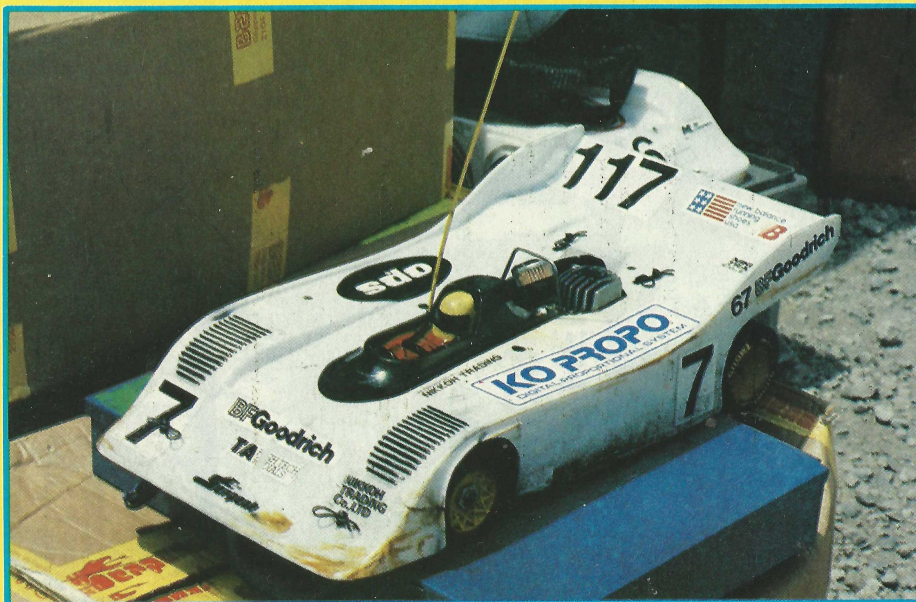


EIGHTH SCALE WORLD CHAMPIONSHIPS

Below, Rody Roem's winning Serpent.



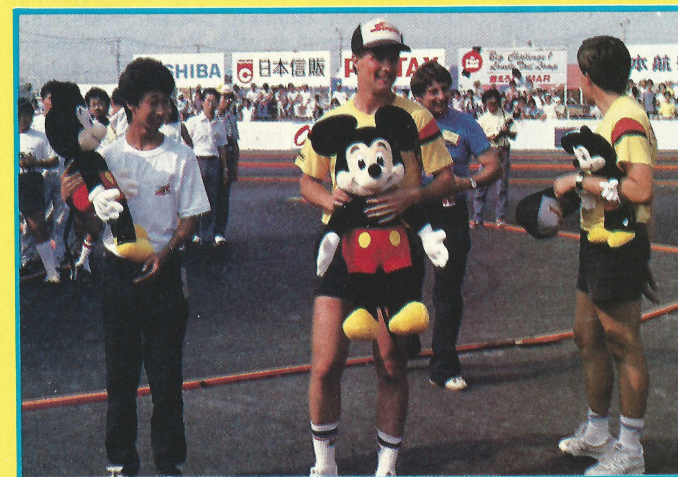
Above, Gary Kyres, Gil Los jr., and Pieter Bervoets share a joke.

Tension in Tokyo as the cream of the world's racers battle for the Championship. Report by GUERRINO STANZANI

The 1985 1/8 World Championships were hosted by the Japanese in Tokyo, a city with a diameter of 60 kilometres inhabited by more than 12 million people who have built both above and below the ground and now at last have started reclaiming land from the sea. The temperature was around 36° and the humidity around 90%. The circuit was located near the Japanese version of Disney World, almost a photocopy of its Californian counterpart. Originally, there were to be 120 drivers but only 98 actually turned up. Twenty-six from Japan, 14 from the United States, 10 from Hong Kong, nine from Indonesia, eight from Italy, six from Australia, five from Singapore and Switzerland, three from England and Ireland, two from France, Sweden, Germany and Brazil and one all the way from Venezuela. A Japanese observer recorded that the machine of the moment would seem to be the PB with some 22 cars in the race racing against 17 Serpents, 16 Kyoshos, 14 SGs, 12 Associated's, eight Deltas, two Phantoms and two Mantuas. When it came down to motors used at the world championships there was a lot less choice. The leader was quite obvious with OPS at the top of the charts with 41 entries and seven Mondial followed by 18 Nova Ross, 17 OS, nine Picco, two T4, one Rossi, one CMB and finally an old K & B. The OS presence as expected was strong with their mechanics to be seen in large numbers, both Mr OPS and Picco had come all the way from Italy, sharing the same flight, to check out for themselves how their motors



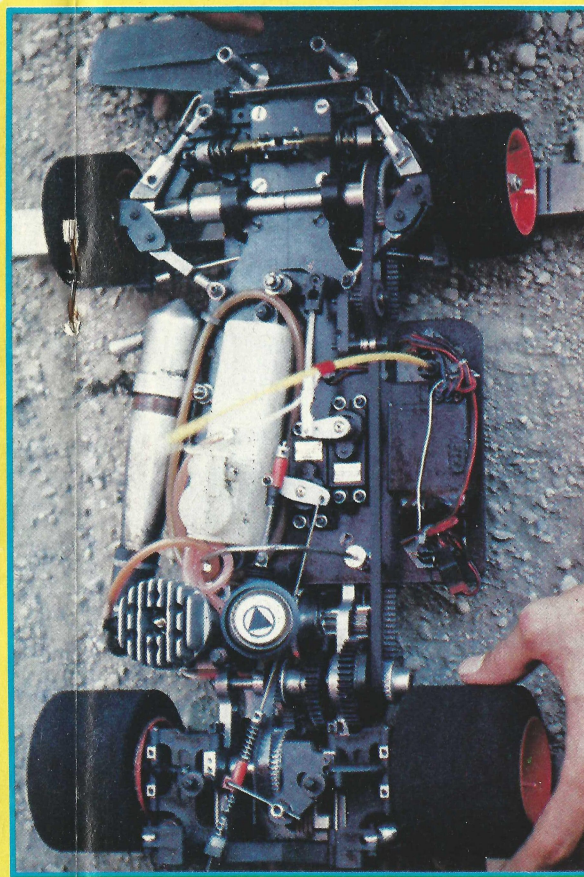
The teams at the presentation, note how Gary Culver had decided to belong to Venezuela.



Above, the first three places were taken by Rody Roem, Kiyokatsu Kishi and Pieter Bervoets.



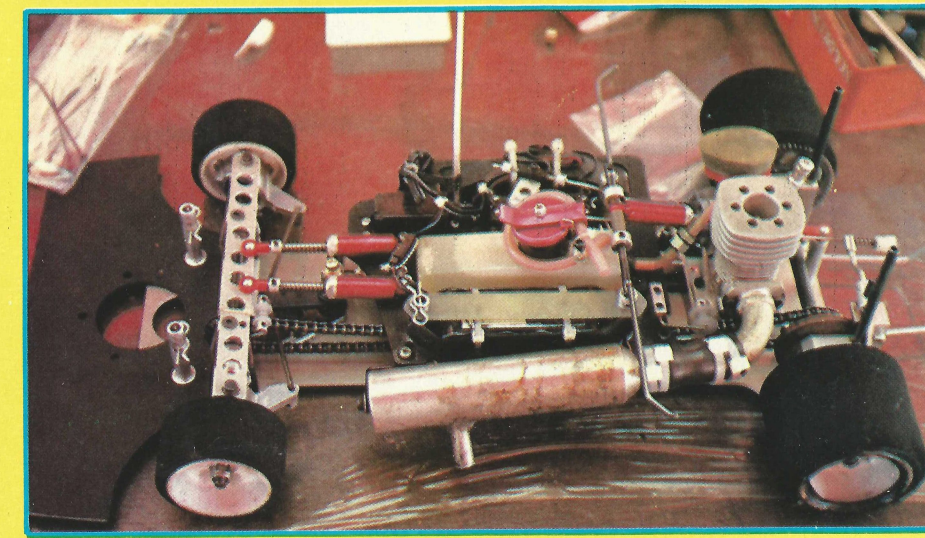
Ernes Tadiello makes contact with Gene Husting and Debbie Preston pretends not to hear.



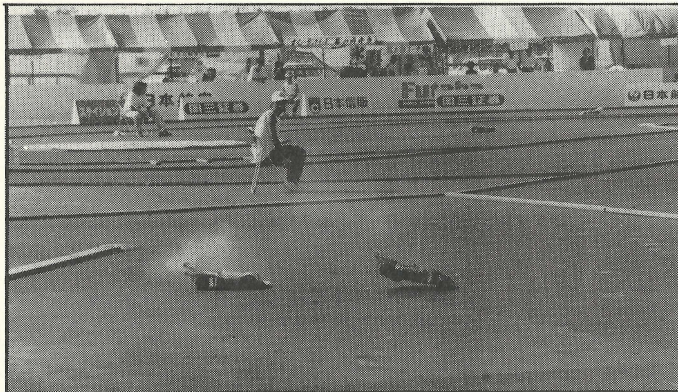
performed. The heat was really suffocating and had to be quenched by endless drinks that were consumed costing an exorbitant amount of Yen. The cars represented a very interesting array and while on checking round the pits it was quickly found out that few Japanese do really speak English!

Art Carbonell raced his Delta car to 21st position:

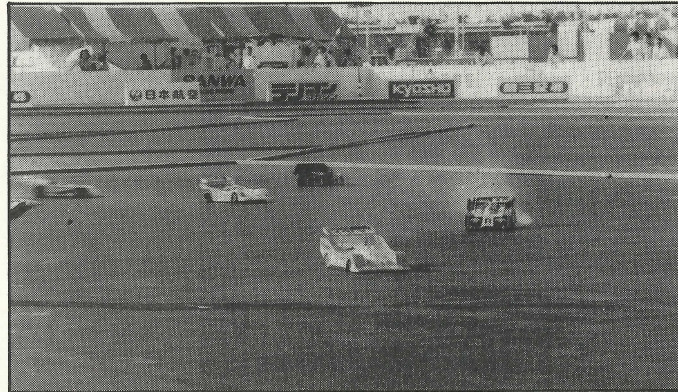
Below, the very fast Kyosho 4WD car driven by Kiyokatsu Kishi.



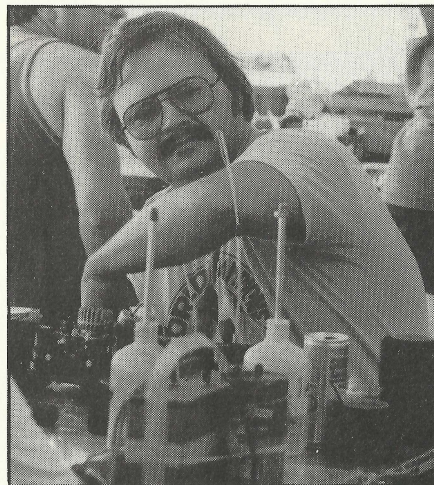
the qualifying heats it was shown that in the mornings it was possible to achieve faster times than in the afternoon. In fact we reported in the last issue of Radio Race Car that as the tide came in water rose through the track surface on the back straight causing some drivers concern and so because of these problems and the fact that the morning heats seemed to be faster than the afternoon heats, a rota was brought about alternating drivers between afternoons and mornings.



The World Championship circuit provided many thrills and spills as the cars battled for position on the in field.



Three long days of qualifying heats for the full round of drivers and another day for the quarter and semi finals, followed then by the final. At the end of the first day qualifying Jakob Buehler (Switzerland, OPS powered Serpent) confirmed his position of European Champion by achieving 26 laps in 10.191 followed closely by Gil Losi Jnr (USA, Associated, OPS), Ralphie Burch (USA, Associated, OPS) and Tomonori Hasegawa (Japan, Kyosho, OS). Gary Culver was 19th, Debbie Preston 35th and Paul Pagdin 44th. The following day's qualifying the leader was Roddy Roem (Netherlands, Serpent, OPS) followed by Gary Kyes (USA, Associated, OPS) and Curtis Husting (USA, Associated, OPS). On this day the European drivers were all grouped closely together — Debbie Preston 23rd, Paul Pagdin 26th and Gary Culver 27th. On the third and final day of qualifying the situation changed very little. Roem confirmed his lucky position, achieving pole position with 26 laps in 10.25 followed by Burch in 10.41, Kyes 10.64 and Gil Losi just a second behind. The field now started to look like the final that had been expected and it was already known that it would be three Associated, one Serpent with three American and one Dutch driver, all OPS powered. The final already now had Roem, Burch, Kyes and Losi and these were joined by Pieter Bervoets (Netherlands, Serpent, OPS), Junichi Koma (Japan, Kyosho, OS), Ron Ton (Netherlands, Serpent, OPS), Kishi Kiyokatsu (Japan, Kyosho, OS), Curtis Husting and Naoki Ishihara (Japan, PB, OPS) and so for the final there were four Americans, three Dutch, three Japanese; driving four Associated, three Serpent, two Kyosho and one PB powered by eight OPS and two OS engines. And so the sixty minute final com-

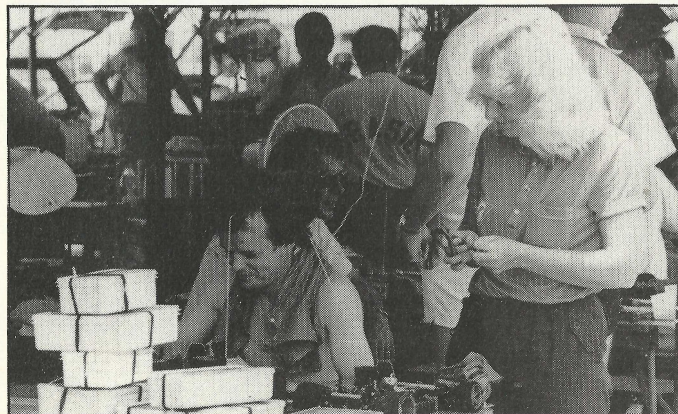


Art Carbonell, the 1981 World Champion and Delta's top US driver.

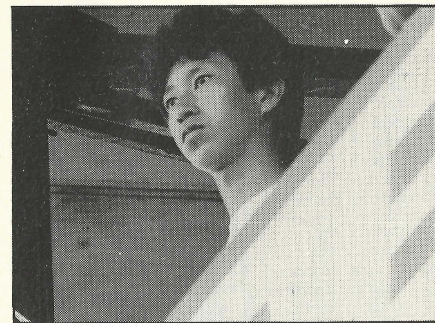
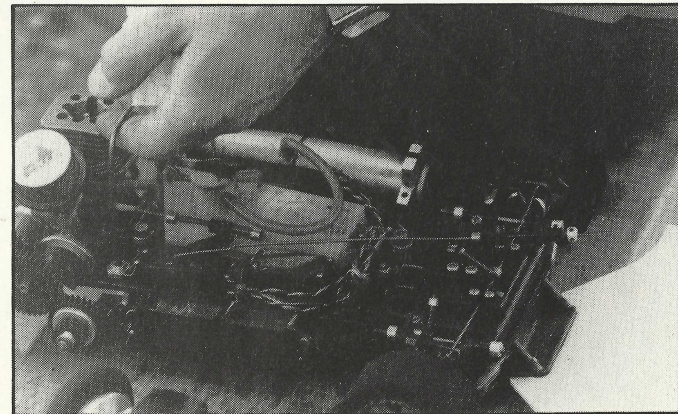
menced. Roem immediately went into the lead in the first lap followed by Bervoets, Kyes, Ton, Husting, Losi, Koma Junichi, Kishi and Burch. An error by Roem left the lead then to Buehler, Hustings and Kyes. For ten laps it stayed the same as Roem fought to catch up and retake the lead. Ten minutes of race left and it was Roem, Koma, Ishihara and Husting with some splendid driving and challenges made by Koma. Both cars then had to go to the pits for refuelling and tyre changes. DeGraff, Roem's mechanic, was exceptionally fast (as always) allowing Roem to quickly leave the pits, gaining almost a full lap. This was a really crucial moment for the young Japanese driver and one lap was just too much for Koma, his attempt to catch up resulted in just a small error, allowing Roem to consolidate his lead. So at the turn of the

hour it was Roem followed 11 seconds later by Koma then Bervoets, Losi, Husting Burch, Kyes, Ishihara, Ton and Kishi. The cars in the final as one would expect, were all four wheel drive and, with the exception of the Kyosho, with full independent suspension. The Serpent car is not only European champion but also champion of the world and at Tokyo the Serpents were no different to the models seen previously at circuits around the world this year. It was noticed however that the nylon of the three Dutch Serpent cars was slightly different than usual, being a little more shiny and after considering some of the punishment they took, especially Ron Ton's car, when nothing serious was seen to break, it could well be an even more resilient plastic compound that has been developed. An excellent performance for Serpent, with all their factory cars in the final. Associated had also made an excellent impression with four of their cars in the final. Many people are now eagerly awaiting the new consignment of Associated cars expected soon. The Kyosho was the only car without any suspension and performed well even on a track that was full of salt! Again, this was a car that we have already seen racing last year but the question that everyone was asking was how did they keep it on the track, it is very light and the acceleration was awesome. Full credit must be given to young Junichi Koma who drove his second place Kyosho superbly. Even PB had nothing new and with no great changes. It is a car certainly more suited to the tracks of Europe and perhaps was not suited to this particular Japanese circuit. The Delta, now transformed to four wheel drive and at present only driven by Art Carbonell, did seem a little bit complicated but we look forward to seeing this car as the development con-

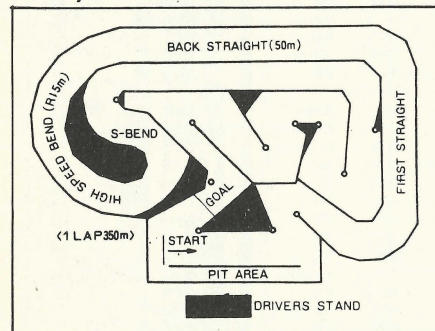
Gary Culver and Debbie Preston share a lighthearted moment in the PB Pits.



Paul Pagdon's PB 4WD Nova. Paul was the highest placed British driver.



The young Japanese driver, Junichi Koma, a study of concentration.



tinues. SG had problems with their nylon components, in particular the suspension arms. They could not stand the Tokyo temperature and when under pressure started to deform. Their drivers put on a very creditable performance but were really up against almost unsurmountable problems at the time. Finally, the Phantom and the Mantua cars — it is just enough to note their positions in the final results.

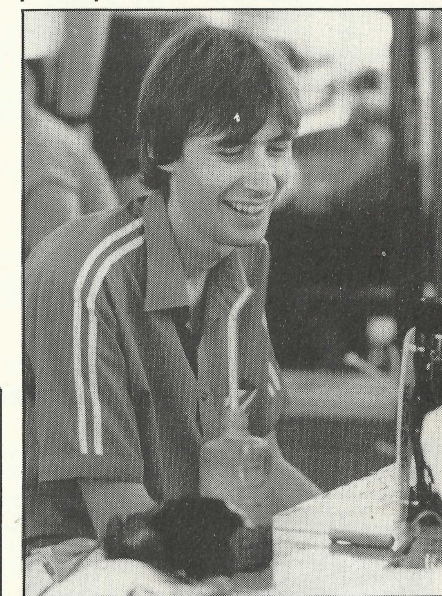
Motors

All the motors competing were very fast and it was probably OPS who suffered the least with the exceptional heat and performed well throughout. This obviously influenced the drivers, resulting in the massive presence of OPS engines seen (41 plus seven Mondial). In the final, there were eight OPS plus the two OS motors which came second and tenth, making the trip for Mr OPS, Peirro Muzio, a very happy occasion. To briefly look at the drivers, it must have been the race of a lifetime for Roddy Roem who, after many unfortunate races in the past including the last World Championships, has now clinched the most prestigious title, there is little else to be said except that he must be the best. A mention must be deserved by Koma — his racing improved throughout the Championship and he must have been the only driver who would have been able to top the 27 laps in ten minutes. During the final, he managed to remain in a commanding position for some considerable time and perhaps if the two drivers had exchanged their mechanics well. Pieter Bervoets is having a renewed lease of life and has had an excellent year's racing with a car that he must now know like the back of his hand, combining with his ten years of international racing experience. And finally, a tremendous World Championship with a very worthy winner, that provided both drivers and spectators with some tremendous displays of skill and determination.

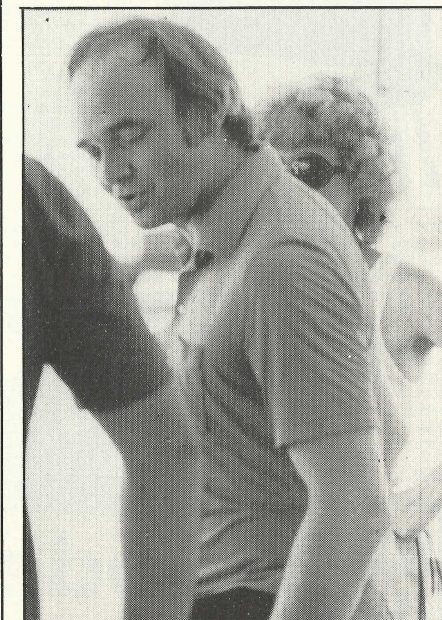
Radio Race Car magazine would like to thank Guerrino Stanzani, Editor of the leading Italian publication 'ECO' for this exciting report and photos.



Roddy Roem works quietly on his Serpent car as he prepares to win the World Championships.



PB driver David Lecat from France, winner of the 1983 World Championships.



Paul Pagdon, PB works driver, caught possibly attempting vertical meditation to improve his timing.

FINAL RESULTS

Position	Name	Country	Car	Engine
1	Roem Rody	NL	Serpent	OPS
2	Junichi Koma	JPN	Kyosho	OS
3	Bervoets Pieter	NL	Serpent	OPS
4	Gil Losi Jnr	USA	Asso.	OPS
5	Curtis Husting	USA	Asso.	OPS
6	Ralph Burch Jnr	USA	Asso.	OPS
7	Gary Kyes	USA	Asso.	OPS
8	Naoki Ishihara	JPN	PB	OPS
9	Ton Ron	NL	Serpent	OPS
10	Kiyokathu Kishi	JPN	Kyosho	OS
11	Stefano Calpista	I	SG	OPS
12	Yuji Takagi	JPN	Serpent	Nova
13	Dana Smelzer	USA	Asso.	OPS
14	Bill Jianas	USA	Asso.	OPS
15	Domenico Calce	I	SG	Nova
16	Tomonori Hasegawa	JPN	Kyosho	OS
17	Buehler Jakob	CH	Serpent	OPS
18	David Lecat	F	PB	Nova
19	Takashi Ishijima	JPN	Delta	OPS
20	Garbani Romano	CH	PB	OPS
21	Art Carbonell	USA	Delta	Picco
22	Kathunori Kondoh	JPN	Kyosho	OS
23	Busnardo Maurizio	VEN	SG	Nova
24	Roberto Pezzini	I	Serpent	Picco
25	Christopher K. M. Cheung	HKG	Delta	OPS
26	Paul Pagdin	UK	PB	Nova
27	Peter De Carro	S	PB	OPS
28	Gil Losi Snr	USA	Asso.	OPS
29	Shoichi Mochizuki	JPN	Kyosho	OS
30	Kunsei Takeda	JPN	PB	Picco
31	Choy Chi Kaung	HKG	Serpent	Nova
32	Paul M. Dionne	USA	Delta	Picco
33	Debbie Preston	UK	PB	OPS
34	Bernard Michel	F	SG	Picco
35	Rich Lee	USA	Asso.	OPS
36	Barry Glossenbacher	USA	Asso.	Rossi
37	Vittoriano Orazi	I	Vittor.	Mondial
38	Ernes Tadiello	I	SG	OPS
39	Gary D. Culver	UK	PB	OPS
40	Naomi Tonita	JPN	PB	Nova
41	Yuji Taki	JPN	Kyosho	OS
42	Ong Hie Kie	SIN	Kyosho	OS
43	Bob Keckron	USA	Delta	Picco
44	Masao Nisimori	JPN	Kyosho	OS
45	Kenichiro Yamamoto	JPN	Serpent	Nova
46	Lee Ka Kai	HKG	Serpent	Nova
47	Peter Werfvinge	S	Serpent	Picco

48	Ray Chan	AUS	SG	OPS
49	Niki Kwong	HKG	-	-
50	Mark Miranda	USA	Asso.	OPS
51	Stewart Grant	AUS	PB	OPS
52	Hachler Andrea	CH	Serpent	OPS
53	Telly Sahara	JPN	Delta	OPS
54	Hitoshi Ohami	JPN	PB	OPS
55	Toshiro Suzuki	JPN	Serpent	OPS
56	Iskandar Indra	IND	Kyosho	OS
57	Ali Agus Salim	IND	Kyosho	OS
58	Stadler Beat	CH	Serpent	OPS
59	Ong Tiau W Kie	IND	PB	Mondial
60	Zehender Norbert	CH	PB	CMB
61	Pasquale Cacciapuoti	I	Vittor.	Nova
62	Chang Chiu Yin	HKG	Serpent	Mondial
63	Chuck Wiggins	USA	Delta	OPS
64	Tatumi Ohtuka	JPN	SG	OPS
65	Hiroo Kobayashi	JPN	Asso.	OS
66	Yukio Kuniya	JPN	Fantom	OS
67	Toshihiko Nihei	JPN	PB	Nova
68	Alberto Auturi	I	Vittor.	Mondial
69	Ketut Mas Agung	IND	Kyosho	OS
70	Francisco Carillo	BRA	Vittor.	Nova
71	Indra Usmanyah Bakriel	IND	PB	Mondial
72	Salven Michael	FRG	-	-
73	Donald Wee	SIN	Asso.	KeB
74	Masao Kimura	JPN	Kyosho	OS
75	Kun Mawira	IND	Kyosho	OPS
76	Mohd Yusoff B.H.S.	SIN	SG	OPS
77	Kuis Murntho	BRA	SG	Nova
78	Kazumi Muramathu	JPN	PB	OPS
79	Shinichi Yamaguchi	JPN	PB	Nova
80	Toto Sunardi	IND	PB	Nova
81	Lee Soon Peng	SIN	SG	OPS
82	Justinus Sjahlim	IND	Kyosho	OS
83	Laurie Campfield	AUS	PB	OPS
84	Ling Wai Leung	HKG	Serpent	Nova
85	Hideaki Andoh	JPN	PB	Picco
86	Watary Furuhashi	JPN	Fantom	OS
87	Wu Sai Pang	HKG	SG	Mondial
88	Peter Chan	AUS	SG	OPS
89	Ng Ch i Wai	HKG	SG	Picco
90	Fulvio Lodi	I	Mantua	T4
91	Daan Akhmen	-	-	-
92	Soewardhana	IND	KPB	OPS
93	Indra Usmanyah Bakriel	IND	PB	Mondial
94	Hoeschen Klaus	FRG	Mantua	T4
95	Bob Reade	AUS	PB	Nova
96	Akihisa Hashimoto	JPN	Delta	Nova
97	Sinichi Katsura	JPN	SG	OPS
98	Diano K. L. Lam	HKG	Serpent	OPS
99	Thomas Chan	AUS	SG	OPS