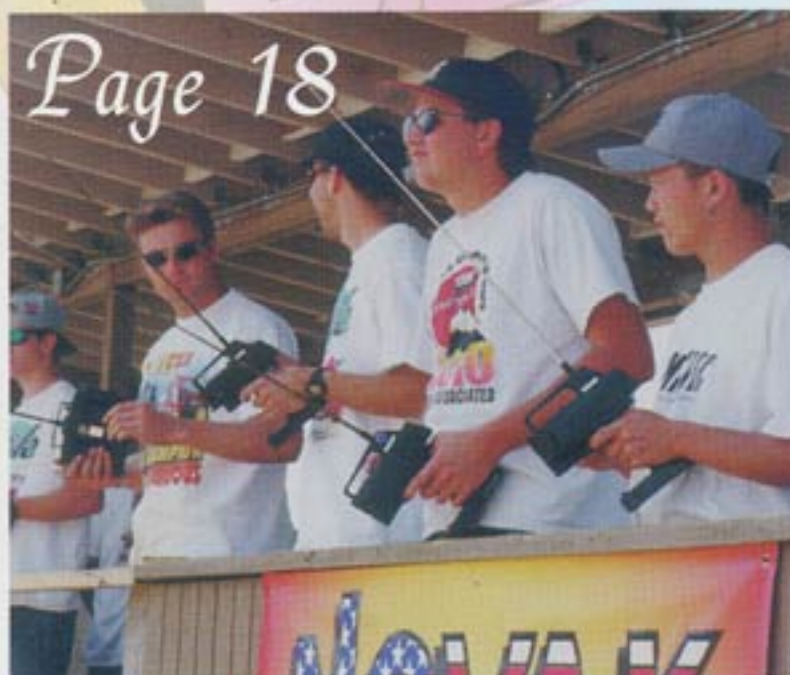
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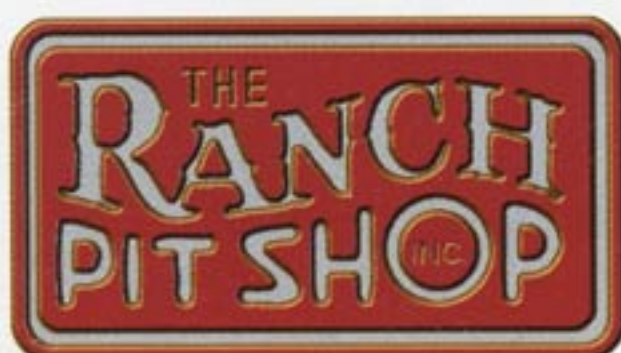


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Welcome

On behalf of the crew at the Ranch Pit Shop, I would like to welcome racers, merchandisers, and spectators to the IFMAR 1/10-Scale Off-Road World Championships. Little did I know in the early '80's, when I was racing with my sons, Allen and Gil, Jr., that by 1997 we would have raced all around the world, and would now be hosting our fourth IFMAR Worlds.

The racers who are competing in this event are absolutely the best. They are all champions from their native lands. They had to be in order to qualify for this event. I would like to congratulate the winners of this event in advance. I had this satisfying experience when my son, Gil, Jr., won at Del Mar in 1985, but every Worlds has been a wonderful experience for me. To experience the enthusiasm for our sport from all over the world has been unbelievable.

But, the IFMAR Worlds is more than just a race. I hope that you will all take home more than the competitive part of this event. To spend this time with people from all over the globe who share the same passion for R/C racing is simply terrific. The new friendships you make and the new things you experience will last longer than the memory of your finishing position. Give it all you've got, but remember that even though only two World Champs will be crowned, you can be proud to have been one of the 150 entrants, and to have raced among the best.

I hope you all enjoy your stay at the Ranch and best of luck to all of you.

Gil Losi, Sr.



P.S. Many people put forth a lot of effort to organize and run this event. Thanks to all of you. I would also like to thank Rob Nelson for all of his help with the computer system, and for flying all the way from the UK to make sure that it was working. A very special thanks goes to Ken Shintani and Jack Johnson. Without them I don't think we could have done it.

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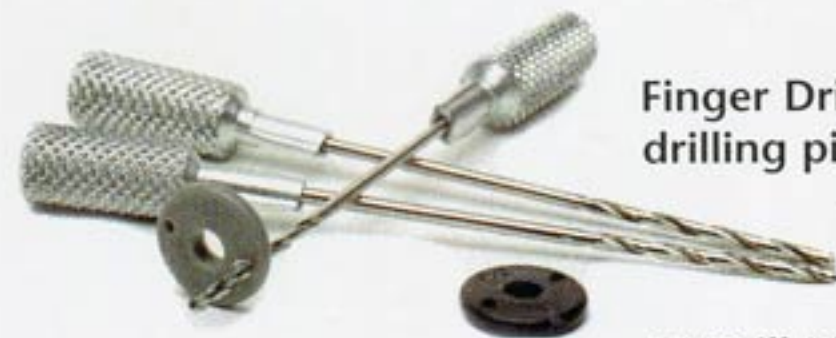
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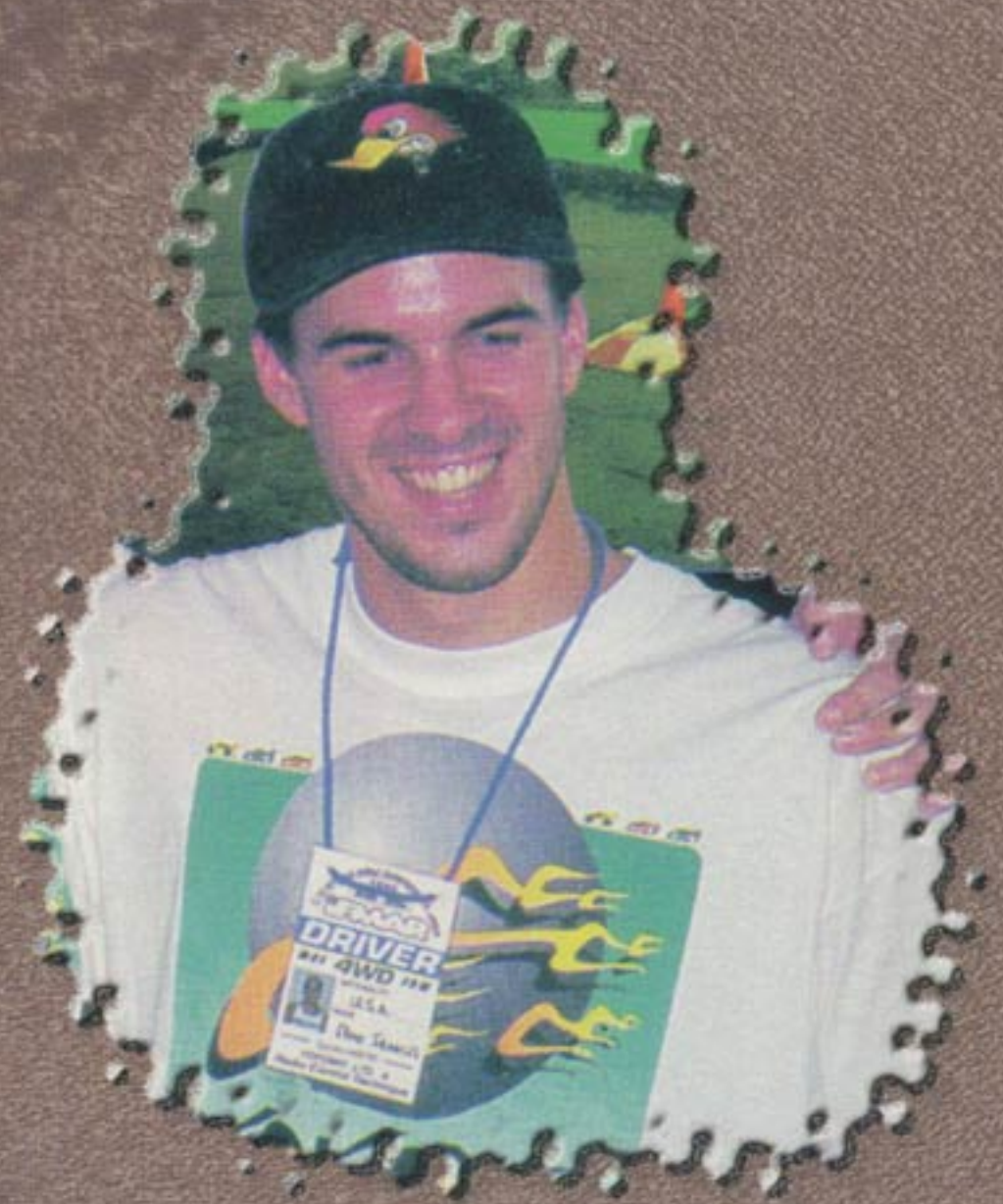
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Current World Champs



Current 4WD World Champion, Mark Pavidis of Costa Mesa, CA, who earned his title after a competitive battle in Japan, and

Matt Francis of Elk Grove, CA who joined Mark on the World Champions' podium after driving to victory in the 2WD class, are both ready



to face Masami Hirosaka of Tokyo, Japan who bested both of them at the IFMAR Worlds Warm-Up Race this past May.





• **EDITORIAL**

Editor Jack Johnson
Copy Editor Stacey Granelli

• **CONTRIBUTORS**

Ken Shintani
Peter Winton
Mike Velez

• **PHOTOS**

R/C Car Action Magazine
Gene Husting
Xtreme R/C Cars

• **ART/DESIGN**

Jack Johnson

• **PRINTING**

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bbk Timing
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• **TROPHIES**

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Thanks to Doug & Earl

• **SIGNAGE**

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Thanks to Bud Maloney

• **LOGO and SHIRTS**

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We would also like to thank the following:

Bill Degaine, Zebra Striping
Richard Varel, Ramada Inn
Sam Roth, ACO Sanitation

And, of course, the event sponsors:

Novak
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Team Losi

A Message From the President of the International Federation of Model Auto Racing

A Message From the President of the International Federation of Model Auto Racing (IFMAR)

On behalf of IFMAR, I welcome all competitors, officials, and supporters to the 1997 IFMAR 1/10-Scale Off-Road World Championships.

Once again, the Ranch Pit Shop has generously offered to host an IFMAR World Championship, and I'm sure everyone joins me in thanking them for their willingness to do so. There is no doubt that this event will be of the same high standard as those previously held at the Ranch Pit Shop.

Entries for this popular event on the IFMAR calendar have been keenly sought after by drivers from around the world. It is hoped that all entrants will achieve their aspirations. But whatever the outcome, we hope that all the drivers will enjoy the racing, make new friends, and continue the display of good sportsmanship shown at previous World Championship events.

Good luck and good racing!

John Grant
President
IFMAR



A Message From The IFMAR Chairman

Dear Competitor,

Welcome to the IFMAR Off-Road World Championships, hosted this year by the world-famous Ranch Pit Shop. This venue, the home of off-road racing, is ready to provide us with the best racing event the world has ever seen.

Organizing an event of this size requires a lot of work. Team Losi and ROAR have worked very hard to set up this IFMAR World Championship event. If success were measured by work done, this event would be a success before it even started! However, since this is not the case, for this event to be the success that it deserves to be, we all must remember our responsibilities. Although we may not like all of the rules or instructions given by the organizer, these rules are in place to make it possible for the event to be properly and fairly controlled. I hope everyone will make the organizer's job easier by following the rules and acting in accordance with all instructions given.

Someone once said, "It is not the racing you remember; it is the friends you make." I have made many new friends working in this industry, and look forward to seeing many of them again this year. I hope everyone who is attending the IFMAR World Championships for the first time makes a new friend, and those who have been here before are able to meet up with their old friends.

Thank you to all of the drivers from all over the world who are coming to race in this IFMAR event. I wish you all good luck and hope you all have a great event. May the best driver win!

Peter Winton

IFMAR Electric Section Chairman



• RACE OFFICIALS

Race Director

Ken Shintani

Referees

Dallas Mathison

Bill Beltran

Mike Swauger

Time Keepers

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A Message From The ROAR President

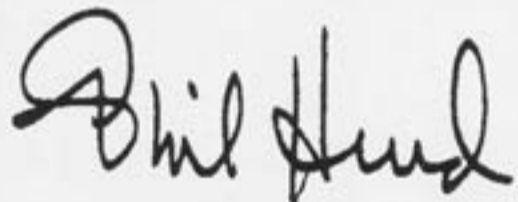
Dear World Championship Participant,

On behalf of ROAR, it gives me great pleasure to welcome you to the seventh IFMAR 1/10-Scale Electric Off-Road World Championships. ROAR is honored to be the host bloc for this important international event.

We trust you will find all the arrangements to your liking and the experience at this event a pleasurable one. To those of you who are not from this area, we hope you will find time to enjoy the many activities and sights that are available here in Southern California.

While there can only be one champion in each of the two classes, the fact that you were selected by your country to represent it speaks highly of your driving ability. You can be proud of that whether you win or lose.

Sincerely,



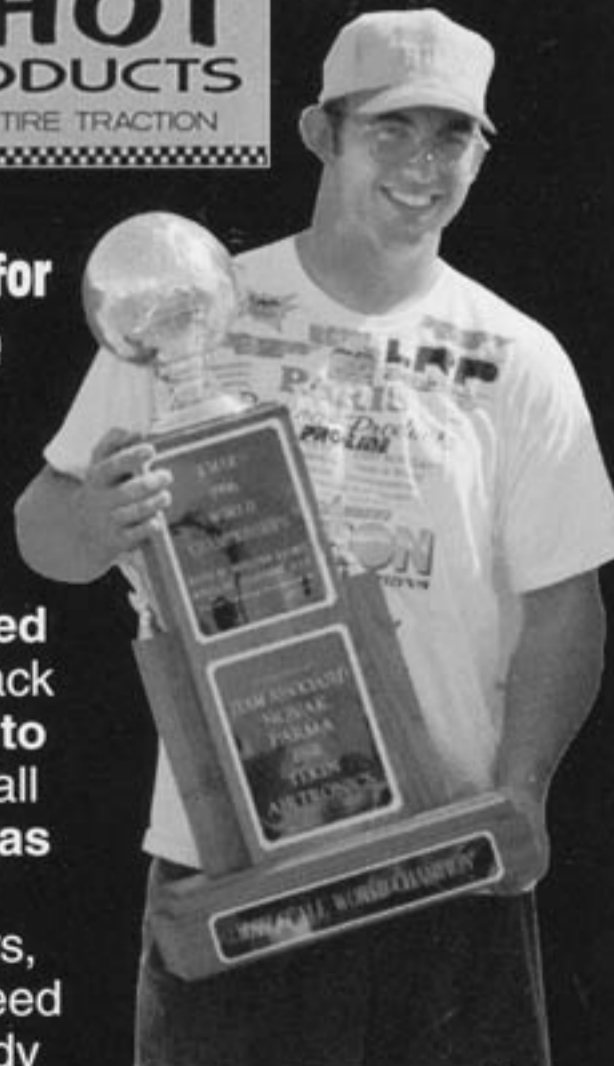
Phil Hurd, President, ROAR

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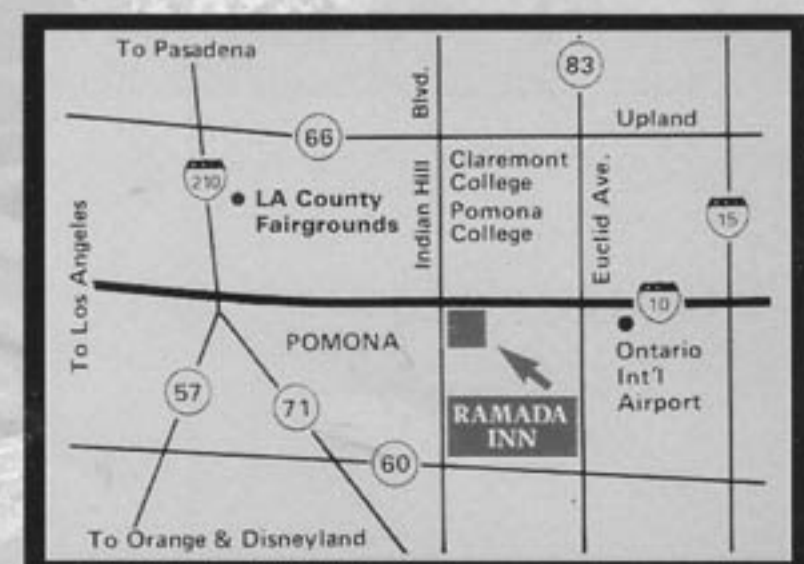
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Schedule of Events

Two Wheel Drive

Saturday, 9th August

10:00-16:00 2WD registration

14:00 Opening ceremonies

Sunday, 10th August

7:00 Gates open

8:00-18:00 T-time practice, 8 rounds of 10 heats (15 cars/heat)

Monday, 11th August

7:00 Gates open

8:00 One round of controlled practice

10:00-18:45 Four rounds of qualifying

Tuesday, 12th August

7:00 Gates open

8:00 One round of qualifying

10:00 Break

11:00 Main event practice

13:15 Main events

17:00 Presentation of top 3 trophies (trackside)

Four Wheel Drive

Wednesday, 13th August

Track closed

10:00-16:00 4WD registration

Thursday, 14th August

7:00 Gates open

8:00-18:00 T-time practice, 8 rounds of 10 heats (15 cars/heat)

Friday, 15th August

7:00 Gates open

8:00 One round of controlled practice

10:00-18:45 Four rounds of qualifying

Saturday, 16th August

7:00 Gates open

8:00 One round of qualifying

10:00 Break

11:00 Main event practice

13:15 Main events

17:00 Presentation of top 3 trophies (trackside)



History of the Ranch Pit Shop

Southern California's Premier R/C Raceway

A long time ago (1977 to be exact), a man by the name of John Thorp opened a hobby shop and an on-road R/C track in Pomona, California – Thorp Raceway. This track, that hosted the first 1/8-scale Gas World Championships, would one day become known as the world-famous Ranch Pit Shop, but not until it changed its name and ownership a few more times.



In 1978, Thorp sold the track and its name was changed to Valee Raceway. The track was sold again, this time to Joe Lynch and Joe Terror. Lynch and Terror renamed the track the Pit Shop. Meanwhile Gil Losi, Sr. (Pops) and his wife Janet were partners in a skate-

board park in Colton, CA – the Rancho Mediterranean Skate Park. Gil, who was running a skateboard company called Variflex, spent a few nights a week in Chatsworth, CA. While there he visited other skate parks and noticed that a park in Reseda, CA was holding small

Christmas approaching, he decided to buy another car for his youngest son, Allen. Gil's oldest son, Gil, Jr., was really drawn to the car and took it from his brother Allen. (Pops had to buy another car for Allen.)

races for the then new Tamiya Rough Rider and the Tamiya Sand Scorcher off-road cars. Once Gil saw these cars in action, he had to have one. With

In 1980, Pops and Gil, Jr. built a small 30'x 50' track outside the pro shop at their skate park so they could practice. Soon, their small practice track drew a crowd. The Losi's began hosting organized races. But, when the entries reached 70, there was just no room for everyone on the small track. Gil, Sr. made arrangements to use a vacant lot adjacent to the skate



The store where it all began — Thorp Raceway.





The off-road track that once existed at the rear of the Ranch Pit Shop lot, was also the site of many popular dirt oval championships such as the 1986 JG Dirt Oval Championship.



park, and built the best off-road track around. Soon racers were flocking to the 70'x100' premier track.

However, the fun did not last long. With insurance problems plaguing the skate park, Gil, Sr. decided to pursue the R/C business. In 1981, he got in touch with Joe Lynch and Joe Terror

and made an offer for the Pit Shop. At the time, the Pit Shop was primarily an on-road facility with a small off-road track in the back. Pops and Gil, Jr. changed the name to the Ranch Pit Shop and immediately built a bigger, better off-road track.

In 1983, Pops opened a second location in Del Mar, CA.

The Ranch Pit Shop Del Mar was mainly a hobby shop with a small off-road track. The Ranch Del Mar was awarded the 1985 Worlds – the first IFMAR Off-Road World Championship event. The Ranch Del Mar built a new track specifically for this event.

Over the next several years the Ranch Pit Shop in Pomona hosted a few more major races, and made a few changes. The retail store was expanded from its original size, 1500 sq. ft., to its present size of 6000 sq. ft. Pops decided to sell the Del Mar location. In 1987, the Ranch hosted the IFMAR 1/8-Scale Off-Road Worlds. In 1992, they hosted the first IFMAR 1/10-Scale On-Road Worlds. In 1994, the Ranch opted to build a bigger off-road track. Due to the



The large 1/8-scale asphalt track — that now lies beneath the off-road track — hosted the 1987 IFMAR 1/8-Scale Gas World Championships.





Here's a look at the hobby shop after its expansion. This full-service store will be open every day during the 1997 IFMAR 1/10-Scale Off-Road World Championships to meet all of your racing needs. Please stop by and check it out.

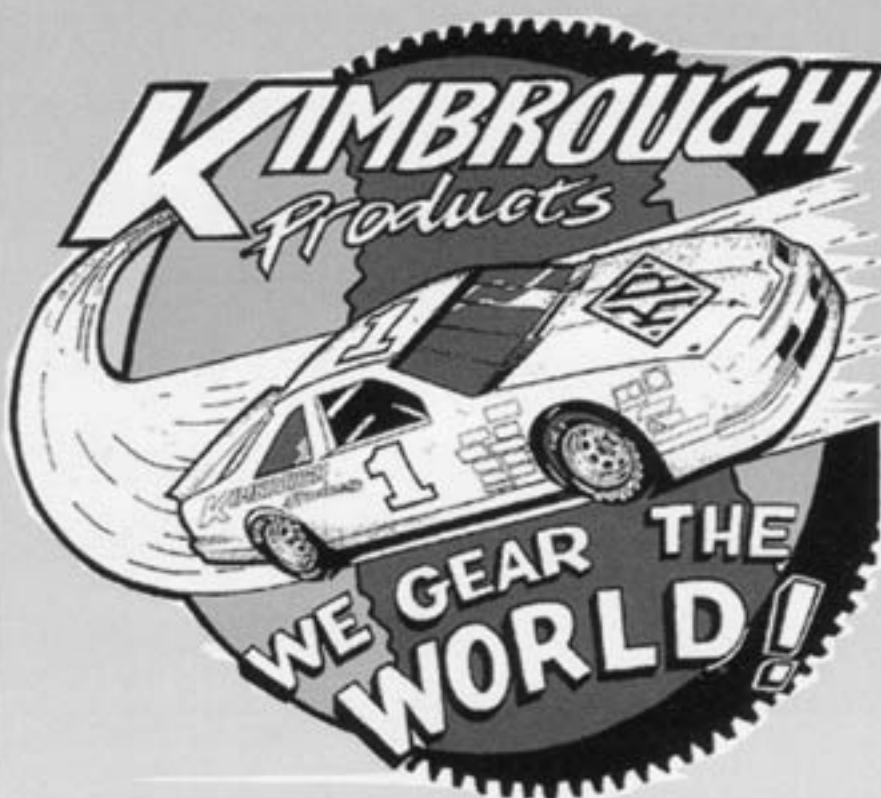


decrease in on-road interest, they built the new off-road track right over the asphalt on-road track, making the off-road track the center of attention.

The Ranch Pit Shop is extremely proud to be hosting the 1997 IFMAR 1/10-Scale Off-Road World Championships. It is sort of a homecoming for the event – returning to the place where the IFMAR Off-Road Worlds began.

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Driver's Name	Country	2WD	4WD	Driver's Name	Country	2WD	4WD
Kazuyoshi Abe	Japan	11	9	Sascha Falter	Germany	11	11
Shiniosuke Adachi	Japan	13	13	Enrique Fucinos Fernandez	Spain	4	3
Graham Alsop	UK	-	5	Patrick Feschtschenko	Germany	8	8
Travis Amezcua	USA	7	3	Ian Flynn	UK	14	-
Jon Anderson	USA	11	11	Mark Francis	USA	12	12
Wiggo Andreassen	Norway	12	14	Matt Francis	USA	13	13
Jimmy Babcock	USA	6	5	Daniel Vega Frias	Spain	4	3
David Bailey	UK	6	10	Derek Furutani	USA	3	3
Barry Baker	USA	1	1	Robert Gammon	UK	14	14
Laurent Barrlmans	Belgium	1	1	Jim Gard	USA	7	6
Richard Barton	UK	15	11	Michael Gaul	Germany	12	12
Bryce Beaver	USA	6	3	Moritz Gaul	Germany	13	14
Matt Benfield	UK	15	15	Andrew Gillott	Australia	8	9
Dustin Biber	USA	7	3	Steve Gordon	S. Africa	5	-
Chris Bing	USA	13	13	Benjamin Groschel	Germany	13	13
Jamie Booth	UK	14	15	Albert Guardado	USA	5	6
Gabe Boudreau	USA	10	10	Alex Guerrero	USA	15	15
Christophe Boulain	France	3	5	Gary Guest	USA	5	6
Chad Bradey	USA	7	3	Atsushi Hara	Japan	12	12
Gary Briant	S. Africa	1	1	Alan Harmon	UK	-	14
Scott Brown	USA	12	12	Jason Head	Australia	5	4
David Burton	UK	8	12	Brian Heiges	USA	2	2
Todd Cariseo	USA	6	3	Ralf Helbing	Germany	-	4
Jurgen Chanterie	Belgium	1	1	Toshihiro Hirai	Japan	9	9
Armond Choquet	France	14	15	Masami Hirosaka	Japan	14	14
Frosty St. Clair	USA	6	7	Greg Hodapp	USA	14	14
Albert Clemons	USA	13	12	Todd Hodge	USA	15	15
Ryan Coxall	UK	7	13	Mike Hoffpauir	USA	7	6
Neil Cragg	UK	15	14	Rick Hohwart	USA	9	9
Richard Cree	Ireland	4	4	Scott Hughes	USA	10	10
Josh Cyrul	USA	6	1	Jack Johnson	USA	6	7
Stuart Davison	UK	-	14	Jimmy Johnson	USA	13	13
Christel De-Langh	Belgium	1	2	Darren Johnston	New Zealand	9	8
Guy De-Weerd	Belgium	1	2	Ian Joyce	UK	-	15
Oscar Deoliviera	S. Africa	10	10	Chris Jurgens	S. Africa	-	10
Taki Dermatis	S. Africa	11	10	Brian Kadow	USA	13	13
Adam Drake	USA	7	6	Jonas Kaerup	Denmark	2	2
Craig Drescher	UK	6	6	Dean Karns	USA	7	6
Dave Duggan	UK	14	13	Akio Kawamata	Japan	9	8
Brian Dunbar	USA	11	11	Ian Kenningley	UK	14	15
Billy Easton	USA	5	6	Yasuaki Kimata	Japan	8	8

ENTRY LIST

Second To None.

Features include:

- ▶ Super Fast Response 3 Channel FM System
- ▶ Large, Easy to use LCD Display
- ▶ Interchangeable Driving Position for left or right handed use
- ▶ 3 Model Memory
- ▶ One Touch Trim Memory
- ▶ Trim Rate Adjustment
- ▶ Adjustable Rate Control (ARC) for Steering and Throttle allows wide range of control response from mild to quick
- ▶ Response Control Switch allows selection of mild, quick or normal response control for specific racing conditions
- ▶ Steering Variable Dual Rate with Thumb Wheel Adjustment
- ▶ End Point Adjustment (EPA) for Steering and Throttle
- ▶ Starting Position Switch allows Idle-Up function for engine powered models
- ▶ Proportional Auxiliary Channel
- ▶ Servo Reversing
- ▶ Model Select
- ▶ Stop Watch and Lap Timer with Alarm
- ▶ Display Switch
- ▶ Direct Servo Controller
- ▶ Battery Voltage Display
- ▶ Audio Low Voltage Alarm
- ▶ Wheel Tension Adjustment
- ▶ Plug-in R.F. Module
- ▶ Command Signal on/off
- ▶ Alarm Volume Adjustment
- ▶ Key Lock Protection prevents accidental changes to your program set-ups
- ▶ One Year Warranty

The Caliber 3PS is available with your choice of servos including the ultra high speed 94157 PRO RR Ball Bearing or the 94145 High Speed Ball Bearing Micro servo.

The Caliber 3PS

The pistol grip radio with the world's number one track record! If you race to finish first then you need the radio control system that is winning countless events around the world.

A sophisticated micro computer in the Caliber 3PS transmitter let's you easily set precise control responses and accurately tune your model for different track and surface conditions. The 3PS is well balanced and comfortable, and is designed to help you go fast no matter what type of model you drive. Complete systems include our micro FM receiver and a variety of high performance servo options.

The Caliber has won more national and world championships than any other computer pistol grip radio, and was recently voted number one in the *R/C Car Action* Readers' Choice Awards. Get your hands on the Caliber 3PS and you'll discover what the world's best racer's already know. This pistol grip is clearly second to none.



AIRTRONICS

Get The Advantage



Driver's Name	Country	2WD	4WD	Driver's Name	Country	2WD	4WD
Shinya Kimura	Japan	8	8	Ian Ross	S. Africa	11	-
Brian Kinwald	USA	15	15	Ron Rossetti	USA	9	9
Randy Konruff	USA	5	7	Thomas Rossler	Austria	2	5
Carl Kumm	Germany	-	5	Jason Ruona	USA	9	9
Matt Ledger	USA	12	11	Tatsuya Sampei	Japan	10	10
Francis Lee	Hong Kong	5	5	Richard Saxton	USA	4	4
Matt Lee	USA	12	12	Werner Schmidt	S. Africa	-	11
Jon Leonard	UK	14	15	L. Schnoelelen	France	-	12
Cliff Lett	USA	8	8	Jason Schweitzer	USA	2	2
Teemu Lieino	Finland	1	2	Jose Rodriguez Seagon	Spain	7	9
Marcus Lubke	Germany	4	5	Michael Selner	Austria	2	1
Satoshi Maezumi	Japan	10	7	Keith Seyer	Australia	8	9
Jean Marc	Switzerland	3	4	Bobby Smith	USA	6	7
Karl Marsden	UK	15	14	Paul Snyder	USA	2	3
Alex Marzurkewycz	USA	2	7	Ellis Stafford	UK	12	12
Denzell McBurney	Ireland	4	4	Jukka Steenari	Finland	12	12
Trent McClure	Australia	4	4	Dean Steenmans	S. Africa	10	-
Rhett McNair	USA	2	7	Gerd Streng	Germany	3	-
John Mead	New Zealand	9	9	Markus Streuli	Switzerland	3	3
Richard Meredith	UK	15	-	Akira Suzuki	Japan	11	11
J.R. Mitch	USA	5	6	Hiroshi Suzuki	Japan	10	10
William Mitcham	UK	11	11	Sohrab Tavakoli	USA	8	8
Paul Mitchell	UK	14	-	Richard Taylor	UK	15	14
Kevin Moore	UK	13	13	Brent Thielke	USA	3	2
Makoto Morikawa	Japan	10	7	Michael Todd	Ireland	3	4
Steve Munslow	S. Africa	5	6	Hons Jurgen Tormann	Austria	-	2
Matt Needham	UK	13	13	Grant Usher	S. Africa	-	5
Sakkie Van Niekerk	S. Africa	-	11	Minoru Utsugi	Japan	10	9
Ken-Ichirio Nishio	Japan	9	8	Werner Vonk	S. Africa	10	10
Ramon Guasch Palma	Spain	3	-	Markus Vrana	Austria	1	1
Grant Palmer	S. Africa	11	-	Man Lung Wan	Hong Kong	5	5
Eric Parry	S. Africa	11	-	Daniel Watt	Australia	8	8
Paul Patterson	Ireland	4	4	Mike Weed	USA	1	1
Mark Pavidis	USA	15	15	Paul Weir	New Zealand	9	10
Martis Pelle	Denmark	2	1	Brent White	USA	3	2
Adrian Penney	Ireland	3	-	Ho Yin Wong	Hong Kong	4	4
Charlie Perez	USA	6	7	Nelson Wong	New Zealand	7	11
Scott Pettet	Australia	9	8	Tsz Kin Woo	Hong Kong	4	5
Peter Pinisch	Austria	2	-	Akihiko Yoshimura	Japan	8	-
Jay Robinette	USA	1	7				
Stephane Rongier	France	12	-				

ENTRY LIST

Entry List as of July 17, 1997



The track layout for the 1997 World Championships was designed specifically for this event. This track features many different types of obstacles and technical jump sections intended to challenge the world's best drivers. The track is expected to develop a very high traction, blue-groove surface by the time the main events start. The driver who best conquers this intimidating track will earn the title of *1997 IFMAR World Champion*.



The Ranch Pit Shop would like to extend special thanks to the event sponsors





**The Track For The
1997 1/10-Scale
World Championships**

ors – Team Losi, Novak, and Trinity – without whom this event would not have been possible.

TRINITY





MARK PAVIDIS

We recently had the opportunity to have a conversation with Mark Pavidis, the reigning 4WD world champion. Mark, who began racing R/C cars as a hobby, has been racing for over 11 years. He got his first R/C car – a Tamiya Super Champ for Christmas in 1985. Not too long after that, he got his first RC10, which he raced at the outdoor track near his house. In his first "official" race, Mark placed third in the B-Main. His car was totally stock with bushings and a mechanical speed control. He was really excited after that, and says he was hooked on racing from that moment on. Currently, Mark works, and runs for Associated Electrics in Costa Mesa, California.



With the 1997 IFMAR 1/10-Scale Off-Road Worlds about to begin, we thought it was be a great time to get Mark's thoughts on his goals for this event and on R/C racing in general.

Q: Mark, what form of R/C racing is your favorite?

A: 1/10-Scale Off-Road would have to be my answer to that.

Q: How about your favorite race?

A: The Reedy Race of Champions is my favorite because I really like the format. I also enjoy getting to see those friends that I usually only get to see at the international races.

Q: What was your most memorable win?

A: Definitely, the 1995 IFMAR World's in Japan. It was a goal that I really wanted to achieve, and I did it!

Q: Mark, do you have a game plan for the upcoming World Championships?

A: My first priority is to qualify for the A-Main. You can't win unless you make the Main.

Q: Mark, do you feel pressure to retain your position as World Champion?

A: I have a lot of teammates, so I have no real pressure.



Q: Whom do you like to race against most?

A: Brian Kinwald because he always provides a very competitive race.

Q: Who do you think is the favorite to win this year's Worlds?

A: Brian Kinwald or Masami Hirosaka.

Although modest about his chances for winning this year's Worlds, Mark has always demonstrated great driving skill and good sportsmanship. We're sure he has a good chance at retaining his World Champion title. We'll just have to see how this week's events unfold.



Mark and Matt's 1995 IFMAR World Championship winning cars

Matt Francis, 23, started racing radio controlled cars at the young age of 12. Since then Matt has vaulted to the top of the R/C world by winning the 2WD title at the 1995 IFMAR 1/10-Scale Off-Road World Championships in Japan. This A-Main win was a far cry from his first "win" at a national race back in 1988 when he took first place in the U-Main. (He light-heartedly explained that he had horrible qualifiers and crashed 27 times in one race.) But he didn't get discouraged, and his determination obviously paid off.

When he's not racing, Matt works as an insurance salesman, and is also employed by Trinity. Matt also attends Cosumenes Junior College and plans to get his degree in marketing. We asked Matt a few questions about his R/C experience, particularly about winning the World Championship title and his feelings about this year's event.

Q: What was your most memorable racing experience?

A: Winning the 1995 World Championships in Japan. It's a feeling you rarely come across. Not everyone gets to win a Worlds. I wasn't nervous at all, which is probably why I did so well.

Q: How did you feel after winning the World Championship?

A: I felt on top of the R/C world. It was 105 degrees, and there I was having goose bumps and hot and cold flashes. After the ceremonies, I was ready to party!

Q: Do you feel there is a lot of pressure on you to repeat as World Champion?

A: Yes, but the key is to stay focused and not be nervous. You've got to be relaxed, and tune out the expectations everyone else has for you.

Q: You recently made the switch from Team Associated to Team Losi. Any comment on the reasons behind that switch?

A: Quite honestly, I was becoming bored with R/C racing, almost to the point of quitting. The challenges of dealing with new equipment and a new team have given me the incentive I needed to re-ignite my passion for R/C cars. There are no hard feelings between Associated and me. It was just time to try something new.

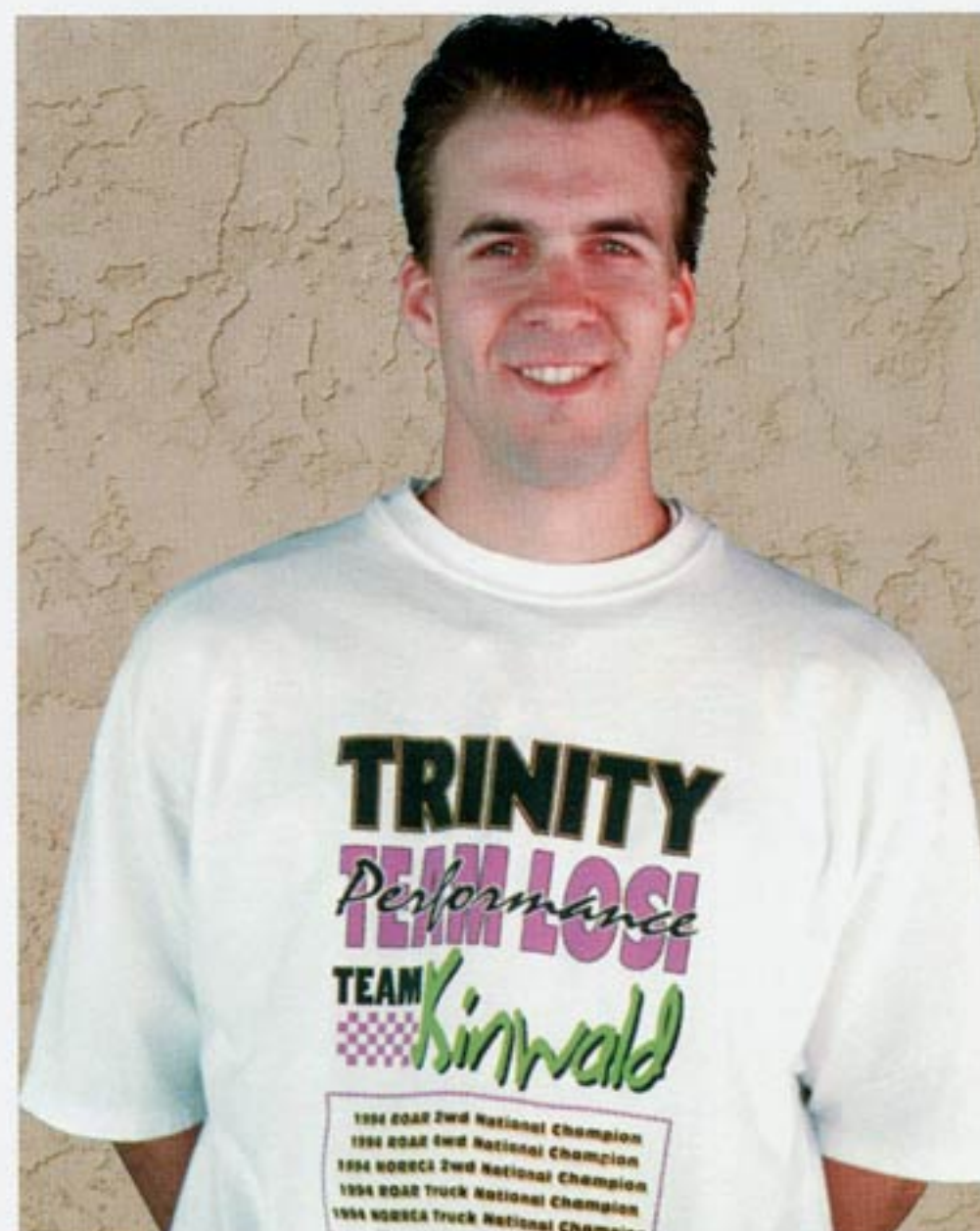
Q: Are you intimidated by the other top drivers?

A: No. I respect their driving, but I am not intimidated.

Q: Whom do you like to race against most?

A: Brian Kinwald. If you can run with him, you know you are doing well.

We found Matt to be an enjoyable, personable, and humble man. When we asked him about what he felt his chances of repeating his Worlds Championship victory were, he felt he has as good a chance as anyone to win. I wouldn't bet against him. After all, he is the reigning 2WD World Champion.





2WD HEATS

HEAT 1

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Barry Baker	USA	Associated							
2	Jay Robinette	USA	Losi							
3	Mike Weed	USA	Associated							
4	Teemu Lieino	Finland								
5	Markus Vrana	Austria	Losi							
6	Laurent Barrlmans	Belgium								
7	Christel De-Langh	Belgium								
8	Guy De-Weerd	Belgium	Associated							
9	Jurgen Chanterie	Belgium								
10	Gary Briant	S. Africa	Associated							

HEAT 2

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Martis Pelle	Denmark								
2	Thomas Rossler	Austria								
3	Jonas Kaerup	Denmark								
4	Peter Pinisch	Austria								
5	Alex Marzurkewycz	USA	Losi							
6	Rhett McNair	USA	Associated							
7	Jason Schweitzer	USA	Losi							
8	Paul Snyder	USA	Associated							
9	Michael Selner	Austria	Losi							
10	Brian Heiges	USA	Associated							

HEAT 3

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Brent White	USA	Associated							
2	Gerd Streng	Germany								
3	Brent Thielke	USA	Losi							
4	Adrian Penney	Ireland	Associated							
5	Jean Marc	Switzerland								
6	Ramon Guasch Palma	Spain								
7	Markus Streuli	Switzerland	Associated							
8	Michael Todd	Ireland								
9	Christophe Boulain	France								
10	Derek Furutani	USA	Associated							

HEAT 4

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Daniel Vega Frias	Spain	Associated							
2	Richard Cree	Ireland	Losi							
3	Denzell McBurney	Ireland								
4	Richard Saxton	USA	Associated							
5	Tsz Kin Woo	Hong Kong								
6	Marcus Lubke	Germany								
7	Enrique Fucinos Fernandez	Spain								
8	Ho Yin Wong	Hong Kong								
9	Paul Patterson	Ireland								
10	Trent McClure	Australia								

HEAT 5

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Billy Easton	USA	Associated							
2	Steve Gordon	S. Africa								
3	Francis Lee	Hong Kong								
4	Jason Head	Australia								
5	Gary Guest	USA	Losi							
6	J.R. Mitch	USA	Losi							
7	Man Lung Wan	Hong Kong								
8	Albert Guardado	USA	Losi							
9	Randy Konruff	USA	Associated							
10	Steve Munslow	S. Africa								



2WD HEATS

HEAT 6

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Charlie Perez	USA	Associated							
2	Bobby Smith	USA	Associated							
3	Jimmy Babcock	USA	Losi							
4	David Bailey	UK								
5	Todd Cariseo	USA	Associated							
6	Josh Cyrul	USA	Associated							
7	Craig Drescher	UK	Associated							
8	Jack Johnson	USA	Losi							
9	Frosty St. Clair	USA	Associated							
10	Bryce Beaver	USA	Associated							

HEAT 7

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Dean Karns	USA	Losi							
2	Dustin Biber	USA	Associated							
3	Travis Amezcua	USA	Associated							
4	Ryan Coxall	UK								
5	Mike Hoffpaur	USA	Losi							
6	Jim Gard	USA	Associated							
7	Adam Drake	USA	Losi							
8	Nelson Wong	New Zealand								
9	Chad Bradey	USA	Associated							
10	Jose Rodriguez Seagon	Spain								

HEAT 8

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Daniel Watt	Australia								
2	Andrew Gillott	Australia								
3	Sohrab Tavakoli	USA	Losi							
4	Cliff Lett	USA	Associated							
5	Yasuaki Kimata	Japan								
6	Keith Seyer	Australia								
7	Patrick Feschtschenko	Germany	Losi							
8	Shinya Kimura	Japan								
9	David Burton	UK								
10	Akihiko Yoshimura	Japan	Associated							

HEAT 9

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Paul Weir	New Zealand								
2	Scott Pettet	Australia								
3	Toshihiro Hirai	Japan	Associated							
4	Ron Rossetti	USA	Losi							
5	Darren Johnston	New Zealand								
6	John Mead	New Zealand								
7	Rick Hohwart	USA	Losi							
8	Ken-Ichirio Nishio	Japan								
9	Jason Ruona	USA	Associated							
10	Akio Kawamata	Japan	Associated							

HEAT 10

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Makoto Morikawa	Japan								
2	Tatsuya Sampei	Japan								
3	Gabe Boudreau	USA	Losi							
4	Scott Hughes	USA	Associated							
5	Oscar Deoliviera	S. Africa								
6	Minoru Utsugi	Japan								
7	Hiroshi Suzuki	Japan	Associated							
8	Dean Steenmans	S. Africa								
9	Satoshi Maezumi	Japan								
10	Werner Vonk	S. Africa								



HEAT 11

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Kazuyoshi Abe	Japan								
2	William Mitcham	UK	Losi							
3	Akira Suzuki	Japan	Associated							
4	Sascha Falter	Germany	Losi							
5	Taki Dermatis	S. Africa								
6	Eric Parry	S. Africa								
7	Jon Anderson	USA	Losi							
8	Grant Palmer	S. Africa								
9	Brian Dunbar	USA	Losi							
10	Ian Ross	S. Africa								

HEAT 12

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Atsushi Hara	Japan	Associated							
2	Matt Ledger	USA	Associated							
3	Stephane Rongier	France								
4	Jukka Steenari	Finland	Schumacher							
5	Ellis Stafford	UK	Losi							
6	Wiggo Andreassen	Norway	Losi							
7	Scott Brown	USA	Losi							
8	Mark Francis	USA	Associated							
9	Matt Lee	USA	Losi							
10	Michael Gaul	Germany								

HEAT 13

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Matt Francis	USA	Losi							
2	Jimmy Johnson	USA	Associated							
3	Moritz Gaul	Germany	Associated							
4	Kevin Moore	UK	Losi							
5	Chris Bing	USA	Losi							
6	Matt Needham	UK								
7	Shiniosuke Adachi	Japan	Associated							
8	Albert Clemons	USA	Losi							
9	Brian Kadow	USA	Associated							
10	Benjamin Groschel	Germany	Associated							

HEAT 14

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Masami Hirotsuka	Japan	Associated							
2	Greg Hodapp	USA	Losi							
3	Jamie Booth	UK	Schumacher							
4	Robert Gammon	UK	Associated							
5	Dave Duggan	UK	Associated							
6	Jon Leonard	UK	Losi							
7	Ian Flynn	UK								
8	Ian Kenningley	UK	Losi							
9	Paul Mitchell	UK								
10	Armond Choquet	France								

HEAT 15

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Brian Kinwald	USA	Losi							
2	Mark Pavidis	USA	Associated							
3	Matt Benfield	UK								
4	Neil Cragg	UK								
5	Richard Meredith	UK								
6	Richard Barton	UK								
7	Richard Taylor	UK								
8	Karl Marsden	UK	Losi							
9	Alex Guerrero	USA	Losi							
10	Todd Hodge	USA	Losi							

2WD HEATS



4WD HEATS

HEAT 1

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Laurent Barrlmans	Belgium								
2	Barry Baker	USA	Yokomo							
3	Markus Vrana	Austria								
4	Jurgen Chanterie	Belgium								
5	Martis Pelle	Denmark								
6	Mike Weed	USA								
7	Michael Selner	Austria								
8	Josh Cyrul	USA	Yokomo							
9	Gary Briant	S. Africa	Yokomo							
10										

HEAT 2

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Christel De-Langh	Belgium								
2	Jonas Kaerup	Denmark								
3	Brent White	USA								
4	Guy De-Weerd	Belgium								
5	Jason Schweitzer	USA	Losi							
6	Teemu Lieino	Finland								
7	Brent Thielke	USA	Losi							
8	Hons Jurgen Tormann	Austria								
9	Brian Heiges	USA								
10										

HEAT 3

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Todd Cariseo	USA	Yokomo							
2	Chad Bradley	USA								
3	Travis Amezcua	USA								
4	Dustin Biber	USA								
5	Markus Streuli	Switzerland								
6	Paul Snyder	USA								
7	Enrique Fucino Fernandez	Spain								
8	Daniel Vega Frias	Spain								
9	Bryce Beaver	USA								
10	Derek Furutani	USA								

HEAT 4

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Denzell McBurney	Ireland								
2	Jason Head	Australia								
3	Paul Patterson	Ireland								
4	Richard Cree	Ireland	Losi							
5	Ho Yin Wong	Hong Kong								
6	Trent McClure	Australia								
7	Michael Todd	Ireland								
8	Ralf Helbing	Germany								
9	Jean Marc	Switzerland								
10	Richard Saxton	USA								

HEAT 5

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Tsz Kin Woo	Hong Kong								
2	Francis Lee	Hong Kong								
3	Jimmy Babcock	USA	Losi							
4	Grant Usher	S. Africa								
5	Man Lung Wan	Hong Kong								
6	Cristophe Boulain	France								
7	Thomas Rossler	Austria								
8	Carl Kumm	Germany								
9	Graham Alsop	UK								
10	Marcus Lubke	Germany								



4WD HEATS

HEAT 6

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Craig Drescher	UK	Yokomo							
2	Gary Guest	USA	Losi							
3	Jim Gard	USA								
4	Adam Drake	USA	Losi							
5	Albert Guardado	USA	Losi							
6	Steve Munslow	S. Africa								
7	J.R. Mitch	USA	Losi							
8	Mike Hoffpauir	USA	Losi							
9	Billy Easton	USA								
10	Dean Karns	USA	Losi							

HEAT 7

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Bobby Smith	USA								
2	Jack Johnson	USA	Losi							
3	Makoto Morikawa	Japan								
4	Alex Marzurkewycz	USA	Losi							
5	Charlie Perez	USA								
6	Frosty St. Clair	USA								
7	Satoshi Maezumi	Japan	Yokomo							
8	Rhett McNair	USA								
9	Jay Robinette	USA	Losi							
10	Randy Konruff	USA								

HEAT 8

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Cliff Lett	USA	Yokomo							
2	Daniel Watt	Australia								
3	Yasuaki Kimata	Japan								
4	Akio Kawamata	Japan								
5	Sohrab Tavakoli	USA	Losi							
6	Patrick Feschtschenko	Germany	Losi							
7	Ken-Ichirio Nishio	Japan								
8	Scott Pettet	Australia								
9	Darren Johnston	New Zealand								
10	Shinya Kimura	Japan								

HEAT 9

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Ron Rossetti	USA	Losi							
2	Jason Ruona	USA	Yokomo							
3	Minoru Utsugi	Japan								
4	John Mead	New Zealand								
5	Toshihiro Hirai	Japan	Yokomo							
6	Rick Hohwart	USA	Losi							
7	Kazuyoshi Abe	Japan								
8	Andrew Gillott	Australia								
9	Keith Seyer	Australia								
10	Jose Rodriguez Seagon	Spain								

HEAT 10

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Scott Hughes	USA	Yokomo							
2	Taki Dermatis	S. Africa								
3	Paul Weir	New Zealand								
4	Werner Vonk	S. Africa								
5	Gabe Boudreau	USA	Losi							
6	Hiroshi Suzuki	Japan	Yokomo							
7	David Bailey	UK								
8	Chris Jurgens	S. Africa								
9	Oscar Deoliviera	S. Africa								
10	Tatsuya Sampei	Japan								



4WD HEATS

HEAT 11

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Sascha Falter	Germany								
2	Brian Dunbar	USA	Losi							
3	Matt Ledger	USA								
4	Sakkie Van Niekerk	S. Africa								
5	Akira Suzuki	Japan	Yokomo							
6	Jon Anderson	USA	Losi							
7	Richard Barton	UK								
8	Nelson Wong	New Zealand								
9	William Mitcham	UK								
10	Werner Schmidt	S. Africa								

HEAT 12

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Jukka Steenari	Finland	Schumacher							
2	Mark Francis	USA								
3	Albert Clemons	USA	Losi							
4	L. Schnoelelen	France								
5	Atsushi Hara	Japan	Yokomo							
6	Scott Brown	USA	Losi							
7	David Burton	UK								
8	Matt Lee	USA	Losi							
9	Ellis Stafford	UK	Losi							
10	Michael Gaul	Germany								

HEAT 13

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Matt Francis	USA	Losi							
2	Chris Bing	USA	Losi							
3	Ryan Coxall	UK								
4	Dave Duggan	UK								
5	Kevin Moore	UK	Losi							
6	Shiniosuke Adachi	Japan	Yokomo							
7	Matt Needham	UK								
8	Brian Kadow	USA								
9	Jimmy Johnson	USA								
10	Benjamin Groschel	Germany								

HEAT 14

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Greg Hodapp	USA	Losi							
2	Masami Hirosaka	Japan	Yokomo							
3	Wiggo Andreassen	Norway								
4	Richard Taylor	UK								
5	Alan Harmon	UK	Losi							
6	Neil Cragg	UK								
7	Stuart Davison	UK								
8	Karl Mardsen	UK								
9	Robert Gammon	UK								
10	Moritz Gaul	Germany								

HEAT 15

Car	Driver	Country	Car	1	2	3	4	5	Total	Main
1	Mark Pavidis	USA	Yokomo							
2	Brian Kinwald	USA	Losi							
3	Ian Kenningley	UK								
4	Jamie Booth	UK								
5	Todd Hodge	USA	Losi							
6	Jon Leonard	UK	Losi							
7	Matt Benfield	UK	Losi							
8	Armond Choquet	France								
9	Ian Joyce	UK								
10	Alex Guerrero	USA	Losi							



This year's IFMAR World Championships will mark the first time that the points system of qualifying has been used in the 1/10-scale electric off-road division. The system is designed to limit the effects of a rocket round (one particular round of qualifying that is noticeably faster than the rest). Points are awarded for each round of qualifying as follows: 151 for first, 149 for second, 148 for third, and in one point decrements through position 150. Although all drivers will complete three rounds of qualifying, only their best three will count. These three point scores are totalled and the final qualifying positions are determined by these totals. For your convenience, we have left spaces next to each driver's name in the heat listings. Using these spaces, you can track your favorite drivers' points through each round of qualifying. Once qualifying is complete, you can use the charts below to keep track of the triple-A-main scores for the IFMAR World Championship.

2WD A-Main

Qual.	Driver	Country	Car	1	2	3	Total	Finish
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								

4WD A-Main

Qual.	Driver	Country	Car	1	2	3	Total	Finish
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								

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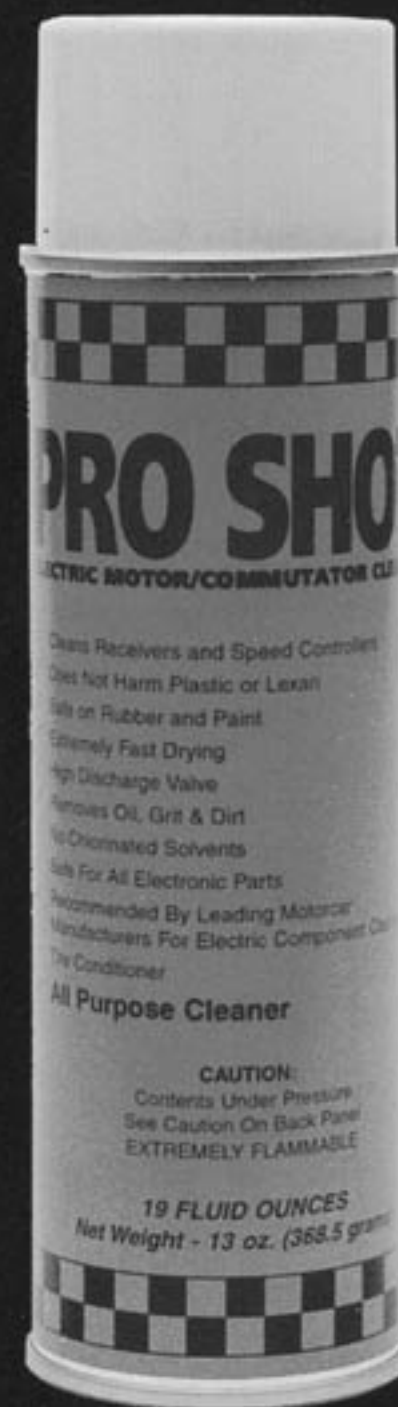
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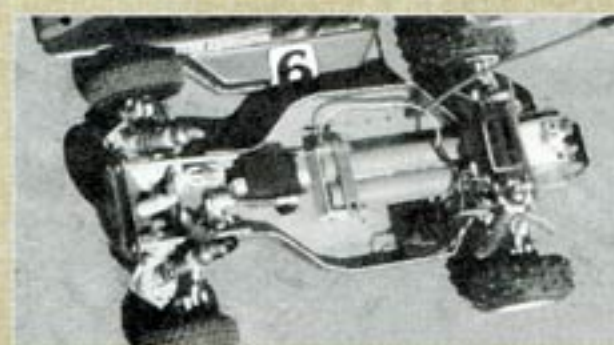
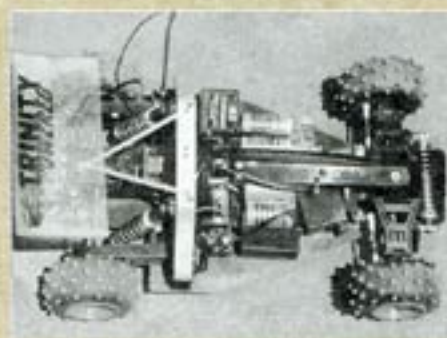
The History of the 1/10-Scale Off-Road World Championships

In 1982, the International Federation of Model Auto Racing was formed. Its mission was to organize world championship R/C racing events, bringing together the best R/C drivers from around the world. Drivers from all three blocs – sanctioned by ROAR, EFRA, and FEMCA – were sent to compete against one another to see who would become the world champion.

The off-road world championships are held every two years, with the three blocs alternating the pleasure of hosting the event. Over the past 15 years, there have been many changes in R/C technology and equipment. There have been some changes in classes and rules. But one can always count on the World Championships to provide a fierce competition between the best drivers in the world. Here is a look back at the exciting history of the IFMAR Electric Off-Road World Championships.

1985

The first World Championship was held in Del Mar, California. Modeled after the format used in ROAR events, the drivers competed in a Stock Motor and a Modified Motor class. Jay Halsey took the title in the Stock class and Gil Losi, Jr. won Modified. At this time, Associated was the car and motor leader, Sanyo was the king of cells, and the USA boasted the best drivers.



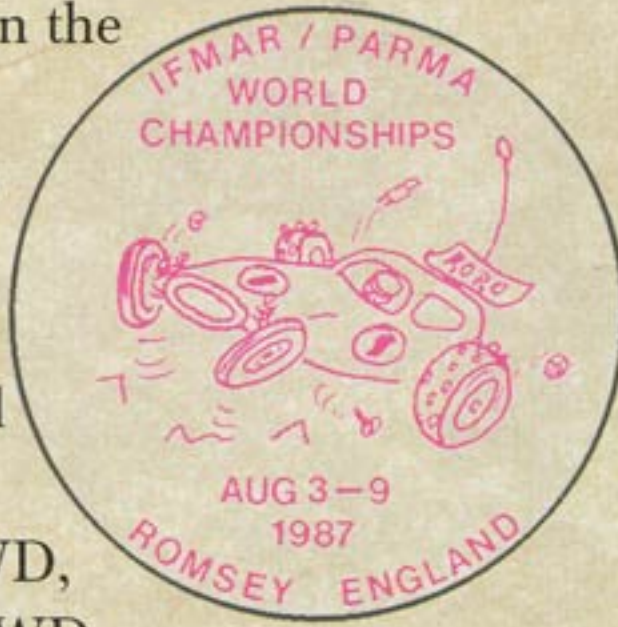
Clockwise from top: The 1985 World Champs track in Del Mar, CA; Jay Halsey, winner of the Stock class in '85; Jay's winning car; Gil's winning Yokomo car; Gil Losi, Jr. with his winning car

1987

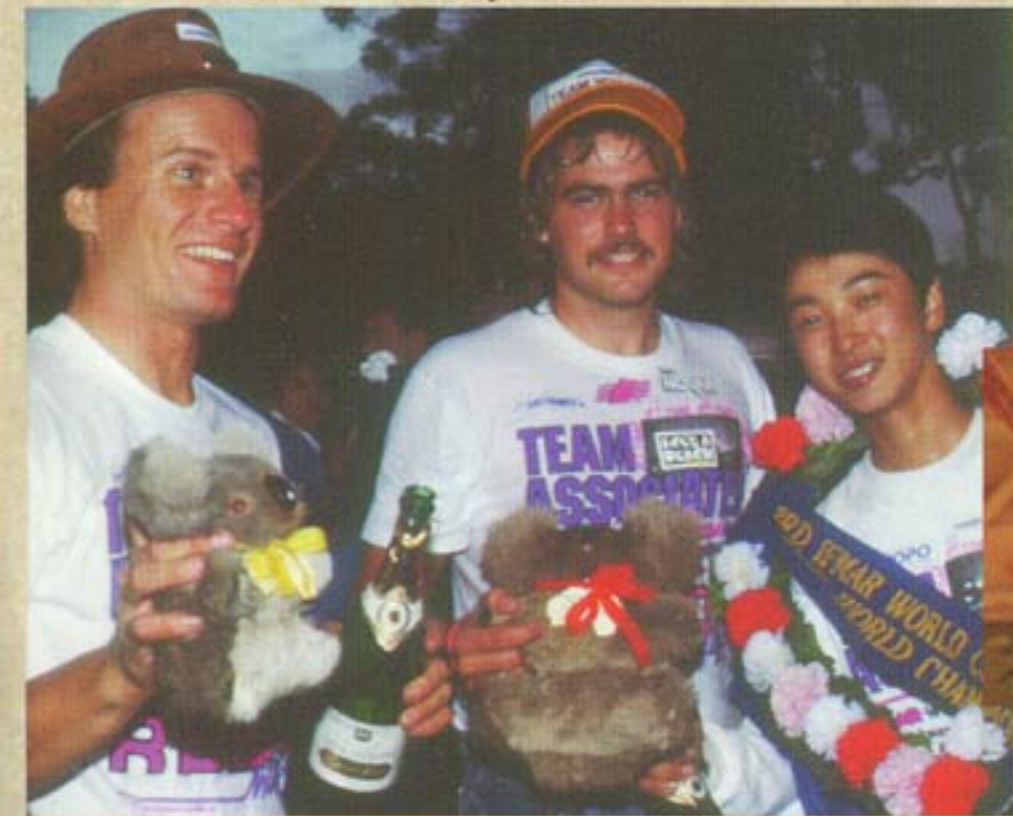
For the next Championship, held in 1987, IFMAR moved to the EFRA bloc in Romsey, England. It was here that the R/C world was first introduced to the 16-year-old driver who was to dominate R/C racing for the next ten years – Masami Hirosaka. Masami easily TQ'd the 4WD class. He won the first leg of the 4WD A-main. He came in third in both the second and third A-mains. At this time, winners were decided by adding lap times from the three A-mains



together, so it came down to the count. Masami did win the 4WD title, but not as easily as most R/C historians like to remember. Joel Johnson drove superbly in 2WD, and took the 2WD World Champion title back to America.



1989
The Worlds made a then-rare visit to the FEMCA bloc. The race was held at the wonderful St. Ives Showground in Sydney, Australia. This was the year of the controversial, "hand-made" Yokomo tires, and the debut and win of the 2.2-inch wheel. At this event, there was an astonishing display of driving. Jay Halsey and Cliff Lett were relentless in their pursuit of Masami Hirosaka. But despite their best efforts, Masami became the first person to take both the 2WD and 4WD titles in one year.



Above: Cliff Lett, Jay Halsey, and Masami Hirosaka after the close battle for the 2WD title at the 1989 World Championships. Right: Cliff Lett wrenches on his car while trying to hide behind a stack of the 2.2" Yokomo wheels and tires. Inset: A koala bear — just an example of the wildlife that could be seen near the Sydney area.

1991
This year, the World Championships took the racers to ROAR's bloc and the Freedom Hill Park track in Detroit, Michigan — the USA home of Team SEMROCC. The 2WD event was a real cliffhanger. Rick Vehlow and Kyle Reed gave Masami very tough competition. Everyone believed that Rick had won the 2WD title, but after an interminable wait, the title, decided by way of a tie-breaker, was given to Masami. In 4WD, there was no doubt as to who would be the victor. Cliff Lett, backed by genuine emotion and the sheer willpower of his fans, took top honors and set an IFMAR record, the record of winning from the lowest grid position — sixth. Few will forget his grace under pressure.



The father/son, mechanic/driver combination of Masami and Masaki Hirosaka has proven difficult to beat over the years.



First-turn action at the start of one of the 2WD A-mains at the 1991 IFMAR World Championship in Detroit, Michigan. This is the last time that the World Championships event was held in the United States.



Masami became the first person to take both the 2WD and 4WD titles in one year.



1993

Returning to EFRA, the race was held at Pipp's Hill Leisure Complex in Basildon, England. TEMAC put on the biggest show the IFMAR Electric World Champs had ever seen. On a vast track built especially for the event, Brian Kinwald astonished everyone by winning two of the three 2WD A-mains from eighth on the grid. Cliff's record had been broken. Despite challenges from the British drivers on their home ground, Masami once again mastered the 4WD class.

1995

We all went to the home of R/C – Japan – and the world-famous Yatabe Arena in Tsukuba City, headquarters of Yokomo. For the first time in ten years, the reigning World Champions were defeated, and two new winners were crowned. Matt Francis took the 2WD win, dominating the first two A-mains and sitting out the third main

with his title secure. Mark Pavidis shook off his reputation as "the best driver never to have won a Worlds" by coming home as the 4WD World Champion.

And this brings us to 1997 and the Ranch Pit Shop in Pomona, California. We look forward to adding another chapter to IFMAR's history book. Who will be the next 2WD and 4WD World Champions? We will soon see.

Past World Champions

1985

Jay Halsey – Stock Class
Gil Losi, Jr. – Modified Class

1987

Joel Johnson – 2WD
Masami Hirosaka – 4WD

1989

Masami Hirosaka – 2WD
Masami Hirosaka – 4WD

1991

Masami Hirosaka – 2WD
Cliff Lett – 4WD

1993

Brian Kinwald – 2WD
Masami Hirosaka – 4WD

1995

Matt Francis – 2WD
Mark Pavidis – 4WD



Counterclockwise from top: Matt Francis' and Mark Pavidis' winning cars from the 1995 World Championships in Japan; Mark, at one of his happier moments, between the trophy girls; the



champs displaying a sign that was autographed by all participants for Yatabe Arena to proudly display after the event; a look at the indoor Yatabe facility from the outside.



Brian captures the 2WD World Championship title in 1993 at the track in Basildon, England. Many favor Brian to regain the title this year in front of a home crowd.



WA Welcome...

to the 1997 IFMAR Offroad World Championships.

Team Associated is proud of our winning legacy, capturing 15 previous IFMAR World Championships, and we would like to congratulate all the competitors from around the globe who have earned the right to compete for the 1997 World Title.

TEAM ASSOCIATED U.S.A.:

- Mark Francis
- Billy Easton
- Derek Furutani
- Brian Heiges
- Scott Hughes
- Jimmy Jacobson
- Darrin Jendreas
- Randy Konruff
- Matt Ledger
- Cliff Lett
- Rhett McNair
- Mark Pavidis
- Jason Ruona
- Richard Saxton
- Mike Weed
- Jason Schweitzer
- Brent White
- Todd Cariseo
- Frosty St. Clair
- Bryce Beaver
- Travis Amezcua
- Dustin Biber
- Josh Cyrul
- Bobby Smith
- Charlie Perez
- Chad Bradley

EUROPE:

- Michael Gaul
- Craig Drescher
- Dave Duggan
- Jon Tucker
- Robert Gammon
- David Bailey
- Mark Penney
- Daniel Vega

ASIA/JAPAN:

- Masami Hirosaka
- Atsushi Hara
- Hiroshi Suzuki
- Akira Suzuki
- Adachi Shinnosuki
- Tomohira Hirai
- Satoshi Maezumi



*1995-1996 World Champion
Matt Francis' RC10B2*



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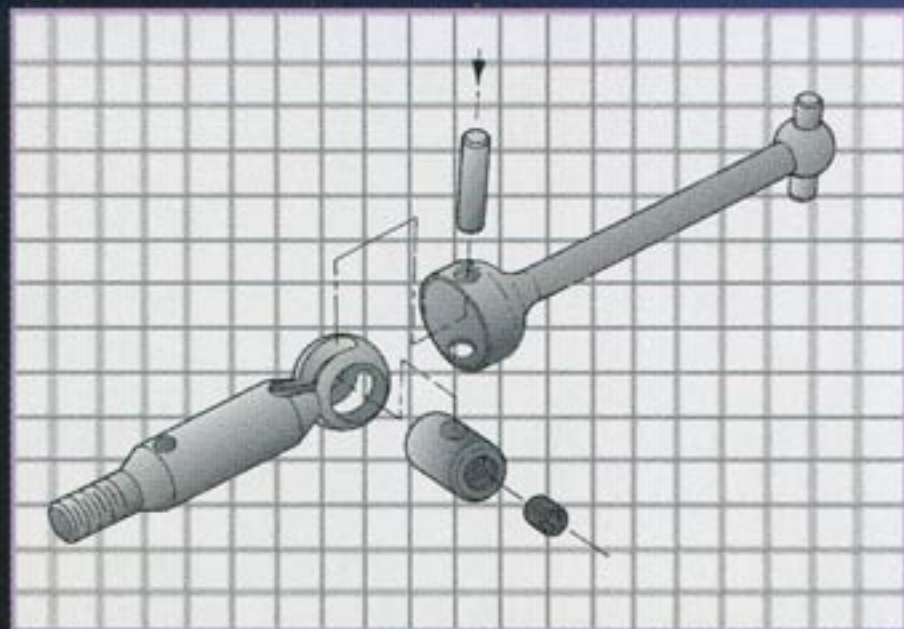
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Mark Pavidas	World Champion
Brian Kinwald	World Champion
Masami Hirosaka	World Champion
Cliff Lett	World Champion
Greg Hodapp	
Craig Drescher	
Mark Francis	
Derek Furutani	
Barry Baker	
Scott Brown	
Sohrab Tavakoli	
Rick Howart	
Richard Saxton	
Scott Hughes	



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