

## WORLD PART ONE CHAMPIONSHIPS GENEVA JULY 1979

*A J-C Rumbeli shot of Sunday's spectacle with crammed stands and mounting excitement. Below: the car and the trophy.*



PHIL Booth took his PB International through a strong field to achieve a magnificent British victory in the 2nd World Championships at Geneva on Sunday July 8th. This from an original entry of 163 cars from nearly all the model car world of which 148 actually engaged in the gruelling elimination heats. But behind this brief statement lies nearly a week of strenuous effort.

Interest naturally centred on the newcomers to racing in Europe. Only a few had seen the Americans in action and no one at all had any knowledge of Japanese progress, beyond the pictures in their magnificent bulky monthly magazine *Radio Technique*. Equally interesting too was the contingent from South Africa, where design detail had developed along different lines.

Basically then, the break down of cars was Associated with forty-six; PB International 28; SG twelve; Road Ace (Japan) 12; Kyosho (Japan) 6; Serpent 13; Challenger 5; Delta three, then a balance made up of ones and twos with a couple

of specials. Futaba was very much the wear for r/c equipment with almost hundred per cent Japanese support for Sanwa, again with the few odd makes in ones and twos.

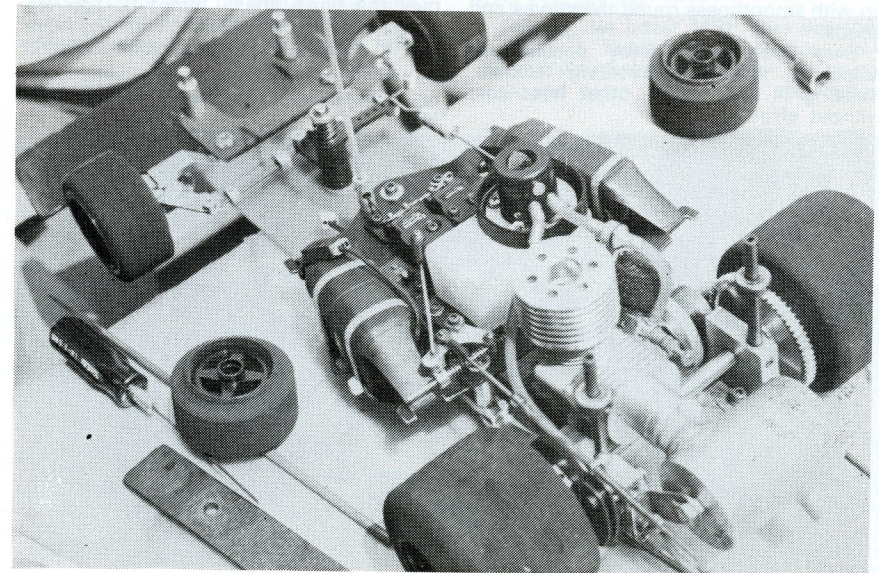
After all the speculation the circuit was at Les Vernets exactly as originally intended and used at the Swiss GP. A much higher drivers' rostrum enabled the Tx pound to be located beneath it. Stands and viewing areas were on all sides and there was room for the public to see into the pits close-up without actually being inside. Suitable crowd barriers regulated

the spectators and provided space for advertisers. "Paddock passes" complete with photographs taken on instant Polaroid ensured that only authorised persons were actually in the pits.

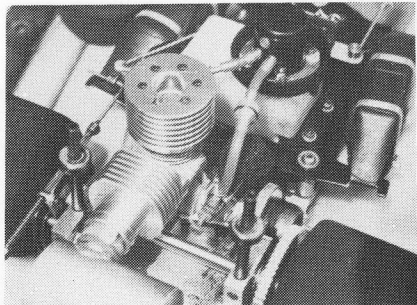
### The Cars and the Drivers

Right from the start major interest focused on the Japanese. All but two of their cars were in Team Phoenix (Road

*Phoenix Road Ace cars in black and yellow livery. Below: The simple lightweight car that so nearly upset everybody's applearcars!*







OS21 the fuel miser as in Matsuda's car — note the elegant manifold. Even tuned pipe inside the silencer.

Ace) and Kyosho (Fantom 20). Phoenix colours were ideal for visibility in yellow and black whilst Kyosho went for an all white car with a red sun circle. Cars were immaculately prepared but as so many of us had expected seemed to be about four years behind the times in steering geometry and general layout. Power was by OS21 — the ABC version of the familiar OS20 using a ridiculously small carb. But the real surprise (should I say shock?) came when the Japanese drivers started to drive! One and all they were of exceptionally high standard, establishing and maintaining a line until they were running almost like slot cars. Not anything like as fast down the straights as US and European cars but more than making this up with smoothness round the curves and bends.

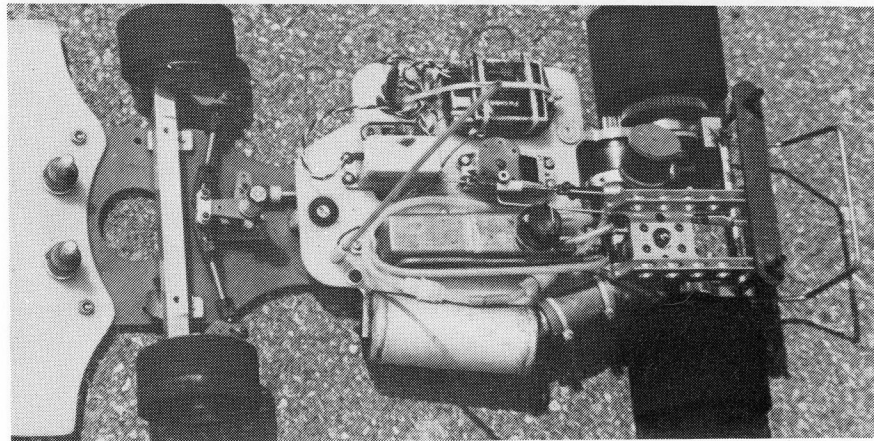
They seemed to enjoy special anticipatory skills in avoiding trouble, weaving in and out of other heat cars without effort.

Until serious practice started random timing of laps produced a fair to good lap at about 22 to 23 seconds with Bill Jianas getting a lap in at about 20½ seconds. Japanese drivers were managing regular 21 sec laps, with one or two drivers standing out such as Ishihara, Sasuga, Shudo, Tomita.

When qualifying heats of twenty laps started it was clear that something under eight minutes was going to be needed for an easy passage into the top 64 places who would be competing for the main event on Sunday. Again Ishihara surprised with times under 7½ minutes.

Amongst the US drivers Gene Husting was outstanding, though he had been, and still was, far from fit; Bill Jianas was his usual extrovert self making it all look so happily easy; Butch Kroells the first World Champion from the Pomona event of two years earlier never seemed to get really going; whilst young Repete Fusco showed wonderful skill and aplomb for a 12-year-old youngster. The Dutch Serpent Team headed by Peter Bervoets and Ronnie Ton were also looking over their shoulders at other Serpent drivers in their group, Denis Tassaux of Belgium, Steve White GB and Fiocchi of Italy who were continuing to show great promise. Ronnie Ton very cleverly later in the meeting filled up with 60 cc and checked that after racing he still had 2 cc left. This enabled him to save one pit stop and shave some 6 seconds off his time! (His car stopped just a few yards over the finish line — empty!). Top ten times on Thursday at 4.0pm with one more day to qualify at 64-breakpoint included

Art Carbonnel's car with silencer brought to the side.



The new Delta Diff — a limited slip design very similar to Cecil Schumacher's for electric 1/12th cars.

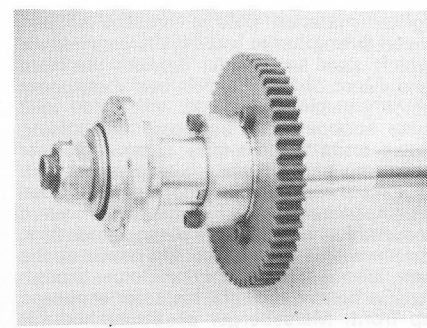
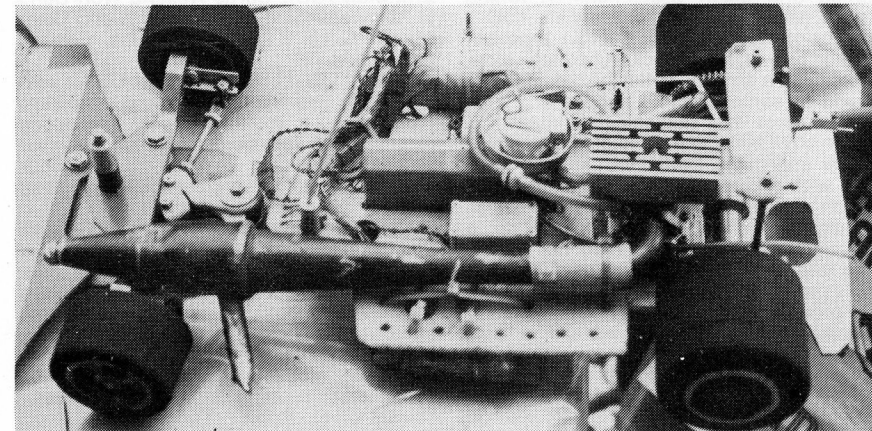
five Japanese, Franco Sabattini, Gene Husting, Rick Davis, Jim Rold (these three USA) and Soderholm, Sweden.

Friday repeated the mixture with varying fortunes. Keith Preston, Phils Booth and Greeno, Dave Martin, Steve White and Debbie Preston (who was racing with Gene's Associated team after six weeks in sunny California training with them) went through into the top 64 places, and, in theory had a day off on Saturday watching the struggle for the remaining eight places to bring up Sunday's total to 72 drivers.

Saturday produced the usual ups and downs, Walt Bailey had something horrible happen in each of his three heats though he made it into the Demi-final to again be dogged by misfortune. Dave Preston and Paul Padgin also made it to the Demi-final.

Items of special interest during the meeting included sight of the new ACT engine now being made by Picco, sometime of OPS — indeed some cars using the first off of these are described as OPS. It enjoys a peculiar black anodised heatsink of larger than usual proportions and the few available were scanned most purposefully. Butch Kroells had one and could not seem to decide whether to use it or not. Then there was the South African three servo set-up. This is employed by both Weenie Bester as a "on the track" mixture control for his Webra slide carb — which by the way is fully encapsulated. Weenie regards it as the ultimate failsafe

Long tuned pipe exhaust seen on Finnish car (Mannio Ilkka).



device and hopes he never has to use it! Mel Braun his team mate from Orange Free State has built virtually all of his car starting from a basic Associated. Wheel hubs, steering, and his own design diff. are major parts, plus all the little linkages so vital. He too has a third mini servo to adjust mixture, which is programmed to be moved from lean through to rich without a pit stop, so that if conditions seem to be changing during a race the needed adjustment can be made. Butch Kroell had an interesting radio plate with battery fitted underneath it. Had also a long coiled lead to manifold for pressurising: claimed this helped to stabilise pressure. Expert Chuck Hallum however considered the need only to be long enough to prevent flow back into silencer. On silencers an interesting ribbed dustbin was noted on Ito's (Japan) car.

First of the latest MRP cars was performing in hands of B. Metras USA. Notable was heavy casting for power pod with end piece angled and attached of

lighter material, plus a broad-V-shaped metal strengthener just by the servo-saver which could be used to "tweak" the front end. Most of the PB diffs had metal gear carriers in place of nylon with three little bites scooped out between the holding down bolts to give easy access for gear changing of spur gear. Silencers came in all sizes and shapes — a commercial tuned pipe appeared on the Finnish cars; forward mounted ones on Team Associated cars; the new AMPS type that fits neatly at the rear, also a similar one by Delta, though Art Carbonnel thought his safer mounted up front. Merseberger of Spain had his upright type silencer mounted forward of rear wheel, and also had a very neatly wound aerial threaded through a small lexan plate beside it.

New diff designs were in evidence. The prototype for the Delta diff follows very much the pattern of the smaller 1/12th type developed by Cecil Schumacher with the 'Works' compressed into an addition to the wheel hub. Similar is that being manufactured by Rune Carlsson of Sweden, who is also making a most attractive kit. His design again follows a hub enclosed diff but using three bevel gears of plastic (like some of the Tamiya electric cars?) It seems to be standing up to a lot of hard work. I did not examine the two Brem cars entered but did look at a Brem kit on display in the official shop being a temporary branch of Viking Models of Geneva. This is surely the most expensive kit in the world at Swiss Frs 995. (Associated and PB about a third of this). The belt drive (a la Thorp) and the silencer mounting with very short manifold so within an inch of the engine. Masuda's manifold for his OS21 was beautifully finned and again used minimal tubing attachment. Other Japanese cars had a variety of styles, mainly dustbin type but one or two straight back cylindrical tube, coming to a smaller outlet nozzle (like the inside of some m/cycle exhausts).

Nor must we neglect the latest PB sugar-bowl silencers, now marketed with a fuel improving baffle, but in the team cars with a kind of snail shell twist inside which provides a tuned pipe effect in smaller space. Whether this will be a practical project for sale I do not know. Too late for use, but there for show was PB's production design fuel tank — still in its production white, but looking very efficient, and of shape to please. The team cars all had Johnson type tanks laid flat (Greeno style) with flip top fillers.

Phil Greeno was not blessed with any particular good fortune — he was well up

in the time lists, but just not his day, his times were running about a second behind the best. To add to his sorrow some vandals sprayed his full-size car in the adjoining official car park with green paint (symbolic I wonder?) which he was only able to clean off with methanol in time to save his paintwork. A passing woman was also sprayed with paint — I do not know if she was wiped over with methanol. The louts escaped on motorbikes — they have them in Switzerland too!

Saturday's finals were run to promote eight drivers into Sunday's meeting, with four best times of the day going straight into final, the two demi-finals yielding the top three in each to do battle for eight places out of the ten runners. This put Bob Errington straight in to final as third highest of the day. It was bad luck for Hamberg of Sweden that after FTD he should finish tenth; Lilford of South Africa was the other unlucky one. Bob Errington maintained his form to figure in Sunday's Demi-finals as well, but that is another story now to be told.

#### The World Championship Finals

Completion of Sunday's heats took place within minutes (early) of scheduled time to put top FTDs straight into final in shape of Ishihara, Japan; Rold, USA; Ronnie Ton, Holland; and Bill Jianas, USA. Semi-final A line-up was: Curtis Husting (USA), Phil Booth (GB), Peter Bervoets (NL), Franco Sabattini (I), Gene Husting (USA), Suzuki (J), Dave Martin (GB), Repete Fusco (USA), Takeda (J), and Petri (USA). Demi-final B: Phelps (USA), Davis (USA), Sasuga (J), Ljungcrantz (S), Kondo (J), Lee (USA), Ghersi (I), Kishi (J), Hassig (CH) and Bob Errington (GB). Curtis Husting won Semi A followed home by Phil Booth and Dave Martin. Semi B went to Phelps, Sasuga and Davis.

Final then comprised five USA, two from GB, two from Japan and one from Holland — a mixture which I suppose represents a fair percentage on basis of entries. (Bearing in mind the four essentials for winning: good car, good engine, good driver, good luck!)

Off to a clean start as the City of Geneva flag dropped Ishihara in lead after Ton rolled at the bend. The Japanese cars going faster down the straight than previously. Booth clearly fastest in the straight and going well. Packed stands roar for rolls rather than cleaning racing. Refuelling stops begin, with two to five secs. usual running stop and pits constantly busy. Ronnie Ton in trouble . . .

seems like new glowplug . . . off again. Phelps Jianas and Booth with Ishihara the leading group. Curtis Husting's car in pits and not responding to treatment . . . left on pit table. Thirteen minutes of the 35 minute race to go. Ton in again. Ishihara's car in stops and re-started. Ishihara in again with big trouble . . . body off wheel off frantic to and froing of tools and parts from main pits to race pits . . . refitting silencer . . . body on and away in the race again. The race now seems between Jianas, Booth and Phelps all on the same lap. Five minutes to go Jianas in for adjustment. Dave Martin in and out with troubles obviously not going well. Sasuga in the Kyosho going steadily, Rold the second fastest in heats going strong and unobtrusively. Last stages of the race Rold in for refuel and attention . . . restarted. Ton and Martin in again. Now under a minute, Jianas in again . . . count down five four three two one Phil Booth wins from Jianas with Phelps, Sasuga, and Ishihara battling for places.

So hail to the champion of the world: Phil Booth!

#### Thanks and Reflections

Congratulations to Jean-Claude Rumbeli and his team who kept things going so smoothly and never seemed to flap. (He did confess to seeing cars dashing by all night!).

A big hand for the tireless and competent young marshals who braved flying cars in all directions — and did they fly off those Fiat bollards!

Special praise to all drivers who raced courteously and avoided mayhem with particular comment on the skill of Japanese drivers who kept their much lighter cars intact.

Thanks to Kenji Matsuda who made communication with his fellow countrymen seem so very easy.

Stern penalties for beating the start were rigidly enforced! Even though there were drivers who claimed they didn't do it!

The beautiful Olympic swimming pool, diving pit and sunbathing terrace proved a welcome and adjacent boon (when you had worked out the slot machines).

#### ANOTHER FULL LENGTH CHAMPS FEATURE NEXT ISSUE!

#### GENEVA RESULTS : FINAL

Place	Name	Country	Laps	Car	Motor	Radio	Diff
1	Phil Booth	GB	116	PB Int.	OPS	Futaba	PB
2	•Bill Jianas	USA	115	Associated	K & B	Futaba	
3	Chuck Phelps	USA	115	Associated	K & B	Futaba	
4	Fujio Sasuga	Japan	114	AAT Kyosho	ST	Sanwa	
5	•Naoki Ishihara	Japan	109	Road Ace	OS 21	Sanwa	
6	Rick Davis	USA	102	Associated	K & B	Futaba	Jacobs
7	•Jeff Rold	USA	91	Associated	K & B	Futaba	
8	•Ron Ton	Holland	81	Serpent	OPS	Robbe	AMPS
9	Dave Martin	GB	77	PB Int.	OPS	Futaba	PB
10	Curtis Husting	USA	38	Associated	K & B	Futaba	

(• Fastest times: straight through to Final)

#### SEMI-FINALS : Placings A & B Events

11	K. Kishi	Japan	75	Fantom 20	OS21	Sanwa	
12	K. Suzuki	Japan	74	Road Ace	OS21	Sanwa	
13	Ted Ljungcrantz	Sweden	74	Mirage	K & B	Futaba	
14	K. Takeda	Japan	70	Road Ace	OS21	Futaba	
15	Gene Husting	USA	70	Associated	K & B	Futaba	
16	F. Sabattini	Italy	70	SG	ST	Futaba	SG
17	K. Kondo	Japan	65	Road Ace	OS21	Sanwa	
18	Rich Lee	USA	56	Associated	K & B	Futaba	
19	Carl Petri	USA	56	Associated	K & B	Futaba	AMPS
20	RePete Fusco	USA	52	Associated	K & B	Futaba	
21	Rudi Hassig	Sweden	48	Perfect	K & B	Futaba	
22	Bob Errington	GB	47	PB Int.	OPS	Futaba	PB
23	G. Ghersi	Italy	5	SG	ST	Futaba	SG
24	Peter Bervoets	Holland	0	Serpent	OPS	Robbe	AMPS





## THE NUMBERS GAME . . .

Writing in *Auto-Modell Technik* Sports Editor Hans Walther says: "Only those people who have already organised a World Championship of this size have a right to criticise the Geneva officials. "This rather narrows the field of valid critics, but for the benefit of future aspirants here are some interesting (frightening sometimes?) statistics.

Tickets sold: 6,000 plus free admission to 2,500 youngsters under 16. Welcomed: 144 drivers, 280 mechanics, 280 supporters, 700 guests, 120 guests of honour, 48 accredited journalists from model and specialist magazines from all over the world plus the Swiss press.

The meeting required 94 staff made up of 36 official organisers, 18 track marshals, 40 stewards, supervisors all of whom were fed and watered by the committee and consumed 370 meals, 400 beers, 750 Coca Colas, 140 litres of orange juice, 250 quarts Henniez (what is this ? Ed) 60 litres red wine. There were 240 people at the banquet including 58 guests.

In the Pits 144 competitors came from 18 different countries made up car-wise of 44 Associated, 27 PB, 14 SG, 5 Challenger, 3 Delta, 12 Serpent, 2 Carlsson, 12 Road Ace, 6 Phantom 20, 2 Brem, 2 Mantua and 15 assorted marques of which 83 cars were equipped with differentials. Engines comprised 65 K & B, 39 OPS, 18 OS 21RCABC, 14 Super Tigre, 2 McCoy and 2 Picco.

Fastest Time of the Meeting Ishihara, Japan 20 laps in 7min 21secs. World Champion Phil Booth, GB during the course of the meeting covered 406 laps which represents a distance of 121.8 Km. (76 miles +)

Reception/Press Office with 5 staff permanently on duty dealt with 1500 guests, not counting all the people who asked for passes never mind what justification (one Frenchman presented his Fishing Permit!). There were 18 requests for time checks of which 5 were justified out of a total of 118 events each involving 8 to 10 runners. Bravo timekeepers — jolly good show!

Protests registered: Nil. Technical objections: Nil. Rules problems: Nil. Organisation problems: Nil. The office sold 400 photographs of drivers, circuit etc.; distributed 10,000 photocopies of assorted result sheets, rules, etc.; made 1200 instant photos for identity passes.

Meanwhile, once again well done everyone: this is a standard for future events that will demand a lot of dedicated effort to maintain.

# WORLD PART TWO CHAMPIONSHIPS GENEVA JULY 1979

led the race at one stage or another, perhaps a more co-ordinated race plan might have made all the difference. Phil Booth carried on steadily and only led at the end — the place that counts! I am told that Naoki Ishihara was promptly signed up by Associated's man in Tokyo on his return and so we may be seeing or reading of him winning for Gene Husting's Associated yet!

The Japanese one and all were gentlemanly drivers and able to keep out of trouble to produce magnificent heat times. In the hurly-burly-devil-take-the-hindmost of a ten car final (heats were 8 cars) the aggressive opposition played havoc with their cars and their ultimate placing was truly noteworthy. American racing, particularly on the car park type of circuit they are used to and enjoyed in Geneva is very much a no-quarter style of the over under or through type! I don't know who drew the cartoons embellishing these pages but they tell the story without words.

One quite remarkable picture was taken by the official photographer Monsieur Grin (a beautiful name for a photographer) which shows the flag coming down as Phil B. crosses the line and the crowd — over 5000 of them — beginning to wave, cheer and stand up in acclamation. An enormous enlargement of this suitably framed now hangs in the Booth household presented by BRCA as some recognition of his efforts.

Keith Plested did a swap exchanging a PB International complete for a Japanese car with its OS21ABCRC engine. This he has been running with some fabulous results. It is a true fuel miser running some 15 minutes on a tankful (125cc) more than double the customary distance. The car itself is not so light as had been believed but has a steering set-up very different from ours in Europe. His swapped engine had been run throughout the meeting but on taking it to pieces showed no signs of having been tuned by handwork and was good for a couple more meetings untouched. Everybody of course was mad keen to get hold of some of these OS21s and a quick hundred came into the wholesalers. Alas on examination — as Ted Longshaw found! — they were the wrong 21s — not the ABCRC variety desired. By now it is hoped the genuine articles have arrived to delight us.



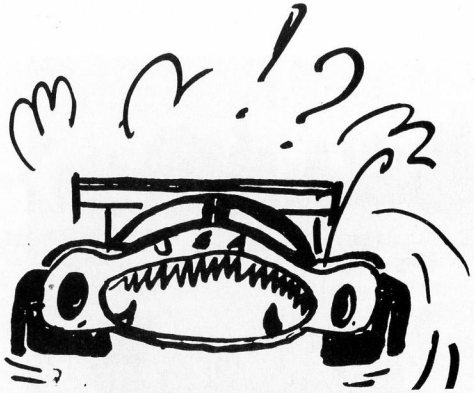
A great deal of the interest for enthusiasts who were not in Geneva for the Championships must lie in the who and what of the meeting, with snippets of information, pictures of bits and pieces — not always of the leaders — and the things that come to light after the event. This part then is mainly pictures with places listed up to the cut-off point at 72, plus a short statistical piece.

Aftermath of a race always produces a host of "had I but knows" and Geneva was no exception. Curtis Husting could have continued beyond lap 38 if pitman (Dad) had given his rear wheel a good belt and freed an obstructing brake disc (or similar) as it was the car had all the symptoms of seizure and retired. I think every one of the five Americans in the final

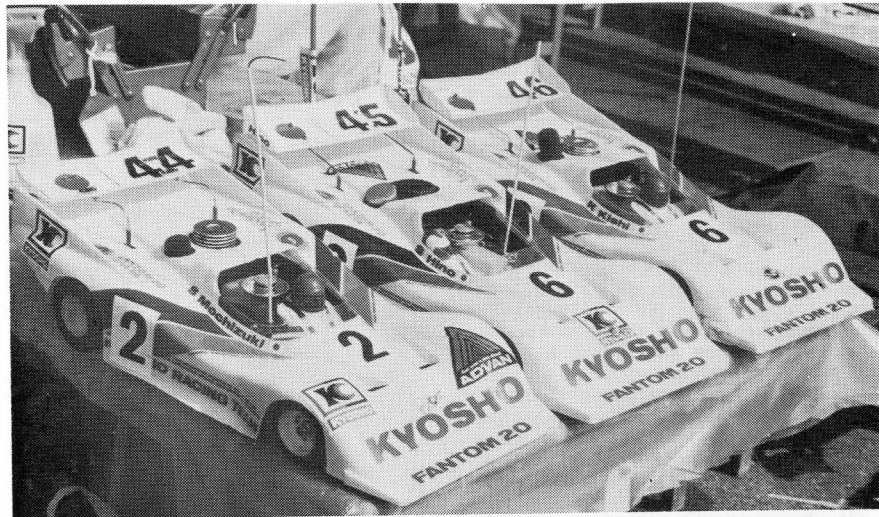




Delta's Art Carbonnel in thoughtful mood.



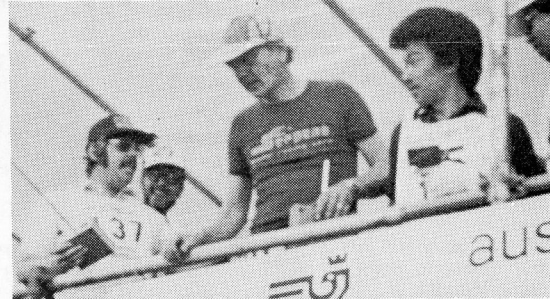
Mel Braun of South Africa shows his three servo set up with mixture adjustment "on the circuit".



The beautifully painted Fantom 20 Japanese cars, white body colour, black lettering, red sun.

Right: Moment of Truth Phil Booth left has won, Ton and Ishihara move to congratulate him.

Father and son team Pete and Re-Pete Fusco at ease.





# WORLD CHAMPIONSHIPS Places 25-72

Place	Name	Country	Car	Engine	Diff	Radio	Lap Time
25	Tassaud D.	B	Serpent	OPS	AMPS	Futaba	20 7.51.839
26	Fruhwrth	A	SG	ST	SG	Futaba	20 7.51.958
27	Mochizuki S.	J	Fantom	OS21	—	Sanwa	20 7.52.890
28	Soderholm O.	S	Chall'r	K&B	—	Futaba	20 7.53.124
29	De Carro P.	S	Chall'r	K&B	—	Futaba	20 7.54.092
30	Auriot J. P.	F	SG	ST	SG	Robbe	20 7.54.527
31	Marzocchi M.	I	Ass'd	K&B	AMPS	Futaba	20 7.55.202
32	Seveso P.	I	Ass'd	Picco	AMPS	Futaba	20 7.56.150
33	Bester W.	ZA	PB	OPS	PB	Futaba	20 7.58.419
34	Muller H. P.	CH	Record	OPS	—	Futaba	20 7.58.889
35	Carbonell A.	USA	Delta	K&B	Delta	Futaba	20 7.59.190
36	Tomita N.	J	Road Ace	OS21	—	Sanwa	20 7.59.374
37	Mizushima N.	J	Road Ace	OS21	—	Sanwa	20 7.59.795
38	Fiocchi	CH	Serpent	K&B	—	Futaba	20 8.01.602
39	Thurkof M.	CH	PB	K&B	—	Futaba	20 8.01.714
40	Rowland M.	USA	Ass'd	K&B	AMPS	Futaba	20 8.02.648
41	Alberti M.	CH	PB	K&B	—	Futaba	20 8.03.450
42	Grunder E.	CH	PB	K&B	—	Futaba	20 8.06.598
43	Vasselli S.	I	SG	ST	SG	Futaba	20 8.06.921
44	Preston Debbie	GB	Ass'd	OPS	AMPS	Futaba	20 8.11.988
45	Gadaleta A.	I	AsSpadaro	ST	AS	Futaba	20 8.12.699
46	Kruhsberg K.	S	PB	K&B	—	OPPS(?)	20 8.13.057
47	Lemaitre J. P.	F	Ass'd	K&B	AMPS	Futaba	20 8.13.419
48	Taki Y.	J	Fantom	OS21	—	Sanwa	20 8.14.423
49	Matrone J.	F	SG	ST	SG	Robbe	20 8.14.797
50	Dosch R.	G	Serpent	OPS	AMPS	Futaba	20 8.14.908
51	Greeno P.	GB	PB	OPS	PB	Futaba	20 8.15.007
52	Wiedler R.	CH	SG	ST	—	Futaba	20 8.16.251
53	Lecat D.	F	Ass'd	OPS	—	Robbe	20 8.16.871
54	Suzuki A.	J	Road Ace	OS21	—	Sanwa	20 8.18.253
55	Shudo H.	J	Fantom	OS21	—	Sanwa	20 8.19.713
56	Codeluppi M.	I	Ass'd	K&B	AMPS	Futaba	20 8.24.000
57	Hanaki H.	J	Road Ace	OS21	—	Sanwa	20 8.24.248
58	Franke U.	CH	SG	Picco	SG	Futaba	20 8.24.265
59	Plested K.	GB	PB	OPS	PB	Futaba	20 8.29.871
60	White S.	GB	Serpent	OPS	AMPS	MacGregor	20 8.30.807
61	Zimmer R.	D	Ass'd	K&B	—	Futaba	20 8.33.258
62	Cromberge F.	NL	Serpent	OPS	Serpent	Robbe	20 8.36.583
63	Giorgetti A.	I	SG	ST	SG	Futaba	20 8.36.929
64	Johansson H.	S	Carlsson	K&B	Carlsson	Futaba	20 8.42.984
65	Heller R.	D	Carrera	K&B	Carrera	Carrera	20 8.49.496
66	Angelin P.	F	PB	OPS	AMPS	Futaba	20 8.54.042
67	Bergdhal J.	S	Carlsson	K&B	Carlsson	Futaba	18 8.39.998
68	Katsura S.	J	Road Ace	OS21	—	Sanwa	17 8.15.236
69	Royet C.	F	PB	OPS	PB	Futaba	17 8.23.510
70	Wipfli H.	CH	Ass'd	K&B	—	Webra	17 8.57.740
71	Blaser H.	CH	Perfect	ACT	—	Simprop	16 6.47.531
72	Ijzerman E.	NL	Serpent	OPS	AMPS	Robbe	16 7.03.247