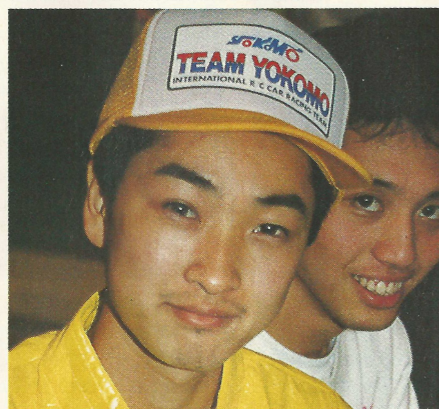


NAME: TONY NEISINGER. **AGE:** 31. **OCCUPATION:** ASSISTANT TECHNICIAN. **HOME TOWN:** CORONA, CALIFORNIA. **COUNTRY:** USA. **YEARS RACING:** 12. **OTHER INTERESTS:** MOST SPORTS. **BIGGEST AMBITION IN LIFE:** CONQUER 1/8.



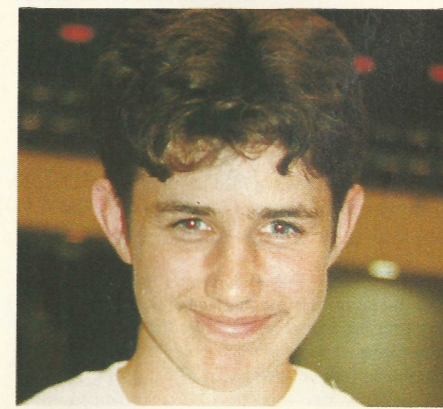
NAME: MASAMI HIROSAKA. **AGE:** 24. **OCCUPATION:** PRO RACER. **HOME TOWN:** TOKYO. **COUNTRY:** JAPAN. **YEARS RACING:** 15. **OTHER INTERESTS:** MOST TECH STUFF.



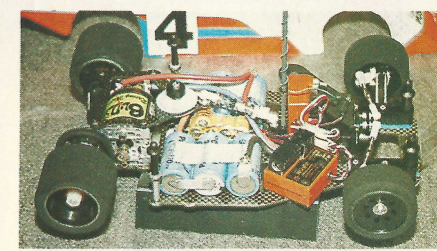
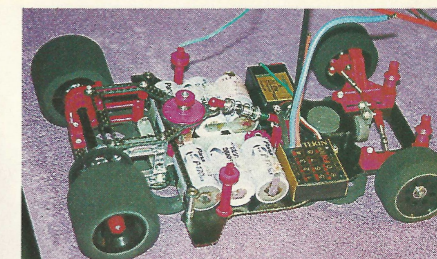
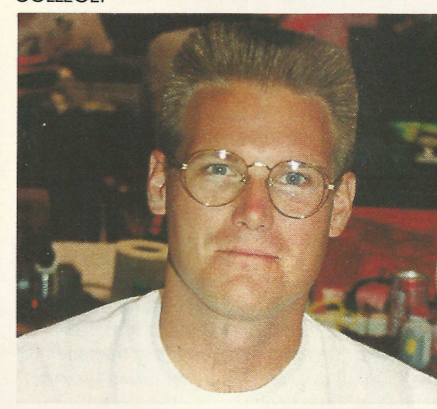
NAME: MIKE BLACKSTOCK. **AGE:** 19. **OCCUPATION:** IN BETWEEN COLLEGES. **HOME TOWN:** STERLING HEIGHTS, MICHIGAN. **COUNTRY:** USA. **YEARS RACING:** 7. **OTHER INTERESTS:** FULL SIZE RACING. **BIGGEST AMBITION IN LIFE:** A WIN AT POMONA.



NAME: DAVID SPASHETT. **AGE:** 16. **OCCUPATION:** 6TH FORMER. **HOME TOWN:** EASTBOURNE, SUSSEX. **COUNTRY:** GB. **YEARS RACING:** 5. **OTHER INTERESTS:** BASKETBALL. **BIGGEST AMBITION IN LIFE:** GROW A MOUSTACHE.



NAME: JOEL JOHNSON. **AGE:** 24. **OCCUPATION:** PRO RACER. **HOME TOWN:** CAMPBELL, CALIFORNIA. **COUNTRY:** USA. **YEARS RACING:** 16. **OTHER INTERESTS:** MOUNTAIN BIKING, WATER SKIING. **BIGGEST AMBITION IN LIFE:** TO FINISH COLLEGE.



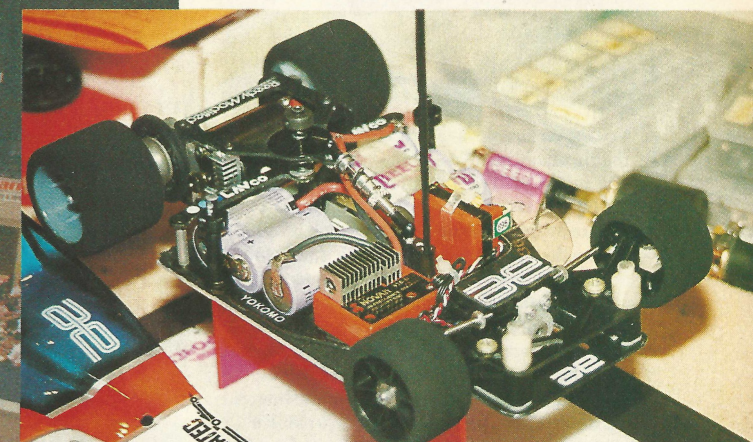
Chris Hardisty lets us look at his 'diary' from the 1/12 World Championships - Grand Rapids - Michigan.



JULY 4.
Settling into life at Grand Rapids. It is a typical US town — population 750,000. The locals are too busy preparing for the celebration of their experiment in democracy to notice the jet-lagged Europeans struggling with cardboard boxes, and suffering from culture shock. Tornado's had delayed most people's flights, so luggage didn't always appear with its owners. The fireworks were brilliant.

JULY 5.
Action at last! The track is being constructed. A quick sneak preview of it told me why it is bumpy — there are metal plates over the mains outlets, which are covered with thin plastic sheets.

The track is big! 135' x 55'. The track dividers are 4 x 2 'lumber', and plastic strip bumpers. Registration has begun, it is smooth but slow. Everyone's transmitter is being checked courtesy



Steve Radecky's car. Notice extra battery pack.

Blackstock — third, Neisinger — first, Hirose — second.



NAME: JOSE ROSAS. **AGE:** 37. **OCCUPATION:** AUTO 8 ED. **HOME TOWN:** ST LEGER. **COUNTRY:** FRANCE. **OTHER INTERESTS:** FOOTBALL. **BIGGEST AMBITION IN LIFE:** MORE OF THE SAME.



NAME: STEVE RADECKY. **AGE:** 21. **OCCUPATION:** STUDENT. **HOME TOWN:** OHIO. **COUNTRY:** USA. **YEARS RACING:** 6. **BIGGEST AMBITION IN LIFE:** TO CARRY IT ON FROM HERE.



NAME: CLIFF LETT. **AGE:** 34. **OCCUPATION:** R&D MANAGER (ASS). **HOME TOWN:** FOUNTAIN VALLEY, CALIFORNIA. **COUNTRY:** US. **YEARS RACING:** 7. **OTHER INTERESTS:** ALL OTHER ELECTRIC & HELICOPTERS, TENNIS & SONYA. **BIGGEST AMBITION IN LIFE:** 1/10 ON ROAD WORLDS.

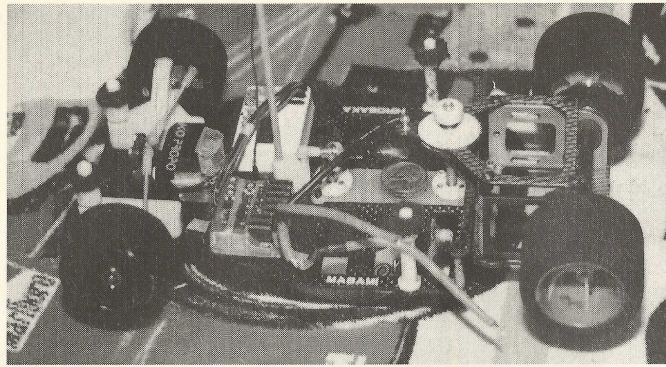


NAME: KEVIN JELICH. **AGE:** 24. **OCCUPATION:** LANDSCAPER/PAINTER. **HOME TOWN:** CONCORD, CALIFORNIA. **COUNTRY:** USA. **YEARS RACING:** 4 1/2. **OTHER INTERESTS:** SKIING, SNOWBOARD, ETC. **BIGGEST AMBITION IN LIFE:** MAKING IT AT POMONA.



NAME: RICK HOHWART. **AGE:** 24. **OCCUPATION:** PRO RACER. **HOME TOWN:** LAGUNA BEACH, CALIFORNIA. **COUNTRY:** US. **YEARS RACING:** 10. **OTHER INTERESTS:** MOVIES, BOWLING & AUTO RACING. **BIGGEST AMBITION IN LIFE:** MAKING IT IN OFF ROAD.





Masami's car with prototype KO speed controller

though. Doseck breaks the 26 lap barrier along with Rott, Radecky, Johnson, Hohwart and Jelich. Jose Rosas is now the only Corally in the top ten.

It is a fascinating day really. The FTD is held by a battery hungry driver who's using

SCE's. Mike Reedy must have been pulling out the stops here as most drivers are dumping using Panasonics! Its a hard track to be exuberant on! Jose is going well considering the lack of pace info. his heat is getting, Spashett is in that one — at the most all they are being told is that they are 'on the pace' for a good time — the top two heats get lap times!!

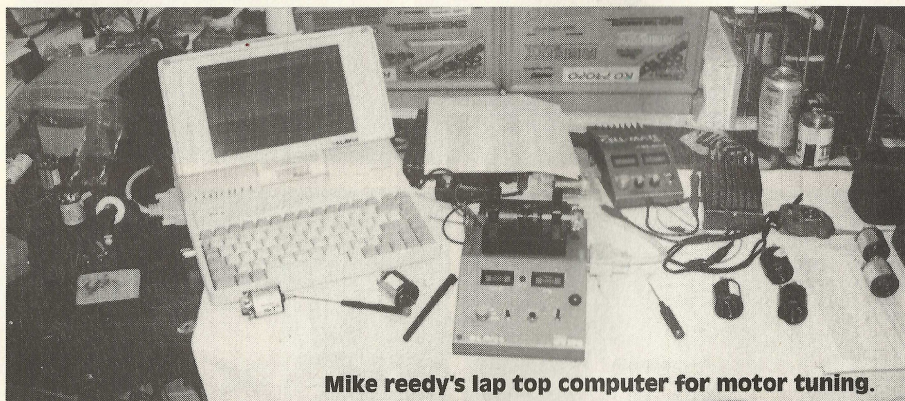
The seeding wasn't done very well, I was in with Oscar and an unhappy Anders, he was not able to get his car to handle — most not having a problem. Many 'set ups' working, but obviously some better than others. Paragon tyre additive used by nearly all — eyes streaming most of the day!

JULY 9.

Round 4 — Each day is started with a practice in the form of a final, ie straight start, real time tones to start, no random startoff here. Practice makes perfect and there is surprisingly little carnage.

Rumours soon circulate about Masami having got special permission from Sanyo to use Panasonics — he went out to test them. Up until now we have been impressed with sub 19 second laps, but not many manage to last the full eight minutes. Masami doesn't last long, but did string some sub 18 second laps together, just to let everybody know how talented he is! Top ten names are the same, and all now have 26 laps. If you have less than 25, you're in the top 75!!

Round 5 — Martin Fliessbach joins the 26 lap club, back of the A main. Masami does not improve on his SCE times!! No punch — no



Mike reedy's lap top computer for motor tuning.

fun!! Others chop the odd second off but there are no major improvements, and there are still plenty of 'contenders' to come through. Phil Davies is only just getting his car to work.

Round 6 — Willy Decker pops into the top ten, he dropped his SP12G Corally for an Associated 12LW!! There are some awesome specs. on cells floating around — 410 secs @ 20 amps from Maxcell, who are now providing the power for Masami, Neisinger and Blackstock. All are using Intronic chargers no less!! Brits are enjoying ourselves but not frightening anybody. Jose Rosas is the hero, holding third place at the

moment. Complaints about the lap times being commented only for the top two heats is the only real irritant.

JULY 10.

Practice Round — Masami allowed Neisinger to catch and harass for several laps. Then they swapped places at seven minutes and he 'walked' past him and into the distance, finishing with lap times others could not start with!

Round 7 — Ernie Provetti has flown in Eric Solderquist to look after Joel Johnsons motors — he puts in a time that would have taken FTD if Masami hadn't taken another second off his own time!! Ralph Burch Jr. and Oscar Jansen jump into the top ten.

Round 8 — Lots of people are now showing good form, but not moving very far up the table. Cliff Lett has a good run but doesn't make it into the top ten.

It is now down to the last run!!!!.....

Round 9 — The top three Masami, Tony Neisinger and Mike Blackstock miraculously find a few seconds each. Jelich and Rosas improved but more important to us at home is that David Spashett puts in a time that takes him to sixth overall!!!! Cliff Lett comes though to eighth, Burch Jr. and Jansen are out of the main.

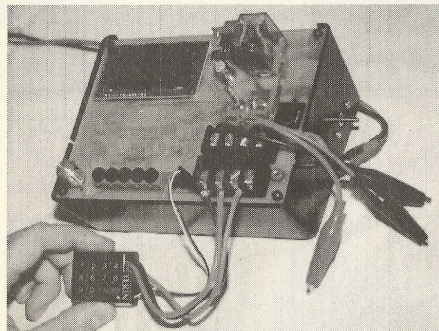
With the top ten fixed, everybody is resigned to the fact that it has been @£\$%^& hard getting a good time in. All off to the local bars.....

A FINALS.....

The first A final was practice. It is another opportunity for Masami to play 'mind games'. He allows people, esp. Neisinger, to catch while he cruises, and he then pulls away at will. It now looks like it is between these two with Blackstock

World's 1/12 1992

Tekin test bed.



of Novak. We are now allowed to be impressed by the finished track!!

JULY 6.

Open practice has begun, and the track is bumpy — Riverside Racers have assured us that it will smooth out! For now its like Braille — feeling the bumps and learning where they are. A good system for making sure everyone gets a fair share of practice is employed and well implemented. Timing the 'contenders' is the sport of the day. Masami is the most impressive but he is slow down the straight. He is running Sanyo SCE's!

JULY 7.

More practice today plus two rounds of controlled practice. There is a very strict tech. and transmitter impound. Each driver has an envelope on which a table is marked showing celltype, car weight etc, and only when it has been passed are our transmitter and rostrum passes released.

On the track some sub 19 second laps show up but these bring problems with duration. Some fast times from David Spashett and Oscar Jansen. The Americans are split into manufacturers' teams — none of them seem worried about us, only each other.

Tomorrow it begins properly with all the games played in practice behind us! The tight infield is demanding smooth driving.

JULY 8.

Round 1 — The top 44 places to go to those that got more than 24 laps. With an impressive run, Masami Hirotsaka manages a 26, with Joel Johnson only 1/10 of a second off in 12th place. Martin Fliessbach is only six seconds behind, and was the highest placed European. At this point, many people seem to be able to do the lap times, but not for the whole eight minutes.

Round 2 — Masami shaves two seconds off his time and is joined on 26 laps by Blackstock, Neisinger, Jelich and Hohwart. The reigning champ Chris Doseck shows some of his form. Jose Rosas and Oscar Jansen put in fast 25's which get them into the top ten.

Round 3 — Masami shaves another three seconds off his time!! Neisinger does the same

Driver	Team	Car	Nicads	Motor	Speed Controller	Front Tyre	Rear Tyre	Radio	Servo	MM Per Rev	Body	Qualify	Final
Masami Hirotsaka	Associated	Associated 12LW	Sanyo SCE Maxcell Panasonics	Reedy 15 x 3	KO CX-11 Proto	Yokomo	Yokomo	KO Esprit II	KO PS-902 Fet	21/98 on 51mm	Associated Nissan	1	2
Tony Neisinger	Associated	Associated 12LW	Maxcell P-170	Reedy 16 x 3	Novak 410 HPC	Assoc. Yokomo	Assoc. Yokomo	Air Caliber	94143	24/104 on 1.9	Associated Nissan	2	1
Mike Blackstock	Associated	Associated 12LW	Maxcell P-170	Reedy 16 x 3	Novak 410 HPC	TRC Yokomo	TRC Yokomo	Air Caliber	94143	25/98 on 1.95	Associated Nissan	3	3
Joel Johnson	Trinity	Associated 12LW	Trinity	Trinity 16 x 4	Novak 410 HPC	TRC Yokomo	TRC Yokomo	Air Caliber	94143	25/100 on 1.95	Andy's Nissan	4	5
Kevin Jelich	Peak Performance	Associated 12LW	Orion	Peak Perf 15 x 3	Novak 410 HPC	Yokomo	Yokomo	Air CS2P	94143	24/104	Fast Fashion Nissan	5	9
David Spashett	Corally	Corally SP12G	Galeforce Corally	Corally 17 x 1	Corally MMS II	PK Gold	PK Gold	JR Apex	Sanwa 141	36.9	PK Nissan	6	4
Jose Rosas	Corally	Corally SP12G	Corally Orion	Corally 18 x 3	Corally MMS II	Yokomo Silver	Kawada Hard	KO Esprit II	Sanwa 141	37.8	Associated Toj	7	6
Cliff Lett	Associated	Associated 12LW	Reedy	Reedy 16 x 2	Novak 410 Mic	Yokomo	Yokomo	Air SC2P	94143	22/100 on 2.0	Associated Nissan	8	8
Steve Radecky	Bul's	Associated 12LW	Power Push	Bud's 16 x 4	Novak 410 HPC	TRC Yokomo	TRC Yokomo	JR Propo	Futaba 132H	25/100 on 1.9	Bud's Nissan	9	7
Rick Hohwart	Peak Performance	Associated 12LW	Orion	Peak Perf 15 x 3	Novak 410 HPC	PSE Green	PSE Green	Futaba PCM	Futaba 132H	24/100 on 47mm	Associated Nissan	10	10

A Final Result

NAME	ROUND 1	ROUND 2	ROUND 3	BEST TWO
M. Mirotsaka	26 8-05	26 8-13	26 8-12	52 17-17
T. Neisinger	26 8-08	26 8-05	26 8-12	52 16-14
M. Blackstock	26 8-10	26 8-13	25 8-07	52 16-24
J. Johnson	26 8-17	25 8-01	25 8-05	51 16-18
K. Jelich	24 8-12	24 8-08	—	48 16-20
D. Spashett	25 8-14	26 8-16	25 8-00	51 16-17
J. Rosas	25 8-04	25 8-00	26 8-18	51 16-19
C. Lett	24 8-00	25 8-05	—	49 16-05
S. Radecky	25 8-01	25 8-03	25 8-00	50 16-01

NAME	ROUND	LAPS	TIME	QUALIFYING HEAT
Masami Hirotsaka	9	26	8: 4-04	A
Tony Neisinger	9	26	8: 6-90	A
Mike Blackstock	9	26	8: 9-36	B
Joel Johnson	7	26	8:10-57	A
Kevin Jelich	9	26	8:10-59	D
David Spashett	9	26	8:11-08	F
Jose Kosak	9	26	8:11-65	F
Cliff Lett	9	26	8:13-49	D
Steve Racecky	9	26	8:13-49	L
Rick Hohwart	8	26	8:14-81	C



British team photo (Where is David Spashett?).

A main, which David Spashett has qualified for.

A final second run. For the first few seconds it looked like it could have been a repeat of the first final, but Masami makes an uncharacteristic mistake, he clips a board! The pack behind has Neisinger in front chased by Joel Johnson until Blackstock clips him. The crowd loves it! Neisinger is able to pull away and keep going at a good pace while Blackstock chases Masami as they move through the field. David Spashett is tucked up right behind him. Neisinger finishes with a good time and Blackstock manages to stay in front of Masami, but only just!

In the E main Andy Griffiths is out, and he easily wins the practice race. He is getting support from Agitator in the form of Mike Scartati, he was nearly as nervous as Mo Griffiths! Andy drives intelligently to win from some strong opposition. Mark Jewitt is also in

this final, and his car is a missile as he is testing motors for Joel. Phil Davies is getting happier with his car and it shows as he wins the C main - pity he didn't get it together sooner. Phil is one of Mike Reedy's best 'test beds' - maybe this is to Phil's detriment??

The final run of the A main has everybody's attention. One to Tony Neisinger and one to Masami Hirotsaka. At the start Masami Masami is away, and he isn't going to clip that board again!! He is leading off with quite a pace and he must finish with a good time. He is now being chased by Tony who is not losing touch at all. They both put on a show I will never forget. They are both within three feet of each other and they swap the lead at various points — it is absolutely breathtaking!!

The rest of the field are queuing up behind



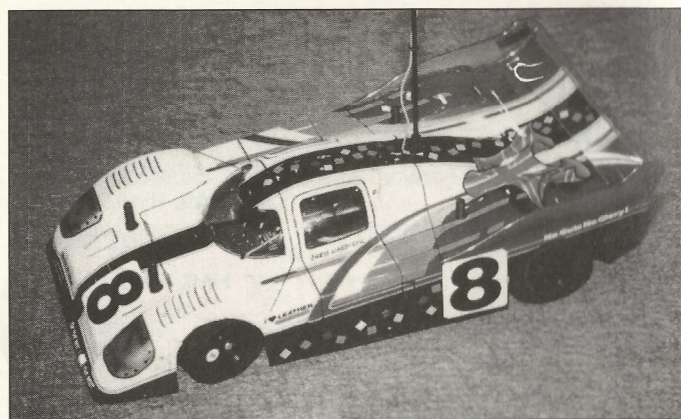
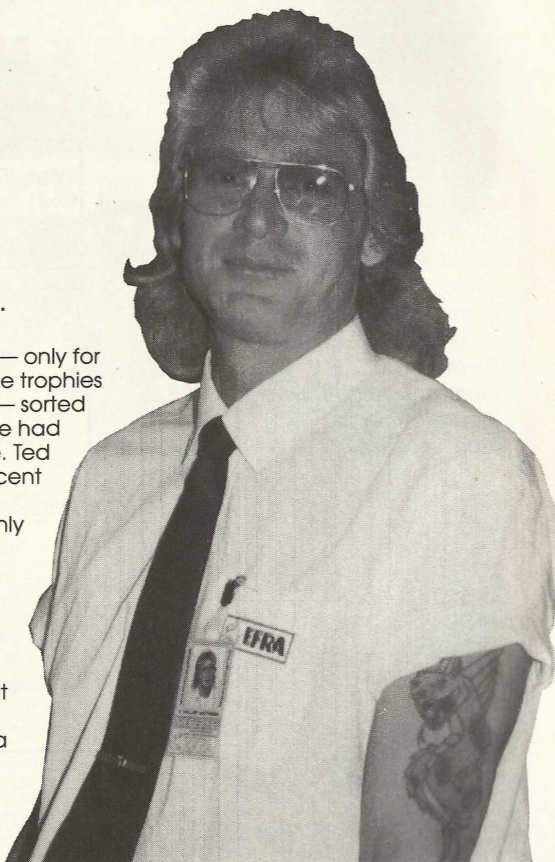
track TALK

Well, where to start? It was a very brief report of the Worlds that you got last month, so this month we can fill in on the background, and go straight into telling tales about the Brits (on how they fared at the racing of course)! It's the background first, suffice to say all the team learnt a lot at this meeting, some good things and some not so good!

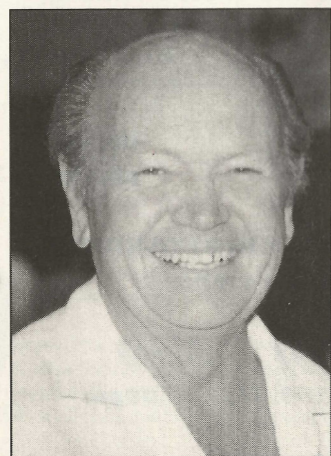
names that never leave it! America is the same as here but different and this applies to the racing organisation as much as the society. Different expectations from officials, sponsors and drivers were not unique to the superb organising committee but were common throughout the racing community. Ted McCarthy and Co. had spent some considerable time

Dallas 'the ref'.

mains outlets — only for 15 minutes! The trophies weren't right — sorted before anyone had time to notice. Ted did a magnificent job as Ringmaster, only one criticism, the last two heats got lap times and the others only got the indication that they were on the pace for a "good" time, this led to many getting the pace wrong



A Dallas paint job on my car!



and caused some anxiety amongst the lower ranks. One non-racer worth mentioning is John Thawley, one time paid Administrator of ROAR, quite a dynamic personality, did an excellent job producing "Inside Track", the daily newsletter for the racers, kept us informed of who's, who and what. He was covering the meeting for a Mag and had his own photographer (Hint, Hint). Other non-racers could fall into the category of "bench-racers", the likes of Mike Reedy, Tate McDaniel, Bruce Aristeo (Who?) etc. This bench

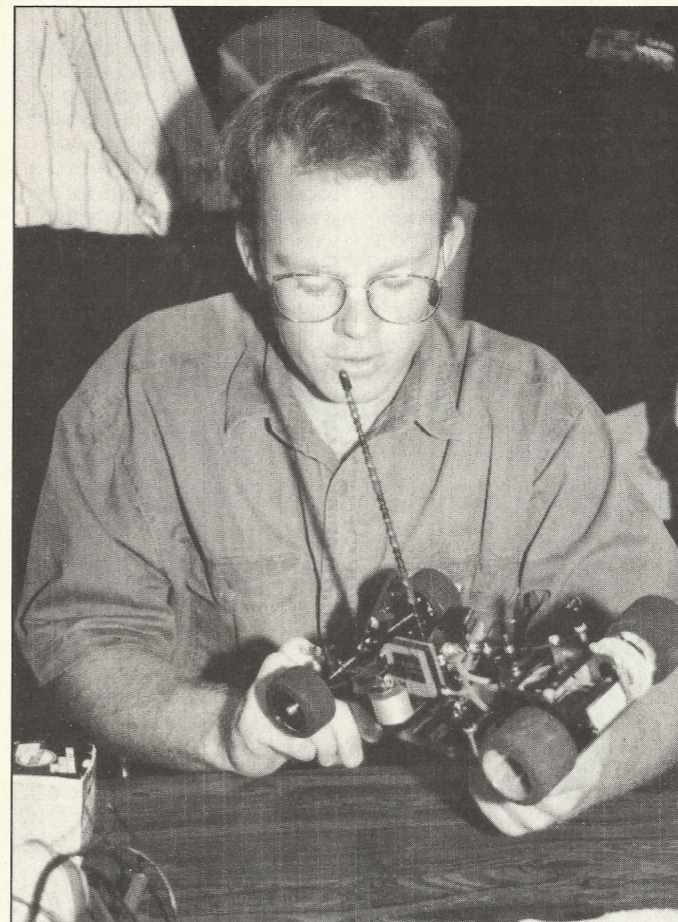
Gene Husting.



David Spashett — fourth in the world.

One of the best aspects about attending a major event such as the World Champs is that you will most likely be abroad. I'm not knocking what we've got here, it's just nice to have to suffer different cultures, and see how some famous names operate in their home environment and meet some

on the prep for this event and some sponsors had put a few quid in the kitty as well (if I was American, Trinity would have been mentioned then). How good they really were showed through when problems arose. The Brits didn't have enough



Trinity motor man Eric Sunderquist.

racing is almost as popular as the racing proper if numbers are anything to go by.

These are the power brokers of the R/C world, they've usually got something to make you go faster in a box underneath 'said' bench. One difficult to ignore personality is Ernie Provetti, leader of Trinity, provider of several respected bench-racers for his star driver Joel "Magic" Johnson. He even flew in Motor magician Eric Solderquist for the last day of qualifying! All this support for their drivers is not just for show, very often income is related to results and, sad as it may be, results are related to money. This was an important meeting to him, and others if you counted the number of stopwatches on Joel's car during qualifying!

It appeared that the Europeans did not have as much poke from their cells as some of the Americans, certainly the numbers game bore this out, we regard 360 secs at a 20 amp discharge rate as good, they can buy 370+ from almost any model shop. Why? Perhaps they know a little more about the cells than we do, they've

been using them longer, they have a close relationship with Panasonic and perhaps get first pick or it could be just sheer volume. It could be all of these, either way it was a little sickening to have to go out to try to get some after lugging what we thought were prime cells across the water.

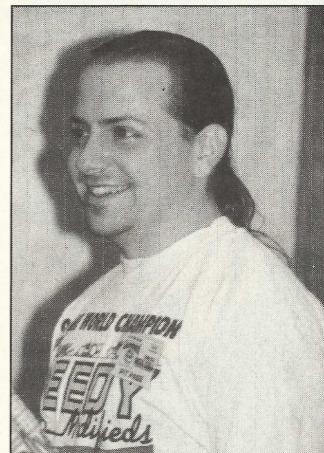
Battery Men

Now who is Bruce Aristeo? Well it looks as though the traditional role of the magic motor men, providing the power, is now supplemented by the "battery" men. With more mystic surrounding these items because you can't put them back together when

How We All Fared

4th	David Spashett
21st	Phil Davies
41st	Andy Griffiths
49th	Mark Jewitt
57th	Chris Hardisty
66th	Peter Riley
87th	Andy Sawyer
89th	Kevin Creaser
92nd	Rich Pickering
95th	Tim Biggs
101st	Ian Spashett

The worlds top battery man —



you've opened them, not unless you're very, very good, we should see this new breed generate their own legends. Bruce is Maxcell; his batteries were used by Tony Neisinger, Masami Hirotsaka and Mike Blackstock and they scored 1, 2 and 3, 'nuff said.

Motor winds were interesting, with the track having a long straight you'd have thought a hot and hairy one would work but most went milder, except for Masami but he ran SCEs for the first three rounds, sponsored directly from Sanyo he had to get permission to run Panasonics. He was slow, oh so slow down the straight, that is on runs when he lasted eight minutes. He could lose two seconds here but easily made three on the infield. So the way a lot went was 16 or 17 quad/quin winds, still had to be very careful down that straight and keep up momentum through the infield.

Gear ratios were confusing, the Americans seem to work off a two inch wheel and a 100 spur then relate all ratios to the pinion. When enquiring what ratio the answer would be around the 20 mark, under 30mm/rev to us. Not what we were expecting really.

Tyre additive was Paragon, I hate that smell, well not the smell but I associate the scent

Highest Everything Ever...
C Final win!
E Final win!
Sponsor win!
Got a jacket!
Got a Hug!
Quiet Award
Sickest Shorts
Best Legs
Best dressed
K Final win

with sore eyes and headaches or is that the alcohol from the night before? (Must ask Peter Riley)!!! Not much difference using Trac-Tite, on the tyres that is, but once you'd seen how the smelly stuff was working you went along with the crowd.

The track was bumpy but as the locals had assured us this became less apparent as time went on, wrong lines were costly and it was too easy to shake the rear of the car loose, this applied to all cars and moving off the line to let others pass was giving places away in the qualifying tables.

Changing cars was allowed, some switched from Corally to Associated, I suspect this was to please sponsors rather than to improve on handling, the new Associated front end did not make an appearance which surprised me, there's usually something new to sell this years model and modifying the car now may not be a good sales move although leaving it the same is hardly a better one!

The Favourites...

So what happened to the contenders such as Chris Doseck, Phil Davies, Christian Keil, Kent Clausen, Shawn Ireland, and Anders Nilsson? Some of A finalists of the last Worlds just did not get it together enough, some showed in the top ten in the early rounds then slipped into oblivion as others improved in the later rounds.

Chris Doseck is not running for Parma as stated a couple of issues ago, he was running an Associated with the new Tekin no less, had some problems with it turning off but he did prompt this with the odd slam into the "lumber" track markings, still running Cam Motors, Tate was there by his side. Chris has just become a father so perhaps he had other things on his mind, congratulations to him for that at least.

Phil Davies was not at ease with his car for a while and when he was he'd slipped down the pecking order in his heat and was muscled out of the way a few of times causing "the Ref" Dallas to raise his eyebrows a couple of times. This could have been an allergic reaction to the beer they sell over there though. Anders was not happy with his car at all and only just managed to stay in the top 40, three places above Christian



Mr Agitator — Mike Scarpati.

from 3500 members of Narcotics Anonymous who were sharing our Hotel. He then became desperate to practise this on one very huggable young lady called Kathleen (OK me too and no, I don't mean me and Pete). Several of the night-birds, including Ian Spashett, learnt how to imitate a car when the only place open was a drive thro' Burger King. Some excellent music was found in the local bars which attracted my bed-mate Tim Biggs (I was trying to get him drunk!), and towards the end of the event the rest of the team decided that sleep was no longer important.

Curiously those that took their wives were absent at these events, something to do with their new credit ratings after the shopping Malls were visited? Why did I say bed-mate, well we each had to share a bed, fortunately a large one, some

friendships will persist I have no doubt while others may not.

Mark Jewitt managed to change cars again! He blended in well with his new haircut, all the Trinity drivers sported neat hair, perhaps this is why Peter didn't get his bits when he arrived? Andy Griffiths got his Agitator fully loaded by a quiet chap called Mike Scarpati, look out for the jackets and watch his car go with Stealth and Extreme power. Kevin Creasers shorts blurred into the background here. Perhaps we should insist that they won't back home?

Glyn Ward spent some time trying to work out how he could make a living selling things at half the price, swapping Chesterfield for Sunny Michigan will take some doing, with his "Ye's and Thee's" he already sounds like one of the founding fathers so perhaps it wouldn't be that much of a problem.

Back Home

While all
this glory
is
being

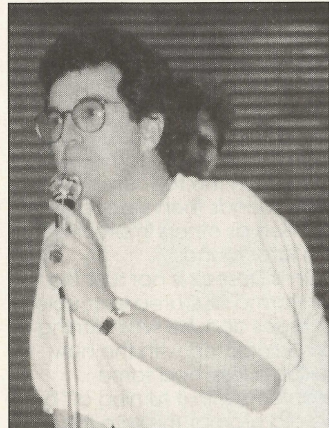
**Kathleen
and
Danielle.**



did not get any lap times at all and his own natural pace was letting him down. They somehow worked together and sorted it out between them and both jumped into the top ten, David led one of the A finals for a lap or so, both these drivers jump into the super-hero class now! Jose came from no-where. Always a competitive driver but not showing this for a little while, he was not on the list of contenders before the meeting. Don't write the older drivers off too soon (incidentally he's the same age as me)!!

While talking of the A finals I can only restate how good they were. The contest was between Tony and Masami with Mike Blackstock there to inherit the lead should they have cancelled each other out. It was sad that someone could win two out of the three legs and not become the World Champion but that's the rules, right or wrong. The crowd expected it to be that way and indeed many of the drivers also thought that. There was a long delay while the organisers made absolutely sure that they'd done it right.

The British team enjoyed this event and learnt a lot from it. Our new Chairman picked up a few pointers on hugging

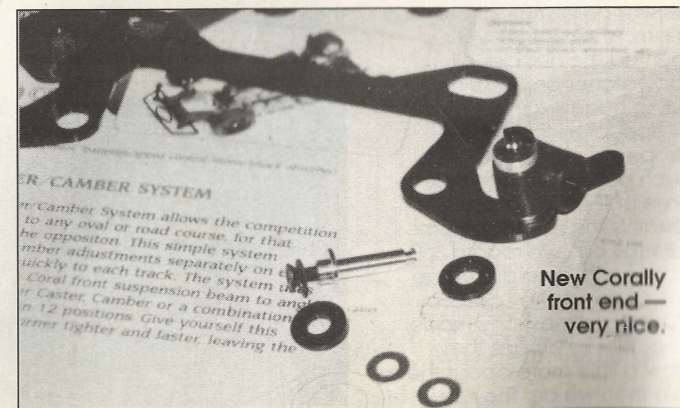


John Thawley.

Keil!!!

What of the Corally Kids — Oscar and Constant? Well the times they were able to put in during practice were phenomenal but when it came to the real thing it just didn't happen. Oscar sat in the top ten for a while, unable to improve on his time in the latter rounds and he slipped into the B.

Never mind, what about our heroes? Firstly David Spashett, fourth overall, qualified sixth, so young, so talented, will he ever stop grinning now? For a while it looked as though it might not happen, he and Jose Rosas were in a heat that

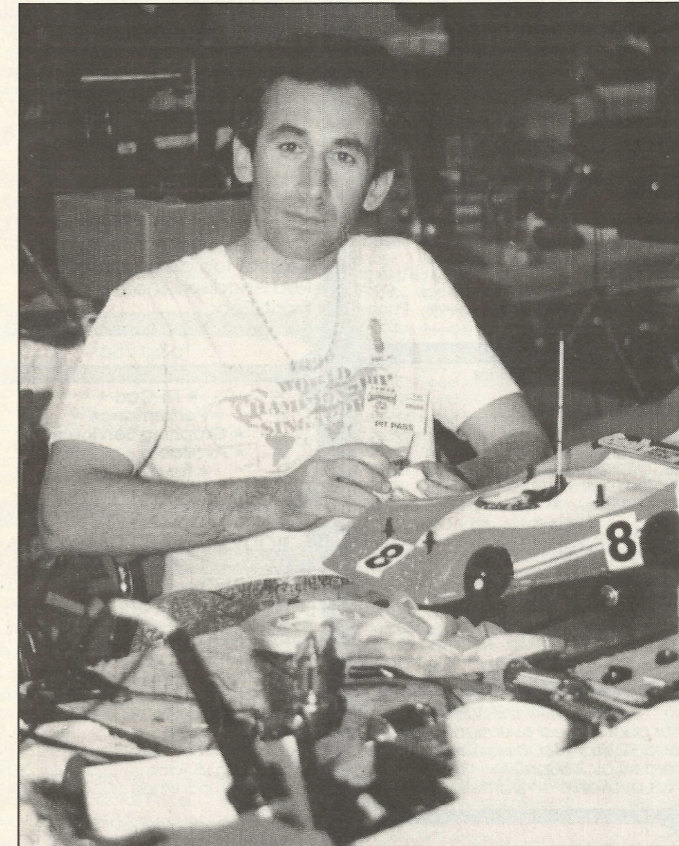


sought over in America the Midland Championship is being dominated by Stephen Rowley. I don't have the results to hand or reports of acts of heroism from other people so I'll have to get there and catch up on the "home" news. What I have been able to establish is that this Autumn's going to be very busy, the calendar looks very full

to blow the world away...sorry, nothing doing, early refinements on what we've already got, nothing that does anything different.

Except for...a mod for the Corally SP12G front end, well a new one actually. This is taken straight from the SP10G, adjustable caster/camber,

Jose Rosas.



indeed.

Sept 12 Midlands Championship. Sept 19/20 Crewe National. Oct 3/4 British GP, Eastbourne. Oct 17/18 Plymouth National. Oct 24/25 BRCA AGM. Nov 6/7/8 Paris GP. Nov 14/15 EFRA AGM. Nov 21/22 Ashby National. Dec 4/5/6 Belgian GP, Maldegem. Dec 12/13 Derby National + Dinner Dance!!!!

What new bits has everyone come back with, well there's a lot of consumable items that are better there. Some glue called "Shoo Goo" is excellent for fixing anything to anything and having the advantage that you can get it off when you want to. Cells were obviously on the shopping list, motors were too but the winds for 1/12 were not as easily available as they should have been.

What about radical new developments that are going

new beam with some small indents for the dimples on the wedges to locate in, these wedges fit under the steering block and can be turned to give caster, camber or both, trapped in place by the kingpin, some new steering blocks complete the package. Different wedges give increase the angle, looks real mean with the steepest ones on!

If you need one of these kits they're about £30, if you've ruined a normal front beam by bending it to put some camber on then this will be a bargain, if you have never felt the need to then you may not need it but if you don't have one you'll never know!!!

chris
HARDISTY