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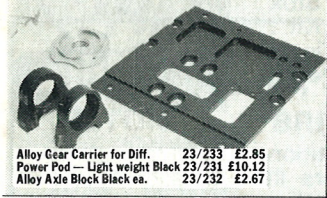


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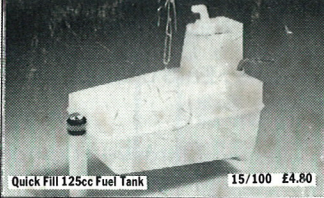
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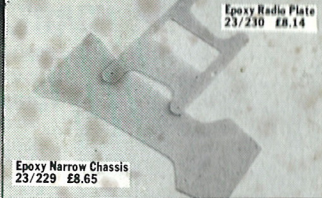
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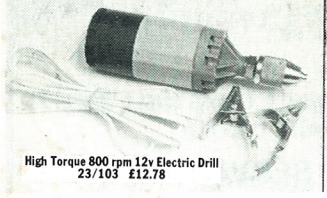
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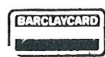
# M radio control MODEL CARS

ISSUE No. 14

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## radio control

# MODEL CARS

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Editor: "Dickie" Laidlaw-Dickson

### A SPARKLING PERFORMANCE

Great weeks these have been for the 1/12th scale electric r/c car world. First of all a highly successful first ever British National Championship at Bradford with an undoubted no nonsense winner in the shape of Neil Francis. If ever a man deserved to win from the time, effort and dedication he put into practice and car preparation it was Neil! With a finals line-up representing most of the active British manufacturers and scratch-built cars on a 50/50 basis it was also a credit to the continuing inventiveness of our own native talent, with diffs, proportional controls, nicads of all sorts and sizes and contrivances thick on the ground.

Since then the BRCA AGM has followed when the "other" electric car group BRECA was accepted into the official fold to make up a governing body now four figures strong, with the two scales and separate operating powers of i.c. and electric operating under separate conferences which would seem to be enjoying virtually autonomous powers. All is set now for a continuing expansion for the good of all concerned. No-one else seems to have said a word of thanks to the officers and committee of the now merged BRECA, so may I just say thank you Tony Devonport (and Mrs D. who was sturdy treasurer) and thank you Richard Gammon for your work, in operating the group and in negotiating so adequate an affiliation. There is bound to be a little bit of nostalgia for times past, a feeling that with all the benefits the two groups are not exactly equal — but then what partnership (or marriage?) ever is?

### OFFICIAL STEWARDS AND OTHER RELATED TOPICS

It is satisfactory that EFRA has now appointed a Standards Committee to

report on the suitability of circuits for Euro and World events, and that national governing bodies are to keep an official eye on Open Meetings to ensure that standards are maintained. Although more circuits have been built sooner in this country than on the Continent, the latest tracks coming on the scene have not only benefited from study of earlier purpose-built layouts but have been able to approach the problems with larger membership and thus potentially more man-power and, overseas, certainly more money-power.

I have had an opportunity of studying the splendid presentation prepared by the *Auto-Modell-Club-Tirol* and the Austrian Association to promote their case for the 1982 Euro Champs venue on the Hagebank-Ring near Innsbruck. This will be a nearly 300 metre lap length, in charming surroundings, adequate parking, pits, sightseeing, accommodation (£3 for bed and breakfast) etc. Plus the full support of the local authorities. I hope they get it!

Meanwhile, and much closer to hand, the Swedish Euro Meeting at Gothenburg looms with sponsorship by Volvo, who will be arranging for conducted tours of their factory, plus other delights more suited to the ladies of the party.

This will not be a cheap trip but one very well worth undertaking, most desirably as a team member, but also very enjoyable as a spectator. Now that the telephone bills have been paid start saving right away. Final date for team nomination to the organisers is June 14th — so there is still time to get some points. Even earlier is the closing date for the Monaco World Cup, when entries must be in by April 12th., which does not leave much point-amassing time . . . again a nice place (no pun intended) to visit . . . you could break the bank.

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# 14

## EVERYBODY IS GETTING IT WRONG

That ebullient Yorkshireman (though now way down south) Paul Pagdin has hauled us over the coals for mis-spelling him. We apologise in verse:  
Can you imagine  
Calling him Padgin?  
Though another gent  
Called him Pagent  
In *Ally Pally* Letter.  
We must do better!  
It's really PagDIN  
Rhyme it with WIN!

## ELECTRIC SPECTACULAR

Big Jim Davis has taken Hall 6 at the Birmingham Exhibition Centre for a two day 1/12th Electric Spectacular on March 28th/29th. There is bound to be a good response so get details right away. Walt Bailey will be handling it so write, 'phone or call on him Jim Davis Models, 145 Newgate Lane, Mansfield Notts (Tel: Mansfield 36062). All the traction of an outdoor meeting with a roof over your head!

## PRICE INCREASE, ALAS!

When the first issue of *Radio Control Model Cars* appeared in mid-1977 I admitted quite frankly that it was expensive and provided in that No. 1 Issue 48-pages. Since then every issue has been at levels of 56,60 and even 64 pages. Meanwhile costs have continued to go up and magazine prices have all been forced up to a higher level. This little magazine too has had to bear increasing costs, especially postal, so with this number moves up to 60p. I will try my best to keep it worth it.

The first ordering of Binders has now been exhausted and the new lot will be costing more - quite a bit more. Current orders in hand unfulfilled will be supplied at the old price when the new lot comes in in mid-February. They will be a little deeper in the spine to take a dozen copies: original lot in view of thicker copies can only squeeze in ten. Price will be £3.25 for home sales and £3.75 for overseas. Otherwise colour and style matching the first lot in red with gold coloured lettering.

## FIFTEEN MINUTES FOR ELECTRIC FINALS?

Five minute finals are really rather a pity for electric events but not everybody is able to keep up the nicads to deliver say a regular 8 minutes. So what? Well, here's how: Start with the Open Final, run for 5 minutes, end. Then run the first lesser

final, handicap or otherwise for 5 minutes, end. By which time, allowing for setting up and so on, the Open Finals have recharged their motors and are ready for stage two of their final. This runs for five minutes. Now run the other minor final for 5 minutes. End. Now it is time for the third leg of the main final. Run and end. Open Final has had a total of 15 minutes running with two re-charge breaks. Aggregate of the three legs determines the winner. The minor final has had one re-charge and a total running time of 10 minutes over its two legs. This leap-frogging procedure can be extended as organisers wish to provide 10 or 15-minute finals to choice. It keeps up the interest and makes certain that a single throw-away move need not ruin the chances of an otherwise excellent driver and provides additional pit work activity to keep more people in action for longer.

Worth thinking about? There may be snags - there nearly always are - you think them out.

## NITRO GEN . . .

Once again the vexed question of whether to use or to ban Nitro as a fuel additive has been raised at EFRA level. This time an almost 100% vote for a ban was achieved (GB abstaining I believe) and the motion accordingly goes forward to world organisation IFMAR for consideration. It is now some time since similar bans existed in the spheres of speed model flying and round the pole cars racing against the clock or "speedsport" as the governing body prefers to call it. In the latter case it is interesting to note that world record for 2.5 c.c. (repeat 2.5 c.c.) stands at 243.57 k.p.h. So the restriction does not seem to have any ill effect on speed. I understand, however, that in model aircraft circles the ban has caused something of a rift between USA enthusiasts and the rest of the world. Why ban nitro anyway? Scarcity is one reason. It is made only in USA where it is quite dear. In other parts of the world it runs from very dear to prohibitively expensive in such countries as Italy, Sweden, Switzerland. Another reason is the ill effect it can have on delicate skins, encouraging certain skin ailments (but so can methanol). Then there is the argument that besides being addictive (engines get used to it and will not run well without it) it also reduces the engine life span. So do other additives: there is even the rival arguments on mineral or vegetable based oils as more or less conducive to wear.

# CLUB & TRACK REVIEW

## Chessington Radio Car Club

*Secretary:* George Dudman  
1 Chatsworth Gardens,  
New Malden KT3 6DW

Surprise! Surprise! I have a note from Ian Spiller recounting the current adventures of this Stock Car stronghold in entering the 1/8 scale racing field. With the demise of the Leyton Raceway the club has been attracting more and more of the ex-London stalwarts in the shape of Dave Feven, Bob Rosser, Paul Ekins and Phil Greeno at latest meetings. Format for racing at the moment is a little different from the norm in that each driver competes in as many 4 min. heats as he wishes with the best three lap scores counting towards the final, normally with six cars, but sometimes more. Finals are limited to 15 mins, but this may well change in the 1980 season when some handicap meetings included. Circuit is marked with bot-dots and chalk on the parade ground alongside the stock car track (meetings alternate). Here are recent results with Chessington's Paul Ekins chasing Phil Greeno only a lap behind until his throttle failed. 1. Phil Greeno (59 laps) 2. Dave Chamberlain (53) 3. Dave Dixon (52) 4. George Wilkinson (49) 5. D. Hooper (43) 6. Paul Ekins (43 ret'd).

## Frome R/C Electric Car Club

*Secretary:* D. Chedgy,  
1 Church Street,  
FROME (Tel: (Frome) 2139

Now in their second year the club has a hardcore of fourteen members with more joining all the time. The outdoor Championship has just finished. There were twenty rounds with drivers' best fourteen rounds counting. Points were awarded 12-10-8-6-4-2. Micky built an incredible lead with twelve wins and two 2nds in his best 14 rounds. Results: M. Jay (Associated) 164, 2nd D. Chedgy (Spectron) 152, 3rd M. Cooper (Scratch built) 122, 4th D. Hawks (Bo-Link) 112. Meetings take place Tuesday nights and are now at the Zion Church Hall, Frome. New drivers are always welcome. Check with the sec. Hopes to extend to 1/8 scale i/c later in the year are expressed.

## East Devon Radio Control Club

*Chairman:* Dr G. T. Jackson, D.C.  
Fairpark Road  
Exeter

Chairman Giles Jackson announces the club's 1980 British Winter-nationals for

1/12th electric cars sanctioned by BRCA to be run 9/10th February 1980 at St. Georges Hall, Exeter. Entries to Michael Jones, 117 Langstone Drive, Exmouth Devon. Programme: Saturday from 11.00 Practice, Tamiya Trophy and Western Qualifier (SW drivers only) 20 go forward for Sunday. Sunday: Practice, Ripmax Trophy, National Open for Sports/GT cars. Open to Individual, Concours and Teams. The club's first meeting last year was a great success so that a full entry can certainly be anticipated for the event.

The club has had a busy year with the 1/8th team managing to finish 3rd in the Southern League and competing in most BRCA meetings in reach. The club is now racing 1/12th electric in a much larger hall, meeting on Thursday evening at 7 pm at the Church Halls, Rolle Street, Exmouth, where fields of 25/30 drivers are the regular thing.

## Sale Model Auto Car Club (SMACC)

*Secretary:* Mike Roper,  
32 West End Avenue Tel (Day) Runcorn  
GATLEY, Cheshire 713322 Ext 224  
SK8 4DR (Evening) 061 428 6683

The club has been formed only three months and already enjoys a membership at the fifty mark. Meetings take place every Sunday at the Sports Centre, Raglan Road, Sale at 2.30 p.m. Since formation the club has entered teams for the St Annes 3-hour race and the Rotherham Scale Down Grand Prix. They didn't win but are getting better. Membership is Adults £2.50; Juniors £1.50 with a 50p race entry fee.

## Taunton Radio Auto Klub (TRAK)

*Secretary:* George Reekie  
2 Wambrook Close  
Sherford Road (Tel: Tn 74034)  
TAUNTON Somerset

George Reekie reports that he has taken over from Mike Lewis as sec., since Mike is pretty fully engaged as secretary of the Southern League. The club has taken part in the Southern League championship but never managed to field a full team and so ended propping up the table. Several new members now have cars and hopes are high for the new season. Electric racing has been started and twenty members have cars, or are building them. Meetings are held at the town Rugby Club. This was the best way of getting a venue with the added virtue of a good track, cheap beer and free season ticket to good quality rugby matches! (Note Members do not have to play rugby!)

**Mendip Model Motor Racing Club**  
 Secretary: Terry Tawton  
 52 Woolavington Road  
 Puriton  
 Bridgwater Somerset

This is our old friend the Woodspring Club who have now decided to change their name to that by which the circuit is most generally known. Richard Becket steps down as Secretary and Terry Tawton takes over. Circuit proprietor John Keay will concentrate in 1980 on providing a good circuit and adequate facilities and the club will take on the task of running all major meetings. A brickbuilt clubhouse with superior wind and weather protection for drivers and a public address system are amongst improvements soon to be expected. Subscriptions are held at the current figure and a regular Newsletter will be sent out in 1980. For the well-dressed club man T-shirts and sweaters with the club badge thereon are also available.

**Wirral Model Car Club**  
 Secretary: Dave Vine  
 8 Seaton Road  
 Wallasey  
 Merseyside L45 5HJ  
 (Tel: 051 639 8306)

Sec. announces with joy that electric car club membership is now at 32 and the club is moving to a larger hall from the beginning of the year and should by the time this appears be well settled down. Racing continues to take place on Wednesday nights and new members still very welcome. It is likely that a 1/12th electric Stock Car section will be starting if local interest is strong enough, which current indications would suggest. Non-members and prospective new members should consult sec. for details of the new venue.

**Swindon Electric Throttle Benders Club**  
 Secretary: Alan Korda  
 c/o Swindon Model Centre (Tel: 26878)  
 2 Theatre Square, Civic Centre  
 Swindon Wilts.

Club championship held at Ellundune Centre, Wroughton proved a great meeting organised on "American" lines with A, B, C, and D Finals. "A Main," to use the American term saw John Hayward well away in the lead for the first three laps until pulling out with a damaged speed controller, when Dave Lawrence took up the running closely pursued by Ron Major - better known perhaps in the i.c. field - and this was the way it stayed. Results: 1 D. Lawrence 2 Ron Major 3 Alan Peglar 4 Steve John 5 Kevin Neale 6 John Hayward. "B Main" winner: Paul Booth "C

Main" John Mackay "D Main" Mike Timmings.

**Scunthorpe Model Racing Car Club**  
 Secretary: Tom Ayton  
 Rose Cottage, 105 High Street  
 Ashby (Tel Scunthorpe 62830)  
 Scunthorpe. South Humberside.

This club has just been formed for 1/12th Electric car racing with nine members so far. Membership fees are Adults: £2., Juniors £1., and 50p for race meetings. Meetings are held every fortnight at Charter Hall, Scunthorpe. The club has, alas, just lost its facilities for 1/8th scale racing at a local aerodrome but is hoping to resume shortly on a local car park (negotiations pending) New members very welcome, contact the sec.

#### R/C Stock Cars at Pontins

Mike Varley provides a brief report on activities at the Pontins' Model Fortnight at Brea Sands. There was a slight increase in the number of cars over previous years, seventeen being on show on Sunday afternoon in the exhibition, with Steve Talbot's 1979 Hillam Replica taking 2nd place in the car class. Fourteen cars competed in heats taking place daily during the early part of the week. Both consolation and finals on the Friday were marred by radio interference though it proved impossible to track it down. Results: 1. T. Whitehorn, 2. Steve Talbot, 3. A. Clay, 4. K. S. Parkin, 5. B. Owen, 6. J. M. Varley.

**St. Neots Model Car Club**  
 Chairman: Andy Digby  
 44 Milton Avenue Eaton Ford  
 St. Neots. Cambs  
 (Tel: Huntingdon 215736)

Andy Digby (who is also of course secretary of Lilford Park Club) announces that there is now a flourishing club formed for electric racing at St. Neots. Meetings are scheduled to take place every Monday evening from 7th January onwards at Ernulf School, Ernesbury, St Neots. Unusually, they have use of a CARPETED hall! Surface is very short pile industrial carpet which gives simply marvellous traction on standard tyres (no silicon needed here) New members and visitors will be very welcome. It offers a splendid chance to try this carpeted surface which I have read is a quite normal arrangement in USA especially for their pay circuits, when like an Eastern potentate the organiser turns up and lays out his carpet and is in business right away! Contact Secretary: L. Bradford, 7 Grebe Way, St Neots, Cambs (Tel. Huntingdon 214823)

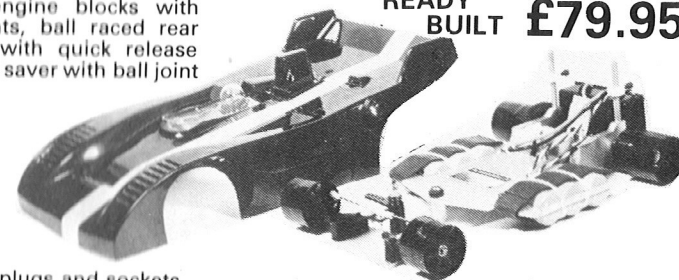
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## BRITISH ELECTRIC NATS

*The pits begin to fill up: work continues getting the circuit laid out securely.*

Hot favourite Neil Francis won the first British Electric Nationals at Bradford to provide a very satisfactory "best man wins" flavour to an interesting and stimulating occasion. He led very nearly from start to finish – Paul Pagdin did nose in front for a short sally of a couple of laps – though his time was some 11 secs. worse than his best heat time of 302.5 for eighteen laps. Neil indeed was the only driver to achieve an 18 lap figure and nearly a 19-er!

Yorkshire R/C Car Club were hosts at the splendid Richard Dunn Leisure Centre on the outskirts of the town, taking up the whole of Badminton/Netball area including a splendid grandstand. This was halved to give an adequate circuit area and plenty of room for the pits. By some mischance insufficient pit tables were provided and some of the twenty-two teams engaged were forced to camp out Bedouin fashion on the floor. In all the nearly full complement of 140 drivers attended with recorded heat times for 126. Circuit was not ideal, and after Saturday's practice additional marking dots were fixed in place to improve lane discipline, plus stuckdown strips. It was still possible to get into the wrong area and corner cut with a degree of impunity. However, there

were no protests, perhaps, as Ally Pally Nick Adams remarks in his Newsletter, because there was no protest procedure laid down in the rules. As ever with larger meetings the time schedule was hopelessly out, the 5.30 Finals taking place nearer to 7.30.

In spite of these minor problems of a first meeting (though the club did run a smaller meeting at this venue earlier in the year) a "good time was had by all." There were excellent refreshment facilities with a run on the hot chips throughout the day; a beautiful swimming pool was available adjoining the circuit, caravans were located in the grounds and the car park was big enough for everyone.

The fourteen heats were arranged in handicap order so that the slower drivers were matched against their equals, with, in theory, the fastest and most exciting heats coming at the end of the round. However, that springer in the market Dennis Trowbridge, who had nearly created history at the 1/8th Nats at Tibshelf, produced a 17 lap figure in the very first heat! He was, indeed to prove holder of 2nd fastest time of the day with 17/301.7, but still nearly a lap slower than Neil. Apart from this times steadily moved up from the early 13s, 14, and 15s to 16 plus

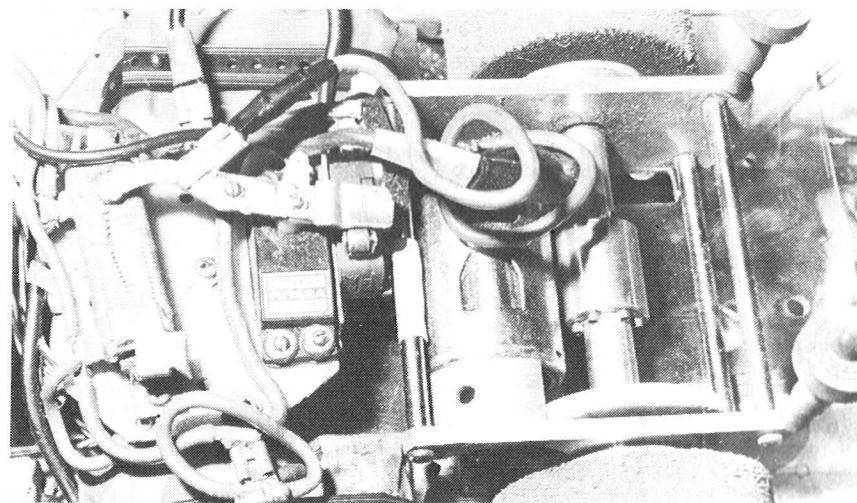
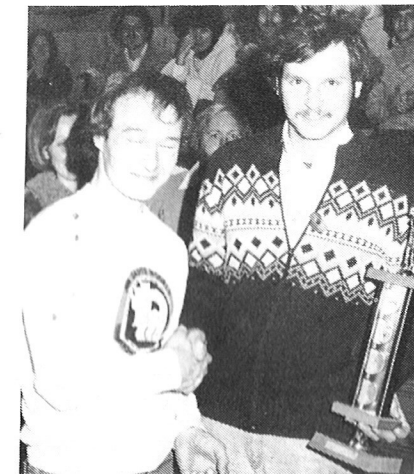
*Concours winners J. B. Wormald on right and Doug Kightley left.*

*Neil Francis takes his trophy from Ian Agnew. "Eyes shut" attitude is far different from driving style!*

laps, then, as the big boys came in it was obvious that a good 17 was essential to get anywhere near the finals. In the event eighteen 17 lappers made the lists.

A number of drivers better known on the open air 1/8 circuits also made their appearance. Phil Greeno of course is well known in both scales and fielded for its first public performance his new "Special." It would be rude to call it "scratch built" since in the usual Greeno style it was immaculate. He achieved 3rd FTD with it and made the final though taking only 8th place therein.

Car has a GRP chassis, carefully shaped



*Centre type "one-off" handmade diff and layout typical of the Jim Davis team cars*



and using CSK fixing screws. Associated front axles and a special servo saver on a strengthened base support; radio plate with nicads slung thereon, and one servo underneath; Demon proportional speed control, made up the assortment. Demon incidentally was located at the very back outside the wheelbase and bolted onto the chassis – an excellent "power pod stiffener". Not to forget the AMPS diff of course.

Spectating only were the Prestons, Dave and Debbie, and Phil Booth. Phil in spite of some teasing eventually became quite interested in electrics and we may be

## BRITISH 1/12 ELECTRIC CHAMPIONSHIPS RESULTS & BEST HEAT TIMES

### OPEN FINAL

1. Neil Francis	18/313.9
2. Paul Pagdin	17/309.0
3. John Chamberlain	17/310.5
4. Alan Blakeman	17/311.5
5. David Saul	16/300.4
6. Fred Hatfield	16/301.4
7. Nick Adams	16/304.0
8. Phil Greeno	16/304.5
9. Geoff Peters	16/308.4
10. Dennis Trowbridge	15/300.9

### 20 PLUS H/CAP

	LAP/TIME
1. A. Beal	20 15/301.9
2. Jane Adams	20 15/304.0
3. Steve Talbot	20 15/308.7
4. B. Coles	30 16/309.8
5. Vic Redmonds	30 16/316.0
6. M. Payne	25 15/310.5
7. R. Buckner	30 15/303.2
8. P. Bunyan	20 14/307.4
9. P. Donahue	20 13/306.5
10. Peter Sorge	25 14/319.2

### 0-15% H/CAP

	LAP/TIME
1. S. Forster	0 15/300.0
2. D. Pepperday	5 16/315.6
3. Roger Andrews	0 14/303.4
4. Neil Wallwork	0 13/302.9
5. M. Holford	0 13/303.2
6. T. Chamberlain	0 13/308.0
7. S. Dolby	5 14/319.8
8. Chris Louth	0 12/306.1
9. Jamie Devenport	5 13/317.5

### BEST HEAT TIMES (down to 16 laps)

1. Neil Francis	18/302.5	21. Steve White	16/303.0
2. Dennis Trowbridge	17/301.7	22. R. Troman	16/303.8
3. Phil Greeno	17/305.8	23. Russell Buckner	16/304.0
4. John Chamberlain	17/306.1	24. Bill Coles	16/304.4
5. Nick Adams	17/306.2	25. P. Bunyan	16/307.5
6. Vic Redmonds	17/310.8	26. Jane Adams	16/308.5
7. Fred Hatfield	17/311.7	27. B. Stanyer	16/308.7
8. Paul Pagdin	17/311.8	27. I. Burns	16/308.7
9. Alan Blakeman	17/312.2	29. Robin Ellis	16/310.1
10. Les Pipe	17/313.2	30. C. Taylor	16/311.4
11. Tom Morgan	17/313.5	31. Geoff Labbett	16/312.8
12. Jeff Lindstrom	17/314.7	32. Peter Sorge	16/313.2
13. David Saul	17/314.8	32. K. Leatherland	16/313.2
14. Wayne Davis	17/315.2	34. M. Payne	16/313.6
15. Bill Maisey	17/316.4	35. John Russell	16/313.8
16. Tony Devenport	17/318.8	36. Robin Schumacher	16/314.2
17. Andy McFadyean	17/319.1	37. Tony Whitehorn	16/315.5
18. Geoff Peters	17/320.6	38. J. Davis	16/316.6
19. Richard Gammon	16/300.0	39. Peter Donahue	16/318.0
20. John Pearson	16/300/6	40. John Bicknell	16/319.7
		40. Mark Holford	16/319.7

### CONCOURS D'ELEGANCE

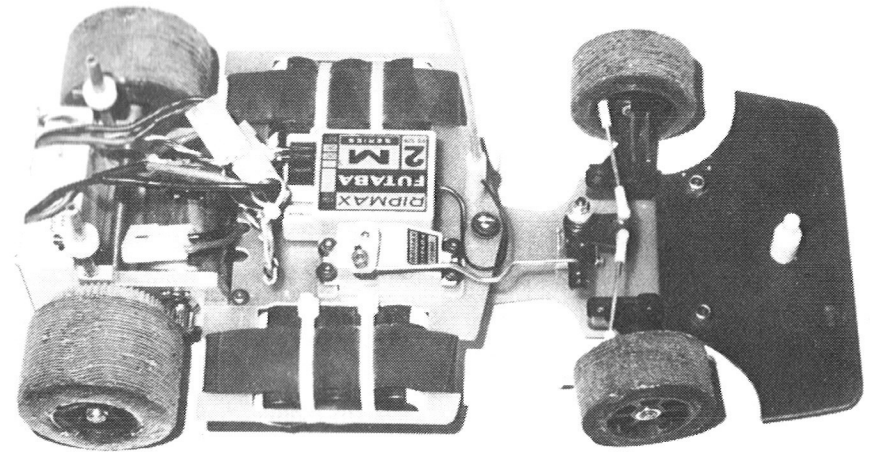
1. J. B. Wormald
2. Doug Kightley
3. Robin Ellis

### VINTAGE

1. Roger Andrews
2. John Bicknell

### TEAM EVENT

Pos	Name	Laps/Time
1.	J. D. M.	52/931.4
2.	Challenger	50/933.1
3.	Ally Pally	50/944.8
4.	Spectron	49/910.1
5.	Petrha	49/916.1
6.	Modelcraft	49/934.8
7.	Lectricar	48/937.0
8.	Mardave	48/947.1
9.	Schumacher diffs	47/923.7
10.	Unitrol	46/927.6
11.	Modelcraft Jnr.	46/936.7
12.	Pats	46/942.7
13.	Linward	45/929.5
14.	Team Tronic	45/932.8
15.	Hobby spot	44/907.1
16.	Scorpion	44/911.4
17.	Tameside	44/925.5
18.	J. D. D.	44/940.8
19.	Alpha	44/946.0
20.	Savage	43/921.9
21.	Hamtune	41/944.8
22.	Pepperday	40/933.6



seeing him yet at the helm of an Associated: he will certainly be two-wheeling with one of the Graupner Elec Drivers in a very little while.

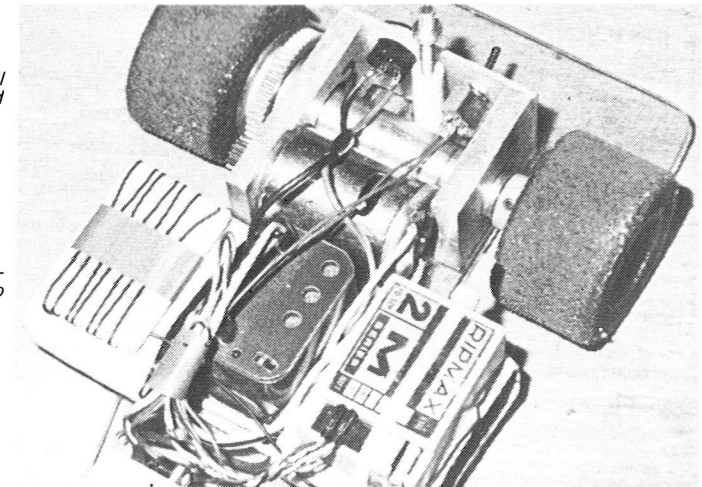
But back to the cars. Like most meetings it was not only the winners' cars which fascinated but the whole miscellany of new items that were to be seen for the looking. Both Lectricar and Mardave had their new 1/12th stock cars on view. Lectricars should be well on sale by now, the Mardave may be a little longer as Wes Raynor is very particular that every little bug is ironed out. The Mardave boys were running it into the wall to see what it could take on the Saturday—slight paint scratching only on the car: the wall is still standing.

What a plethora of differentials to be

seen! The well established Schumacher was very much in evidence and a fair number of AMPS in use, but the surprise was the number of people who had made up their own. Dave Foster of Coventry had a two planet and two sun geared example, and his friend Letherland had a similar design as well as a limited slip "Schumacher" type version. For electrics there seems to be a movement towards a centre located geared diff, as seen for example on the Jim Davis Team cars (Wayne, Jim Jnr and Morgan plus the Neil Francis car, which I never got to see with the body off). Ian Agnew was running what was the only front wheel drive car the Cambria Saab using an AMPS differential, shortly to be available for this model.

Above: The prototype Phil Greeno car. A finalist and 3rd FTD on first outing.

Right: Another new job. Unitrol speed controller and proto diff on an Alpha team car.

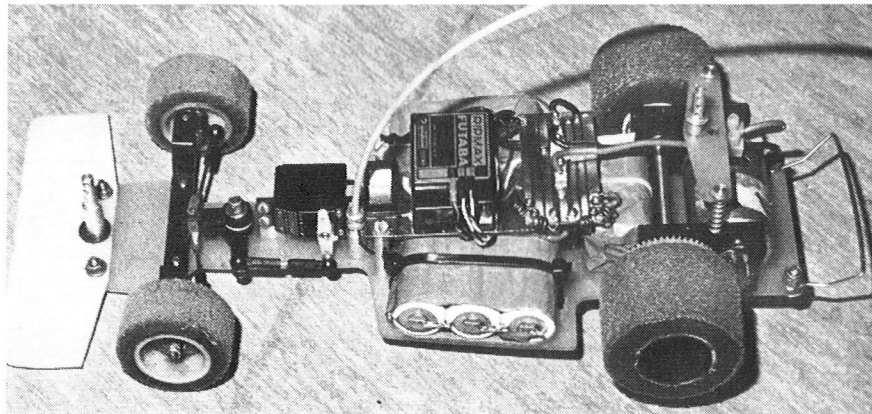


I should add that Dave Foster has also designed the Unitrol proportional speed control that embodies a number of useful devices including an instant reverse, dynamic braking and the like. MacGregor are also intent on marketing a proportional speed control and Paul Pagdin had one fitted to his second place Lectricar, plus AMPS diff., though in this instance a diff with diff I believe in the shape of additional ballraces.

The Alpha team cars under the guidance of Alan Blakeman made a brave show. Alan is producing some very nice rear axle blocks and has a lot of other bits and pieces in line with a view to the eventual production of the Alpha as a kit car embodying them. He ran a very nice race to finish fourth in the final. The 2, 3, 4 cars actually provided the best dicing separated at the end by only about one second apiece.

Other interesting items to be seen included the quick charger that Mike Booth of Lightning Models is marketing. This is the ultimate foolproof job with a little red light that indicates full charge: it is equally ready to tackle any number of cells, five, six, seven or what you like. A number of clever people were trying in vain to make one misbehave, but it just shook its flickering red warning light at them. Also on view, but soon in short supply, were the super-nicads, which cost a little more but provided the full need of volts under load. These are the Weston selected soft cells and certainly seem to have a punch. In passing, Neil Francis was

*The Mardave Mk.II — a refined job with GRP chassis and new speed controller layout.*



running with a set, as were other members of the Jim Davis Models team which took the team event. A lot more of them will be in use soon: I hear that Paul Pagdin is now installing (he finished the final with dying cells so I am told!).

A splendid line-up of cars appeared for the Concours. I was invited onto the judging panel, and then the others said: "Leave it to you, Dicky!" so accept full responsibility for the result. I could have given a prize to lots of the entries, but only three to allot. Pity there was no team prize in concours. However, winner had certainly put the most work into his entry with an "Ian Peacock-like" finish in shades of blue and blue-grey so this produced James B. Wormall. Number two was one of a three car team (I could have picked any one of them) with a stars and stripes effect that had been simply but cleverly done as Doug Kightley explained afterwards, making full use of the original white of the ABS body, sticking down strips of sellotape and cutting out the stars at random from standard ellipses cut from Frisk to keep the original white.

With a number of prize donors and some distinguished company awards were presented in some cases by the donors including Phil Greeno and AMPS Ian Agnew plus Phil Booth who handed out the team prizes from the Saturday "lucky dip" team event (you entered and drew your team mates out of the hat). The veteran car event was miserably supported with three cars only (one of which never started and the other ran in reverse since it had three speeds that way). I think they must be made to look a little more like the cars they represent (for stand off scale you must stand off a long way). before they will engender any real interest.

# Red Baron Models Ltd.

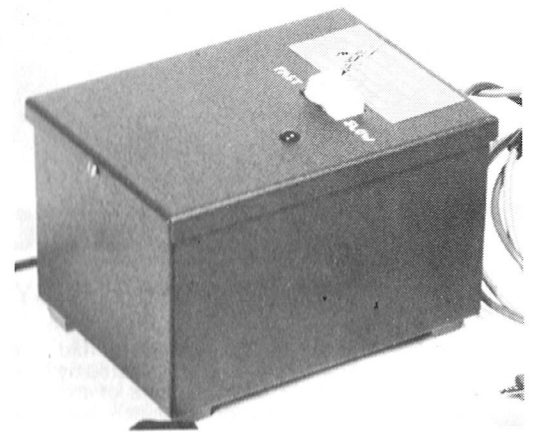
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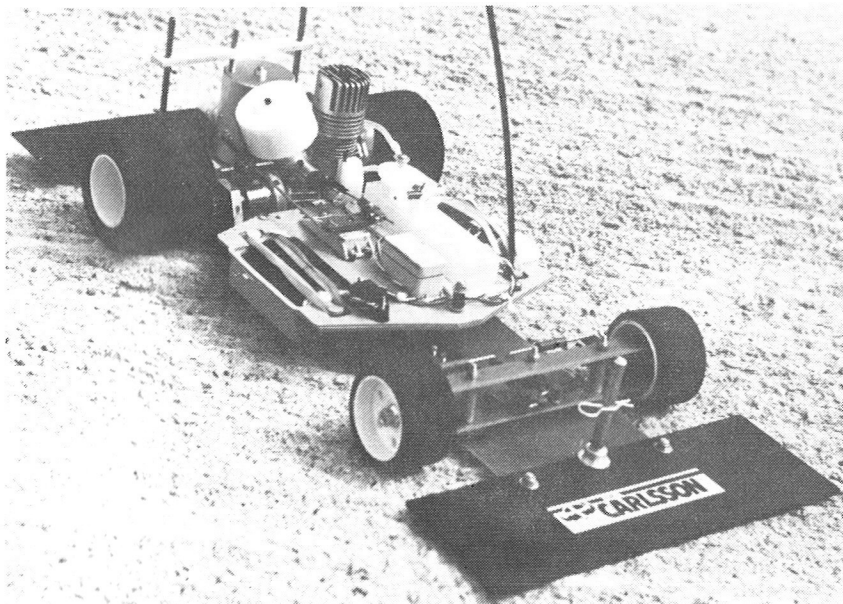
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# CARLSSON CAR

BUILT & TESTED BY JOHN RUSSELL

THE Swedish model car racing world had for a number of years been dominated by foreign cars. Rune Carlsson, one of the most experienced drivers in Sweden, was not satisfied with the cars available on the market, so, took on the task of constructing a car of his own. Racing in Sweden in 1978 the new car scored an imposing mark-up of victories.

This year the "Carlsson Pro C 1 d" really made the limelight in International Competition, with Hans Johansson taking second Formula and third Sports GT trophies in the European Championships held at Nurnberg in August.

The Kit itself is very impressive in that all its features look so uncomplicated, and this is backed up by the ease with which it was built. (No workshop facilities required!

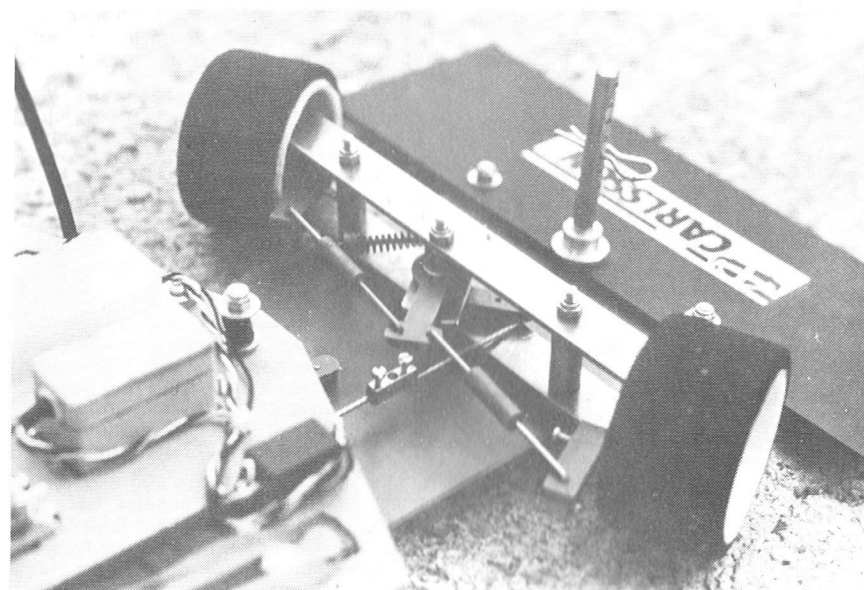
The outstanding parts of the car are, obviously the Lightweight Differential Unit, the Clutch and the very strong Ball-raced front axle assembly.

The car is built upon a duraluminum chassis with two parallel slots to give the right flexibility, (Fibre Glass chassis

optional extra) the power pod being made of aluminum. Clutch support and engine mount holes are slotted to allow Ratios to be altered etc.

Moving on now to the Clutch. (This to me seems to be the only answer to the many clutch problems which have been experienced in this country this season.) The shoes are made from PTFE as most types are nowadays but they do not require any springs or 'O' Rings for securing. To change gear ratios the pinion is replaced, by loosening a grub screw in the Clutch housing and simply pulling it out. The pinion is supported by a large bearing in the Clutch adaptor, and also a bearing of the same size in the aluminum block. A choice of 10T 11T and 12T pinions is available.

The brakes are of the conventional drum brake type with the brake shoe working on the clutch housing. Placed immediately behind this is the unique part of the Carlsson Car, the differential unit, which is situated inside the right hand rear wheel, and is mainly made from nylon. This is fitted to a steel axle ball-raced at both ends



Heading: The car ready to run.

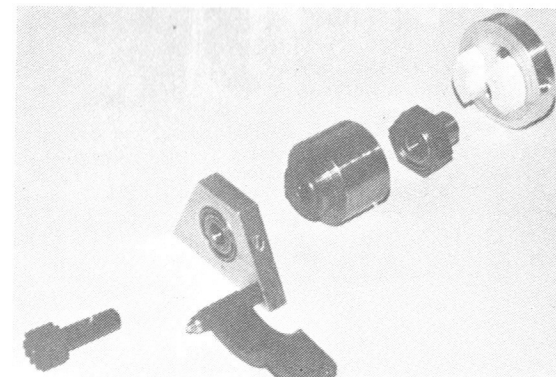
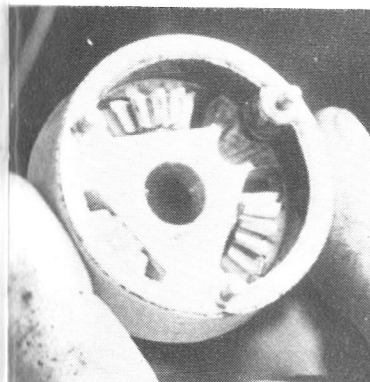
Above: Complete front end with servo-saver and linkages.

Below left: Part of diff unit showing nylon gears.

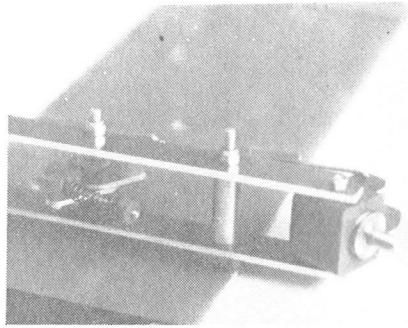
Below right: Various parts of the clutch and brake assembly.

and supported in aluminum blocks. Rune Carlsson has solved the problem of attaining the right so called limited slip in rather an ingenious way. Instead of using oils of various thickness to adjust the slip, you simply tighten or loosen the centre wheel nut.

At the moment radio plates seem to be in fashion, the one supplied with this Kit is more of a crate made of strong plastic. It is pre-drilled to fit most types of radio gear and comes complete with all the necessary links, springs, rubber bands and servo output arms.







Note size of ballraces in steering blocks.

Fitted into the radio crate is the flip top fuel tank which is made of nylon and comes in two parts, top and bottom. They are held together with 10 self tapping screws and a large "O" ring for sealing. The fuel outlet pipe and the pressure pipe into the tank are made out of P.T.F.E. which enables them to be repositioned at anytime if required.

Now we come to the front axle assembly, which is very strong but uncomplicated. The front axle beam is two aluminum plates screwed together with the use of spacers. Each front axle runs between two large ballraces, therefore, no bearings are required in the actual wheels. The axle blocks are nylon which acts as a bush for the steel king pins.

Finally the bumpers, an ABS body shell and a do-it-yourself lexan aerofoil kit

complete the "Carlsson Pro C 1 d" car with full comprehensive building instructions supplied.

The car's first test run was made on a dry and sunny day at Littlemoor Park, Queensbury. (Straight out of the Box) At first the car was spinning out on the corners so I immediately thought, kit tyres not much use, but that was not the case. A slight adjustment to the differential to give more slip solved the problem. After an hour or two's practice I was quite confident of the car's potential.

So, on to the first race meeting again at Littlemoor Park. This time there were one or two problems to sort out. The brakes were too fierce causing the ring gear to strip. (Braking on the Clutch Drum) The other problem was, that the famous edging stones at Littlemoor Park helped to bend the rear axle.

On reporting my difficulties back to Sweden, I was promptly sent their latest brake material and a new harder type of rear axle, which, I am informed are now included in their Kits.

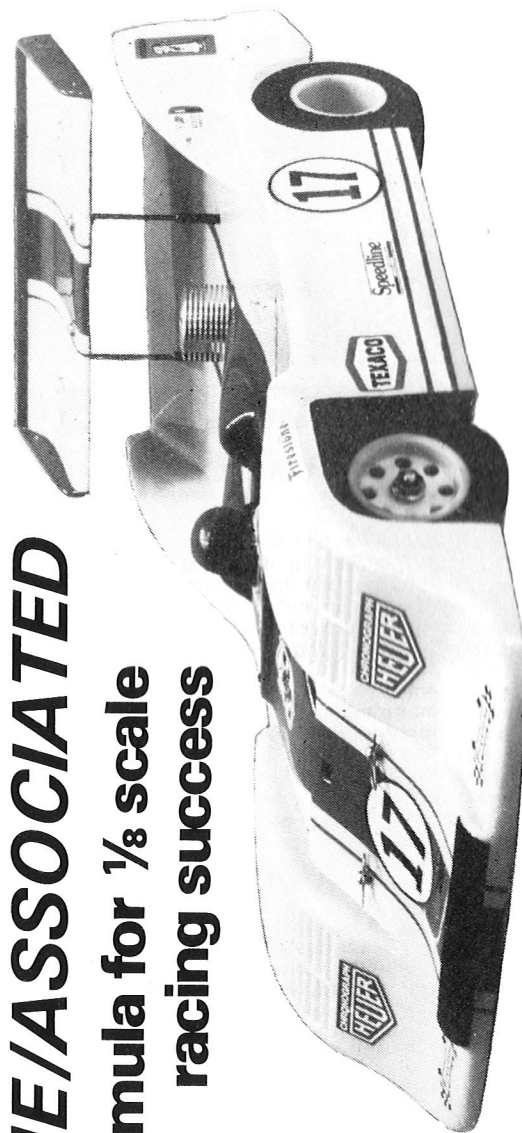
At the moment the Carlsson is not being distributed in the U.K. However, taking its home price of around Sw.Kr 950 it should cost about £100 over here with taxes and import duties, including the very interesting differential! For readers who are encouraged to try their hand address is: B-K TJANST, Box 136, 560 40 HABO Sweden.

General view of radio and tank layout.



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# SCOTTISH NATIONALS

## "UNOFFICIAL, OF COURSE," REPORTS GRAEME MURRAY

HAD I written to **RC Model Cars** eighteen months ago, it would probably have been to bemoan the fact that Scotland was a non-starter in the world of r/c car racing. Thankfully, 1979 has seen a considerable awakening to the delights of r/c cars in Scotland, culminating in the first full scale meeting between all the top drivers in Scotland. Following a few inter-club meetings between Aberdeen, Glasgow and Kirkaldy, an agreement was reached and the first full national meeting was set for 21st October 1979 at the Bridge of Don

Exhibition site Aberdeen.

The morning of the 21st saw a beautiful cloudless sky that would grace the height of summer, and as the cars rolled into the car park the scene was set for a great day's racing. Racing (which was "Libre" class) started around 11 a.m. with the fifty odd entries classified in three groups: Novice, Intermediate and Expert. By the end of the first round of heats it was apparent that a fast fourteen or fifteen was to be the pace for the day in the Expert class, with suitably lesser demands on the newcomers to



*A view of the circuit with the pits in the background.*

*Open Final Winners. Back Row: Dave Clark (Kirkaldy) 4th, Keith Mathieson (Aberdeen) 1st, Alan Wilson (Aberdeen) 2nd, Front Row: Graeme Murray (Aberdeen) 6th, Eddie Didsbury (Aberdeen) 5th, Willie Paterson (Dundee) 3rd.*

### RESULTS

Name	Club	Car	Diff	Engine
1 Keith Mathieson	Glasgow & Inchinnin	PB Int.	PB	OPS
2 Alan Wilson	Aberdeen	PB Int.	PB	STX21 RE
3 Willie Paterson	Dundee	PB Int.	PB	STX21 RE
4 Dave Clark	Kirkaldy	Mardave	-	VecoMcCoy
5 Eddie Didsbury	Aberdeen	PB Int.	PB	STX21 RE
6 Graeme Murray	Aberdeen	Serpent	AMPS	OPS

*Mr William Anderson of Wilmer Engineering presents the Wilmer Trophy, donated by his company, to the first Scottish "home champion" Keith Mathieson.*



the sport.

Mid afternoon saw the first of the day's results with two Aberdeen drivers taking the Novice Class trophies: Pat McGuire as "champ" with 16-year old Keith McLean as runner-up. Intermediate was 10 (yes, 10-year old!) Stuart Clydesdale (look out for this one chaps), son of Race Director Tom Clydesdale, with Aberdeen's Ken Robertson runner up.

Glasgow driver Keith Mathieson had FTD with 16 laps and our Alan Wilson a close second with a slower 16 went straight through into the final. This left Willie Paterson (Dundee) Eddie Didsbury (Aberdeen) Stuart Clydesdale (Aberdeen) Davie Clark (Kirkaldy) Ian Cowieson (Aberdeen) and Graeme Murray to fight out the remaining four places. Then followed the day's most furious action. Ian Cowieson retired with engine trouble, young Stuart's car blew a bellhousing leaving a purely academic race since the remaining four would all qualify - but this hardly stopped some made dicing.

The final got away with Keith Mathieson well in the lead then alas the lap counter broke down and was stopped nearing the 15 minute mark. After some discussion it was agreed to have a 15 minute re-run.

Only five cars lined up as Graeme Murray's car had developed engine trouble. Once again Keith Mathieson streaked away in the lead, followed hard by Alan Wilson, and the lead changing several times between this leading pair, but Keith managed to hold on to the end. Retirement of Murray proved to be lack of fuel and his pitman (and brother) had to run for his life amid great hilarity.

Wilmar Trophy presented by a local engineering firm was duly handed to the winner by William Anderson of the presenting company, and also presented the prizes. It was generally agreed to be a fine meeting and suitable dummy run for what the group hope will be an official Scottish Grand Prix in 1980 as a British Open Meeting.

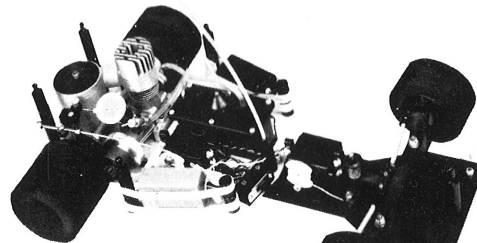
Last word from Graeme Murray: Anyone who is racing r/c cars in Scotland and who was unaware of the meeting - i.e. have not made themselves known - is invited to get in touch with him at 35 Claremont Place, Aberdeen, when they can be added to the rollcall of clubs and individuals.

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MODEL CARS

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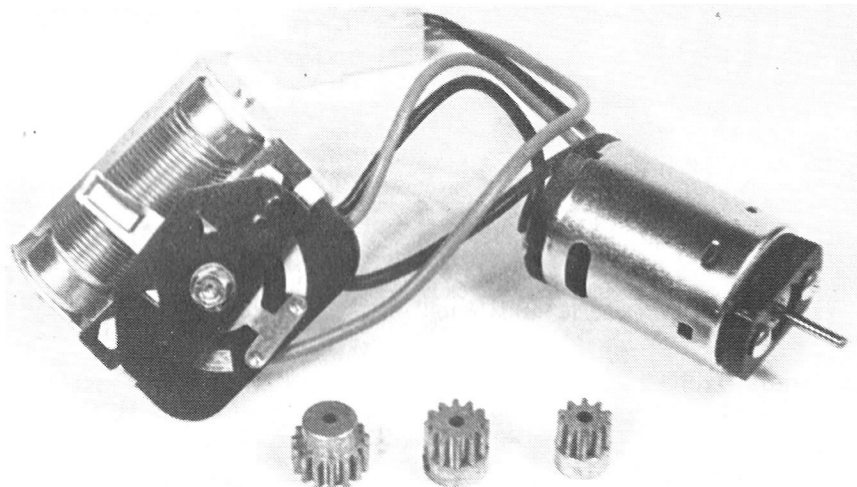
# ELECK RIDER

## GRAUPNER'S EXCITING MOTOR CYCLE BUILT UP

I WAS by no means alone in falling for the Eleck Rider the very first time I saw it in action at the Euro meeting in Nuremberg. Drivers surged forward to try their hands at controlling this miniature Barry Sheene, Kenny Roberts — you take your choice since the kit comes with saddle tank names for Honda, Kawasaki, Suzuki bikes. Ripmax is distributing in the UK and have to my delight sent me along a bike to make up and try out, and by the time this appears it should be in all the shops.

Graupner are the main agents for Europe and have prepared an excellent set of instructions in German plus a suitable translation in English: there are excellent line drawings to assist in assembly. As it comes in a moulded foam packing the rider is mounted and the main assembly complete. It looks as if all that is needed is to paint up the tank and fairing and you will be away.

*Speed controller and motor with the three sizes of gear for novice, average and expert!*



It is not quite as easy as all that! Radio gear and motor must also be added, though before this is done a little thought should be given to the ultimate ready-to-run bike. If the instructions are followed exactly we finish with receiver tucked inside the rider, with the aerial fed out through the seat to the antenna; a battery pack (or nicad block) concealed in the tank, with the power pack under the frame. Steering servo sits beside the battery pack for rx and the speed control (resistor type) goes neatly round the motor. The motor is provided with a set of three gear alternatives. Advice given is start with the least hairy gear and work up to racing speed via the other two after some practice.

I should add that the power pack which is designed to fit exactly in place under the frame puts weight in a low c.g. position just where it can do the most good. Ripmax also sent me a quick charger which can be plugged into the cigarette lighter on the car to complete a very comprehensive packet. Connectors are all of the 12 amps continuous current positive locking type.

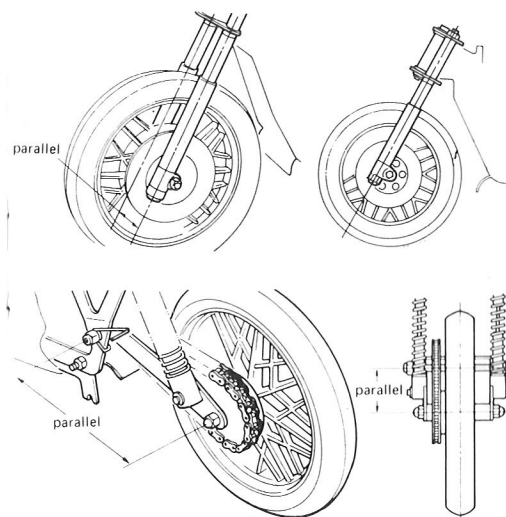
At first sight it looks as though the normal Futaba servos, battery etc will be too big to go in. Not a bit of it they just fit. The on-off switch is intended to go aft of the seat and the tank/seat moulding is cut out to take a switch. It is too small a cut-out for the standard Futaba harness and the choice is to make it bigger or visit the local electronics merchants to try and get a smaller one. Lazily I made mine that much bigger.

*The bike assembled and r'aring to go!*



However, would-be dicers who have seen the bike in action, especially those brought up on motorbikes, will be desirous of getting something extra in the way of performance. My first thoughts were

*Sketches from the Instruction Book—emphasising the importance of parallel set up.*



that the designers had apportioned the weights deliberately and that any rearrangement might be less than satisfactory. But second thoughts plus discussion with such valuable advisers as Phil Booth convinced me that more and more weight should be lowered to produce a very nearly BMW bike weight distribution. This can be achieved by cutting out the Rx battery and feeding power from the motor battery with the usual blocking diodes or whatever method is favoured. The space occupied by the Rx battery can then be filled by putting the Rx in its place instead of in the driver's chest. With these modifications we can look into the question of operating our rider.

A lot of the instruction booklet is devoted to the matter of careful set up of the steering. However, since the bike is already assembled it is at this stage only necessary to see that the works assembly does indeed conform to the accuracy demanded. Mine did. The steering is really very ingenious in that it follows two wheel practice of a turn by weight change, that is your bike is leaned over just as in fullsize riding. A quick action servo good and robust is desirable to produce this lean, which in fact produces the turn, that is to say, the front wheel is free to turn without being pulled round as the front wheels of a car, it will follow the movement of the steering head as it is inclined.

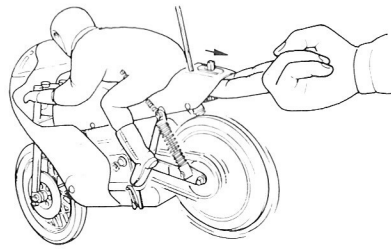
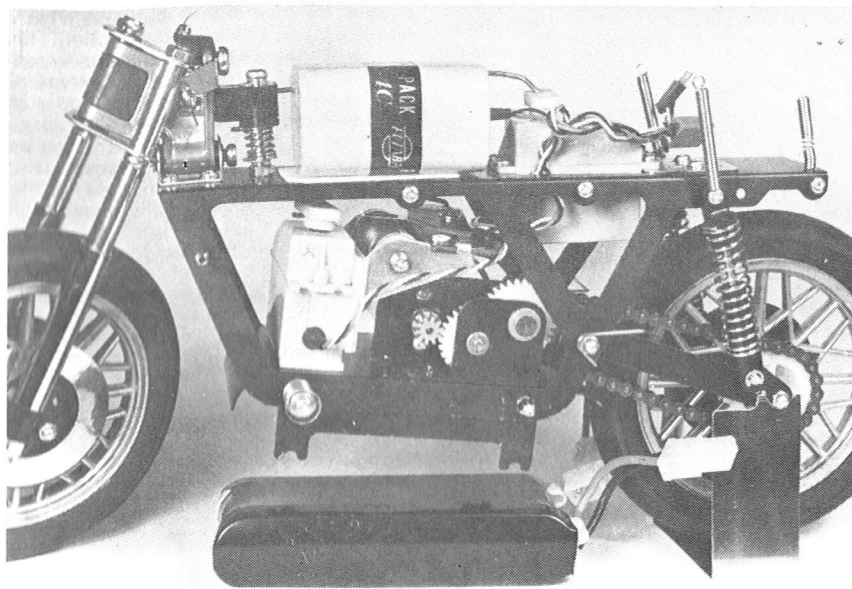
For that reason you will note that the rider's gloved hands merely rest on thin wires and do not have anything to do with the steering. This has been deliberately shown in my photos - those on the box may suggest the rider plays a larger part than in fact he does for the sake of the real effect.

Do not expect to get footrest scraping turns! The most you can hope for is about a 45 deg. inclination from the upright. Not being on the seat there is no way of knowing just when you are going to lose it and there will be frequent lay downs in the initial stages. Ted Longshaw has fitted crash bars to his to protect the paintwork on the cowling!

By the way, although assembled, it is still necessary to glue on the tyres with the usual Evo-stik. Do not take the bike to pieces to do this, fiddle it with them still assembled. Tyres are smooth and likely to be very slidey on an indoor hall floor, so make the first practice runs on tarmac or similar good surface gripping base.

With a friend to hold the bike upright - a finger under the saddle - you can set off in a straight line. No problem. Now comes the turn. Ease off the throttle and steer into

*Parts in place - just room. Nicad pack hooks up below with elastic bands & gives low cg.*



*Another "works" sketch - the easy way to start the ride.*

a wideish bend, say about twenty foot radius as a start. The bike leans over beautifully, and you can give a little more throttle, straightening up so that you have made a wide half circle and are bringing the bike back. The turn can be reduced progressively, always giving throttle if lean-over gets too great. With practice it is sometimes possible to recover control when bike is almost on its side. Do not despair: it will take a few charges to get the hang of it, and then the fascination grows. When shall we see the first motorcycle race? What about it organisers - allow time in the lunch break for some brave souls to try their hands.

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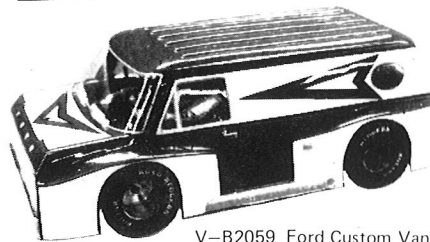
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# "REAL" WORLD STOX CHAMPS

REPORT BY ANDY BRIGGS

Held at the home track of Stockcar Racing Holland near Rosmalen in Southern Holland on November 30th this event attracted a total entry of 96 comprised of 70 drivers from the host country plus 13 English, 9 Italian, 2 Belgian, 1 German and 1 Austrian. The event was run on open lines without restricting rules, particularly as to choice of engines. Practice Day, Saturday was devoted, certainly by the foreign drivers, to sorting out tyres and engines. It also enabled Dutch novice drivers to compete for the remaining six places in the entry.

Sunday proved fine and clear and stayed that way throughout the meeting. Racing started in earnest at 11.00 am. Each driver raced in three heats with the two best scores to count, top fifteen drivers going through to sub-finals and ultimately the main final. It was soon clear that barring catastrophes both the English and Italians were going to be well in at the finish. Ascanio Cherici of the Italian Stockcar Association was particularly impressive putting up the highest number of laps of the day :34. To see him driving his K & B powered Scorpion Stocker was quite something. Yes, you can use the power of a K & B in a stocker. His team mates were using STX21s and OPS as well. Loris Guerzoni of the same club using a Scorpion/OPS was also going well, putting up a 31/30 score. 'Spectacu-

lar' would I think be the word to describe the Italian driving.

The three English drivers that impressed were Paul Dudley (Puma/STX21) of Studley, Paul Hancox (Puma/Enya 19XF) also of Studley and Geoff Bashall (Mardave/Veco 19) of SRCC. These drivers drove very smoothly and consistently throughout the meeting. Paul D. scored a best of 32/31, Paul H. 30/28 and Geoff 32/28.

So to the sub-finals, by which time a good many of us hopefuls had been eliminated and could help with scoring, as I was asked to do.

Qualifiers for the 1/8 final were as follows in finishing order: Wim Verhallen (N) Geoff Bashall (GB) Rinus de Ruiter (N) Paul Hancox (GB) Piet Mans (N) Wim Bozelie (N). Straight off the line it was young Paul Hancox into the lead and seeming to have the race in the bag, but at about half distance his engine cut after a slight contretemps with some other cars, and after a re-start he could not pull back the laps and so to 4th. Geoff Bashall, however, going as if on rails, clocked a great 2nd in this 35 lap race. All the finals were run over a straight 35 laps.

Quarter finals qualifiers were in finishing order: Ton Knijnenburg (N) Rinus de Ruiter (N) Loris Guerzoni (I) Herk Hooymans (N) Geoff Bashall (GB) Wim Verhallen (N). In this race Ton K. drove in his

usual smooth manner to win, where Geoff Bashall had the bad luck to have his off-side front wheel (the one that matters to stockcar) knocked clean off early, but he raced on to a creditable 5th.

On to the half final and what a race this was! Qualifiers (again in order) Paul Dudley (GB) Ton Knijnenburg (N) Ascanio Cherici (I) Loris Guerzoni (I) Ron Bekking (N) Rinus de Ruiter (N). There was a jump start so cars were stopped, re-marshalled and sent off again. Paul Dudley drove a magnificent race – in my opinion the best of the day – immaculately smooth leading from the start and only tapping the boards twice in the whole 35 laps, plus one worrying moment when his car and Ron Bekking's touched a few feet out of a corner. They soon separated and Paul flew on to win. The applause and backslapping was worthy of a finals winner!

So to the race of the day, with four Dutchmen on the line plus one Englishman and one Italian for a cracking race. In the gathering dusk the race had to be started quickly and race controllers headed by Frits Aalders achieved a quick getaway. Off they shot but into an awful first bend pile-up which only Ernst Aalders managed to dodge through. The other runners were quickly sent on their way again, and except for Ascanio Cherici who had a sick-sounding engine were all on the same lap. But such was the pace that no one could catch the flying Ernie. So he crossed the line to record an undisputable win for the third consecutive year, with Ton Knijnenburg in 2nd place, photo finish for 3rd between Ton Hooymans and Jarig v. d. Meulen, 5th Paul Dudley 6th Ascanio Cherici.

Some technical points may be of interest. The Italians were racing Scorpions, an

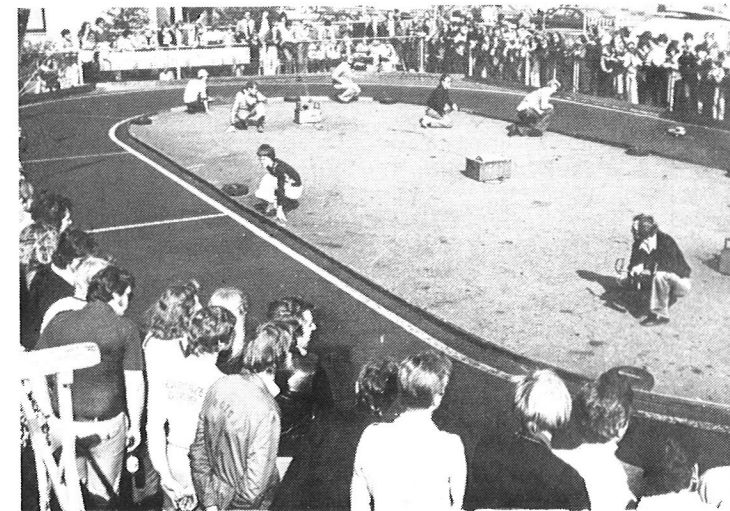
Italian marque not previously seen outside that country (Yes: seen and reported from 1979 Toy Fair Ed.) These cars follow basically normal stock car format but the chassis design is different in that the side or nerf bars are formed simply by the basic chassis frame sweeping out wide towards the middle of the car. This is instead of the conventional nerf bar which is an entirely separate welded on component. The Scorpion arrangement must make for a light car (Though I have no figures) but doubts were expressed, even by the Italians, that the car was not very strong. However, they are certainly fast in the right drivers' hands. Silencer, radio and steering arrangements were also unusual on the Scorpion – all these showed strong formula car influence. Silencers were large dustbin types mounted in front of the engine, the Rx was slung on posts (inboard by necessity) and the front axle assembly was completely unsprung and reminiscent of SG parts. I was told that all steering components were in fact made by the Scorpion company.

The British and Dutch cars being more familiar to us revealed no great surprises. The majority of Dutch cars and those used by the Worthing club were basically of Mardave or modified Mardave type mostly using Veco's with the American Veco piston/liner fitted. The Studley contingent of course ran virtually standard Pumas with STX21 or Enya 19XF engines. Two Dutch drivers also ran Pumas.

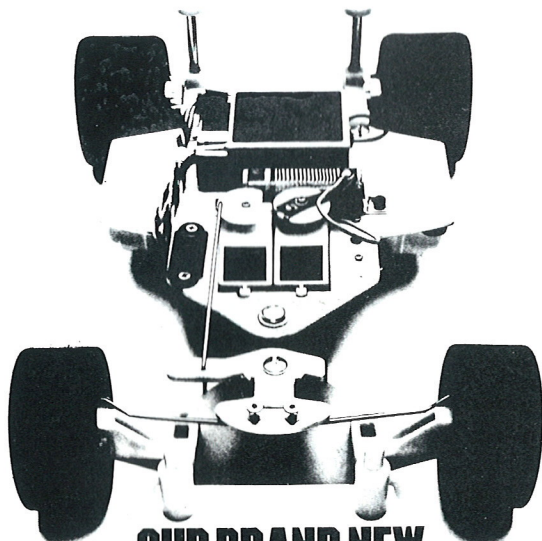
Just for the record here is a list of British competitors at the Champs: Phil Burton, Mervyn Phillips, Peter Bonsall, Peter Atkinson, Geoff Bashall, Terry Paulina, and John Price from SRCC; Alan Sowton, Paul Dudley, Andy Briggs and Paul Hancox from SMRA; Rodney Hedges and James Smith from SRH.

Heading: All the foreign drivers

Right: A view of the circuit at Rosmalen.



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3 Bill Jianas	RC12E	Reedy
4 Mike Rowland	RC12E	Reedy
5 Chuck August		
6 Bill Steele	RC12E	Reedy
7 Frank Killam		
8 Matt Azzara	RC12E	Reedy

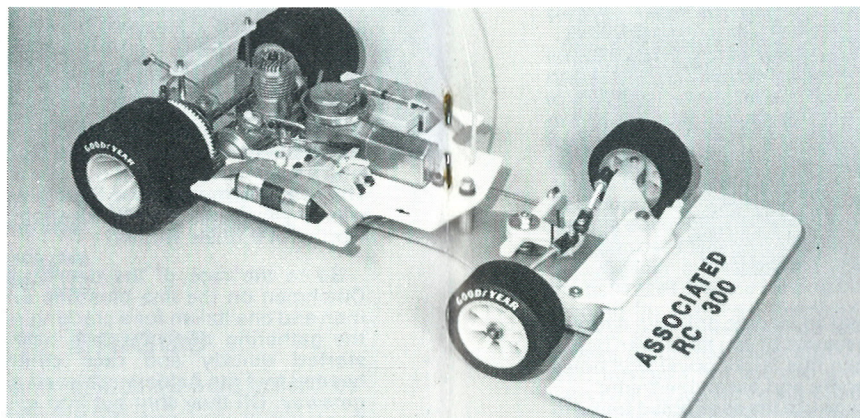
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**RICK DAVIS**



**DEBBIE PRESTON**

At the WINTERNATIONALS race, BILL JIANAS qualified 1st with 32.8 laps, RICK DAVIS 2nd — 32.0 and JACK JACKOBS 3rd — 31.9. BILL JIANAS was in the lead at 65 laps when he lost a front tyre. At the WORLD'S CHAMPIONSHIPS, Ishihara from Japan qualified first, CURTIS HUSTING 2nd, JEFF ROLD 3rd, BILL JIANAS 5th and CHUCK PHELPS 6th. At 38 laps. CURTIS was leading with JIANAS 2nd and PHELPS 3rd. CURTIS'S engine locked up, JIANAS'S engine died twice and PHELPS ran out of fuel giving the lead to BOOTH. At WEISBADEN, CURTIS HUSTING was TOP QUALIFIER and the only car to turn 21 laps. JIANAS lowered the individual lap record to 14.0 seconds and DEBBIE PRESTON was TOP QUALIFIER from the Semi's.

### WINTERNATIONALS ORLANDO, FLORIDA USA

1 Rick Davis	Associated	USA
2 Mike Rowland	Associated	USA
3 Gene Husting	Associated	USA
4 Phil Greeno	PB	England
5 Bill Jianas	Associated	USA
6 Roger Curtis	Associated	USA
7 Arturo Carbonell	Delta	USA
8 Phil Booth	PB	England
9 Keith Plested	PB	England
10 Jack Jacobs	Associated	USA

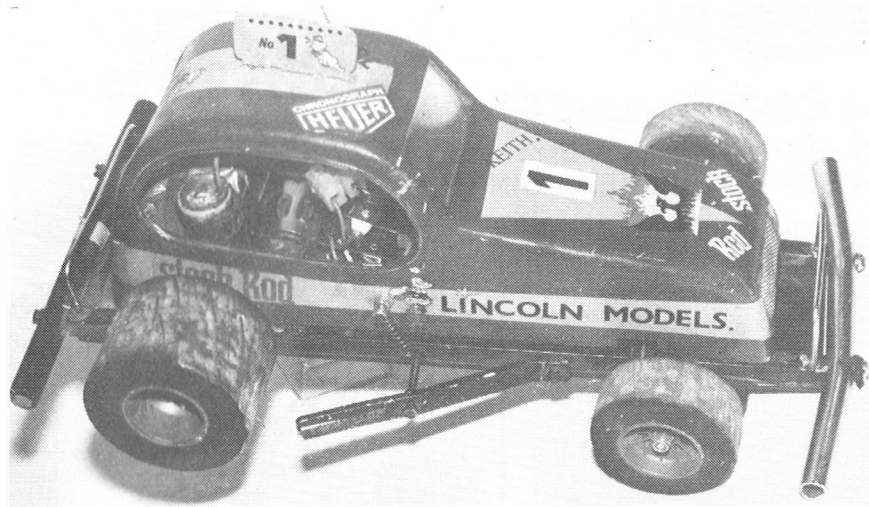
### WORLD CHAMPIONSHIPS GENEVA, SWITZERLAND

1 Phil Booth	PB	England
2 Bill Jianas	Associated	USA
3 Chuck Phelps	Associated	USA
4 Fujio Sasuga	AAT	Japan
5 Naoki Ishihara	Road Ace	Japan
6 Rick Davis	Associated	USA
7 Jeff Rold	Associated	USA
8 Ronnie Ton	Serpent	Holland
9 Dave Martin	PB	England
10 Curtis Husting	Associated	USA

### WIESBADEN GRAND PRIX WIESBADEN, GERMANY

1 Rick Davis	Associated	USA
2 Debbie Preston	Associated	England
3 Franz Groeschl	Scratch	Germany
4 Peter Bervoets	Serpent	Holland
5 Bob Errington	PB	England
6 Ronnie Ton	Serpent	Holland
7 Phil Greeno	PB	England
8 Curtis Husting	Associated	USA

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## THE FORCE

### SCRATCH BUILT 1-12 ELECTRIC STOCKER

By KEN LINCOLN

"THE FORCE" was thought up to enable high speed running in the sort of car park that is littered with the odd rock, tin can etc and also for the pleasure of bashing your competitor out of the way without the usual apologies, or suffering the repairs necessary after such an action, Great for releasing the days aggro and tensions.

Construction is straightforward from readily available Tamiya spare parts and materials from the local hardware store, The GRP body moulding is a bit smelly and can be done in the garage or garden shed.

I would suggest this as a club project mainly because purchasing some of the components would be cheaper if bought in bulk and also these tough vehicles give the other cars a bit of a rough time and more fun is gained when there are a few running together.

Now let's start constructing:

Cut the 10mm square ally to length, mark out and cut the bulk parts out with a hacksaw and file to size, I used a small

bandsaw and an electric drill with a rotary file, I'm sure some of you have even better facilities than this (lucky guys) Drill holes for self tappers and assemble frame.

At this stage use the assembled frame to mark out the polycarbonate sheet by drawing around (leave the protective paper on the sheet it makes life easier)

This is just in case there are any slight inaccuracies in the frame size due to drill moving.

Bend the slight angle into the side fender ally pieces (10mm x 5mm x 125mm) by putting into a vice and gently tapping over, do this after drilling the two holes. Attach to either side of main frame with self tappers and 4BA nuts & bolts. Back to the polycarbonate sheet which has already the frame size marked onto it, complete the marking out, the lugs for steering mounts and the gear cog clearance hole, cut these out with hacksaw or bandsaw and file up the edges to remove saw markings.

Lay the completed sheet onto the underside of the ally frame and tap or clamp in place and drill the eight holes for the 3/8 x 4 self tappers, also position the left and right steering mounts and gear case and centre punch for drilling, remove sheet drill holes and clean up swarf and remove paper covering, screw to frame and mount the Tamiya parts using the bolts supplied, do not use any locking solution on the bolts going through the polycarbonate as this will cause brittleness to occur in the plastic at a later stage (some sort of chemical reaction).

Drill holes in frame for over-riders and roll bar, and bend up the piano wire in a vice, these can now be tapped into the holes with a light hammer and secured with a drop of cyanoacrylate glue (you will be surprised how well this holds). The steering arms can now be fitted and the servo saver positioned and a hole drilled for mounting, connect up the ball joints and linkages supplied with the Tamiya steering set.

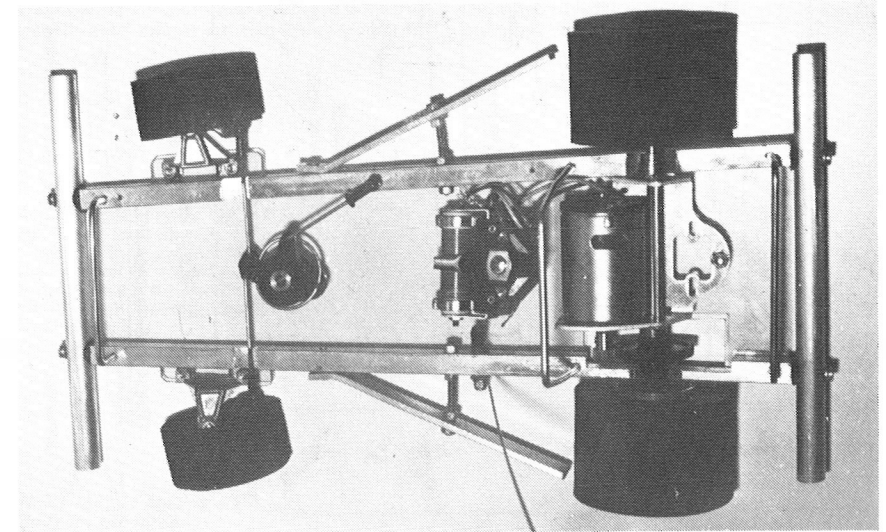
Fit the front hubs and if outdoor use is intended substitute the Tamiya tyres for a pair of Raydio medium rears cut narrower to suit hub width, this gives a bit more ground clearance than the standard fronts, glue on well with the contact adhesive supplied with the hub set.

Now the rear end. A differential gear is also supplied in the gear case/motor set but this does not fit or take the strain in this set up so use the spur gear only. Assembly is fairly easy by sliding the shaft through the ball races and the locking bushes, positioning for rear tyre clearance from the chassis and tightening up all the grub screws. Fit the rear hubs and outsize tyres with bushes from set and glue up hubs with contact adhesive supplied.

The Mabuchi RS540 motor can now be bolted into gear case, no radio suppression is needed as the Tamiya motor already has it installed. Two pinion gears

*The Force complete using a standard 1-12 body*

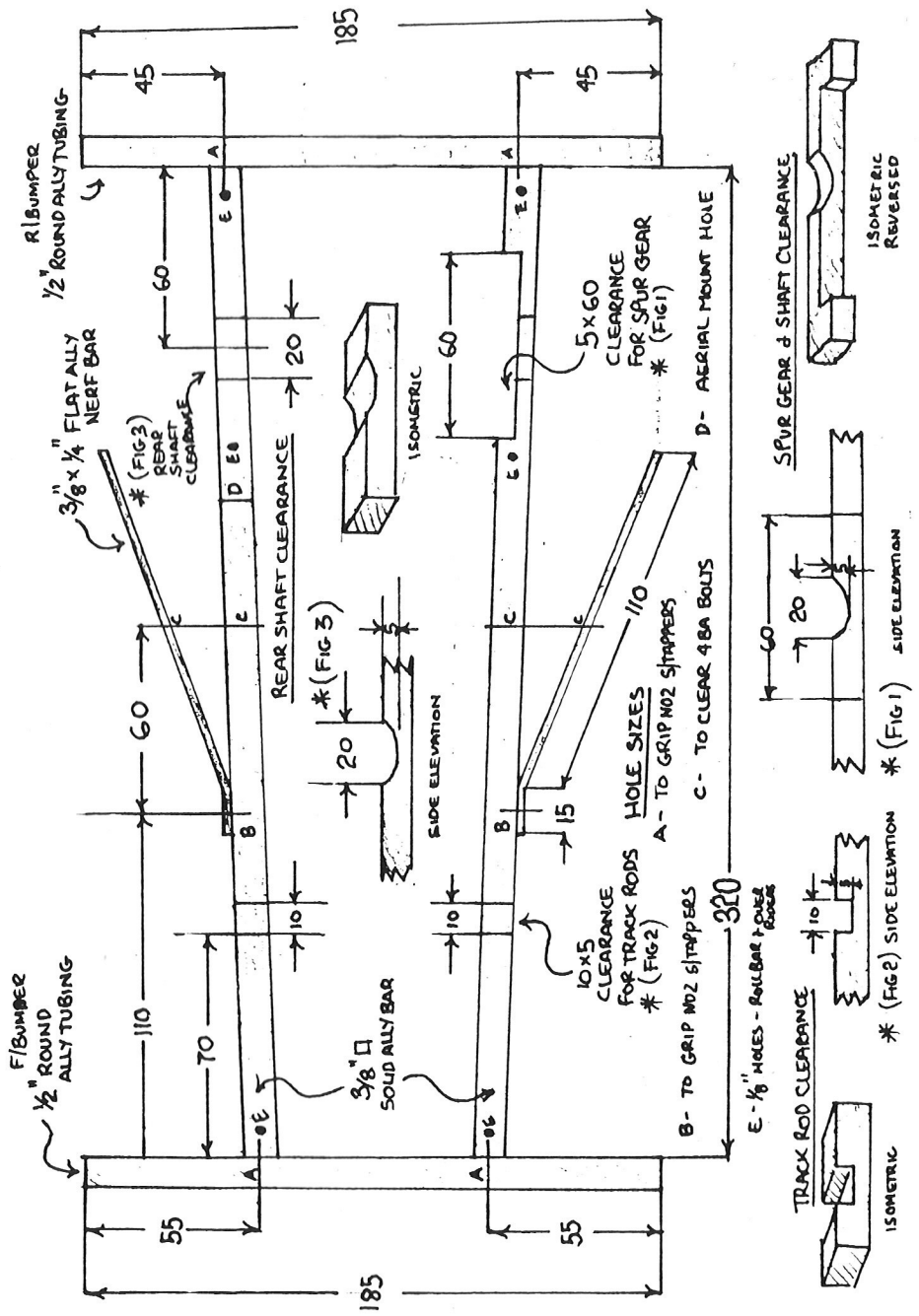
*Below: Chassis with parts laid in place.*



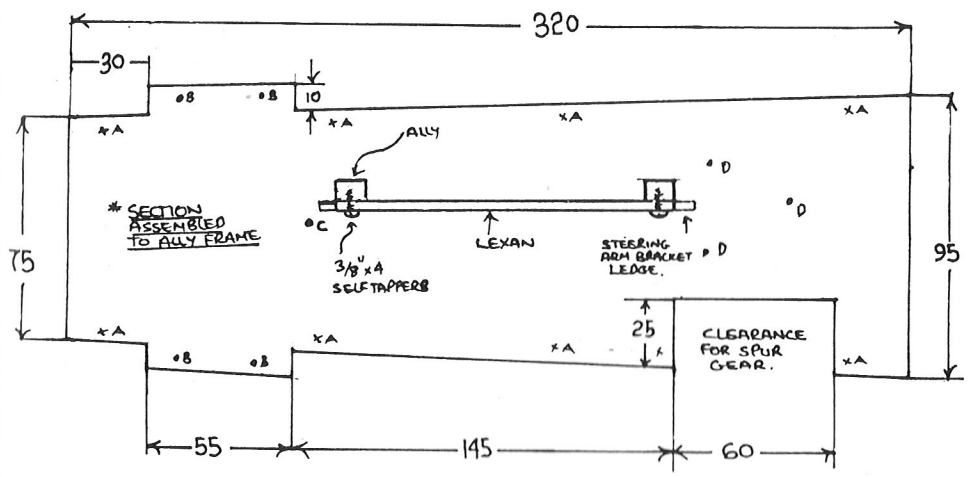
#### MATERIALS LIST.

- 1/2 inch round ally tubing, front and rear bumpers 2 x 185mm
- 3/8 square ally chassis frame 2 x 320mm
- 3/8 x 1/4 nerf bars 2 x 125mm
- 1/8 piano wire for over riders and roll bar 2 x 120mm / 1 x 290mm
- 3mm polycarbonate chassis plate 118 x 98 x 3mm
- 2 x 4BA bolts and 6 nuts for side fenders 1 1/2 inch long
- 8 x 3/8 self tappers for polycarb chassis no. 4 size
- SP1072 Tamiya ballraced rear axlemount & rs 540 motor set
- SP1009 Tamiya rear axle set with nyloc nuts
- SP1054 Tamiya switch set speed control resistor (fused)
- SP1069 Tamiya bush set
- SP1088 F1 steering set with servo saver
- SP1055 Tamiya front A foam tyre and hub set
- SP1058 Tamiya rear C foam tyre and hub set
- Cyanoacrylate glue
- 2 feet 1/8 pvc tubing
- 2 pieces pvc 20-30 thou clear for front and rear windows
- 2 x 6 BA bolts and 4 nuts for spring body holders
- 2 biro springs body mounting
- 4 self tappers for bumper mounting 3 1/4 inch no 2
- 2 self tappers for fender mounting 1/2 inch no. 4
- 2 Raydio rear tyres medium rubber





MATERIAL - LEXAN POLYCARBONATE PLASTIC 3MM THICK

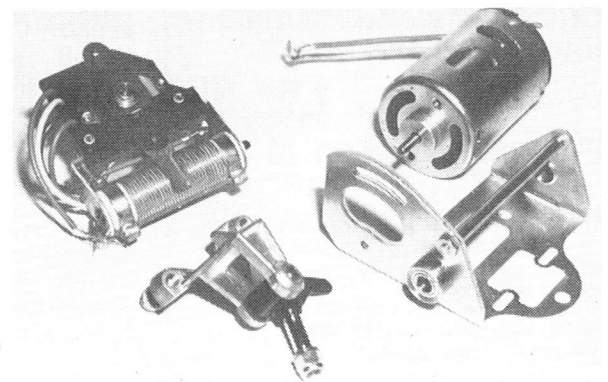


are included in the set and I would suggest the smaller of the two as this gives the fastest acceleration in this combination. The gear case allows you to swing the motor and pinion gear into the best engagement with the spur gear on the shaft. Well now you have the rolling chassis and will have noticed how smooth it coasts with the ballraced rear and with the accentuated caster on the front you just

can't help running in a straight line, it pulls itself into line. Just try it with the ball linkages from the servo saver unhitched!

Now let's get that body done, that is if you can resist fitting radio and giving a test run at this stage. Do try and resist the temptation, the full effect when all together is really worth waiting for, watch out next door's cat!

Above: Code A holes for self tappers for ally chassis. B to clear bolts supplied with steering unit C hole for servo saver - locate on chassis. D motor mount holes - locate on chassis.



Tamiya motor and other parts required.

NEXT ISSUE: Making a GRP Body for the force.

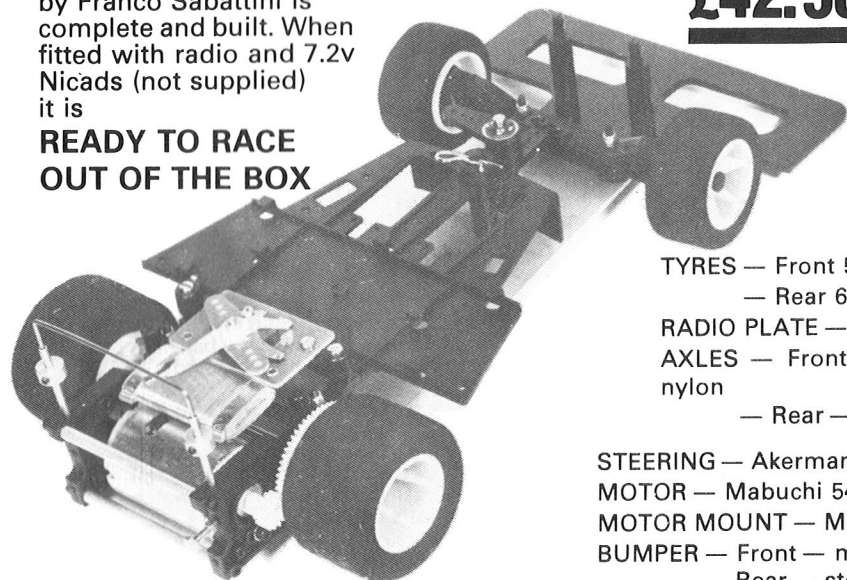
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**HUBS** — Nylon

**TYRES** — Front 50 x 25  
— Rear 60 x 40

**RADIO PLATE** — Nylon

**AXLES** — Front — moulded nylon  
— Rear — 5mm steel

**STEERING** — Ackerman centre point

**MOTOR** — Mabuchi 540 s

**MOTOR MOUNT** — Moulded nylon

**BUMPER** — Front — mopen  
— Rear — steel wire

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**STOP PRESS** THE NEW PHIL GREENO 1/12 ELECTRIC CAR KIT should be available January 1980, LOOKS FABULOUS!

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Super 6-speed Controller (Les Pipe)	£4.75	Raydio Soft Rear (pair)	£1.80
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Ballraced Rear Axle Blocks (Alpha)	£4.60	Raydio Med Soft Rear (pair)	£1.80
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Rear Body Mount Set (Alpha)	£1.80	Raydio Hard Rear (pair)	£1.20
Fibreglass Chassis (Alpha)	£3.95	Mardave Std. Med. Soft Rear (pair)	£1.40
Micro-Mold Servo Saver	85p	Mardave Std. Med. Soft Front (pair)	70p
Lexan Chassis Plate	£2.50	Mardave Soft Rear (pair)	£1.70
Mabuchi RS54 Motor	£4.75	Lectricar Rear (pair)	£1.30
Mabuchi RS Sprint Motor	£4.75	Lectricar Front (pair)	80p
Quick change Stub Axles, suit Mardave	65p		

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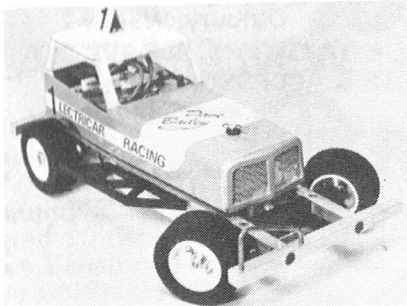
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# SHOPPING AROUND



**FIRST OFF THE MARK!** Lectricar's stock car in 1-12 electric now available.

BY THE time this appears that exciting piece of reading Ted Longshaw's Catalogue should be getting around to quite distant places. Ted is really going places now with the emphasis on larger unit descriptions and an invitation for customers to write in for additional detailed catalogues of spares for their special needs (usually only an SAE). Catalogue is now 75p and worth every p.

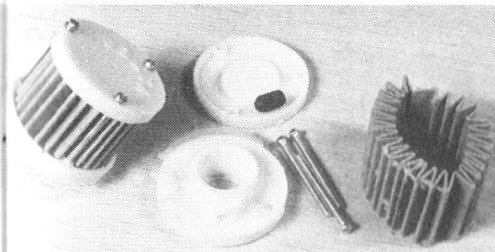
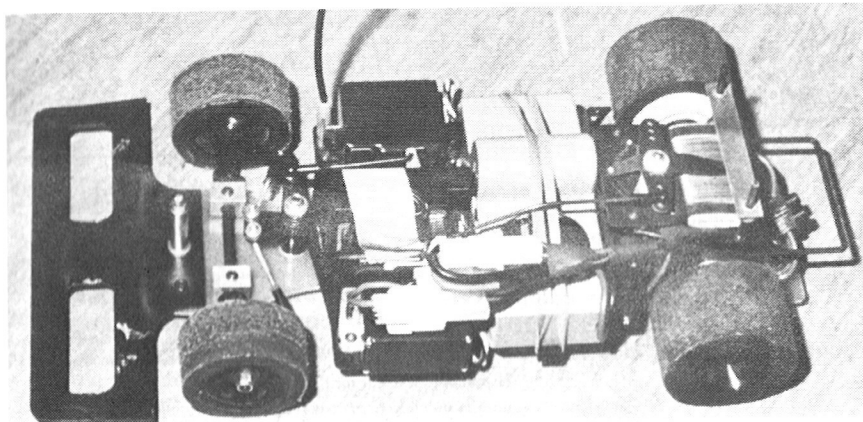
The two British electric car leaders are both in the throes of introducing 1/12th electric stock cars. This has been brewing for the best part of a couple of years and it looks as if Lectricar will be first off the mark. Prototypes of both versions were on view at Bradford for the 1/12th Nats and very attractive they look. The Mark II Mardave car was also having its maiden outing at the meeting — and I saw a very very beautiful Saudia Williams body painted

up by Dennis Horne that would have won the Concours except that it is a formula body! Lectricar have introduced a new seven-speed controller as a development of their standard controller, which should do much to improve smoothness of operation without going so far as an electronic proportional job. In this connection I saw a prototype of the new MacGregor proportional speed control lurking in Paul Pagdin's car, again at Bradford. In fact, a good nose round there turned up a wealth of exciting possible, if not probable, items likely to come on the market. Everyone with a lathe seems to be turning out one-offs of their own version of a diff . . . but unlikely here to be commercially viable but good fun.

I should have mentioned last time round the very neat Lap Scoresheets that Lightning Models of Blackpool are selling in sets of 0-400 laps at 24 sets for £4.00. In the hackneyed phrase "they fill a long felt need!" Lightning's Mike Booth, who has now promoted two very successful team events at St. Annes, is also distributing a neat quick charger for electrics which is as near fool proof as can be with a red warning light when charged . . . again see Nats report for more on this.

As ever Delta are keeping on the ball with useful new items. I like their latest concertina folded paper filter kit, which comes as a plastic top and bottom piece, three fixing screws, for the user to assemble. Spare paper filters are also available

*One you won't see yet! 5-cell sample from Japan: a de-luxe job by Aoyagi Metal Co — aircraft type screws, GRP chassis, tully Bed — the lot.*



*Delta's paper filter kit. Spare papers also available.*

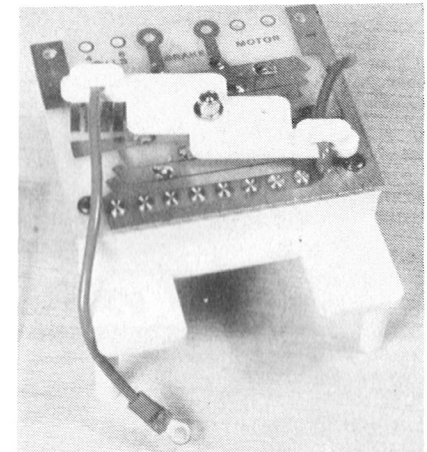
separately. Two sizes on offer to fit .525in o.d. carb (Perry Pumper) or .437in o.d. for Perry .19. . . 60. Bill Campbell also points out that Delta drivers took 16 of top 27 places (most without factory support) at recent U.S. Nats. The Delta limited slip diff was briefly mentioned last issue: if I can get hold of one soon I will fit it to my Super J and provide a feature — but, be warned, it is costly, though like Veldshoen virtually impossible to wear out. On a more modest financial level Delta are offering attractive little red vinyl tubes to protect Rx and Battery pack — these are an improvement on the similar purpose red caps that do the same thing less elegantly.

Those fantastic OS21 ABCRC engines that the Japanese had at Geneva are now coming in. Mine is a lovely little job and only awaits the manifold fitting and special flywheel. PB Racing Products are now producing a suitable manifold and a fly-

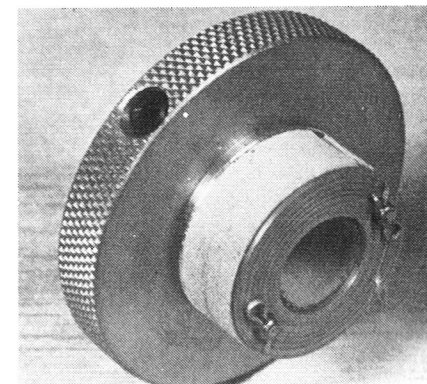
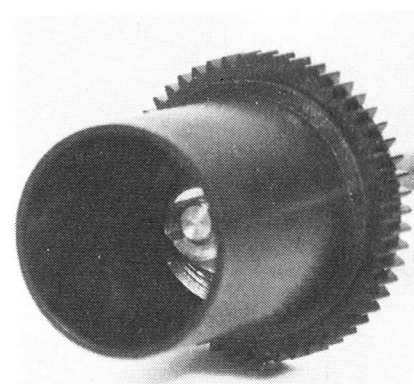
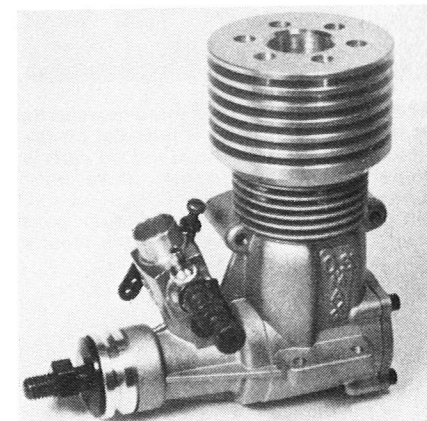
*Right: OS Max — the one everyone wants! Type OS21 RC ABC.*

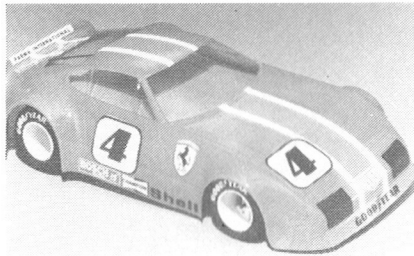
*Below right: The golden G.M.S. adjustable clutch — ask Ted about it.*

*Below: Schumacher diff in black — but surely now well known.*

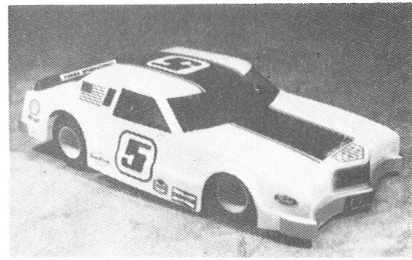


*New seven-speed speed controller by Lectricar — in place of standard accessory.*

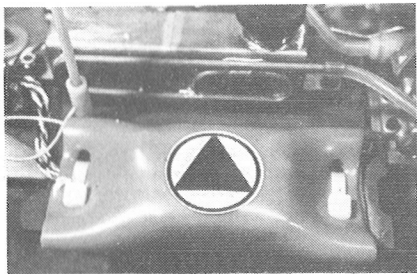




Parma's 1-12 Daytona Ferrari.



Also by Parma: 1-12 Thunderbird.



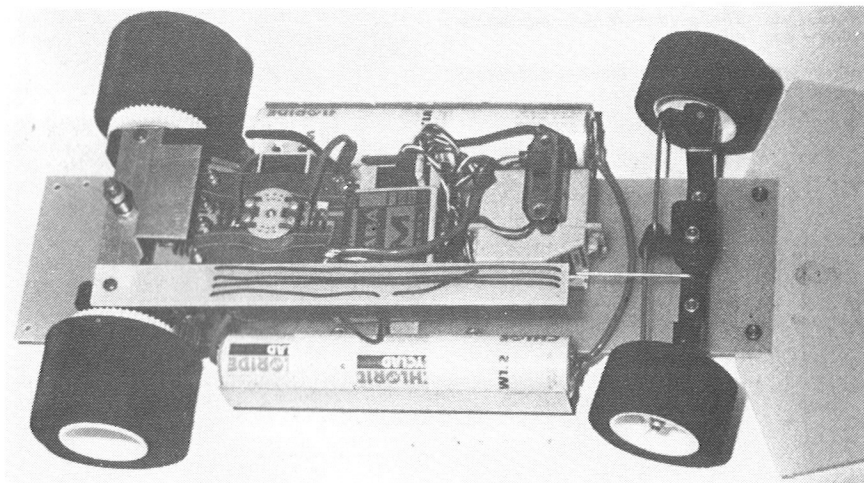
wheel which makes a splendid non slip fix on the crankshaft end with its flat on the side. Economy with the standard carb is immense: fit a slide carb (take your choice) and performance goes up still further but the economy of fuel goes down. I await the new season's results with considerable interest.

Above: Delta Rx & Battery sleeve.  
Below: Mk II layout for Mardave.

One of the nicest bodies to come from Parma International must be their 1/12th Ferrari Daytona which is shapely, comes down low and close to the ground all round and lacks any holdup bits which might attach you unwillingly to some other reckless car. It already enjoys a degree of competition success and is worth giving a decent finish (or lazy people can get ready painted). For those wanting an unusual looking body then their Thunderbird with its scalloped front bumper must be the thing.

I have just handled a very interesting little "gold plated" flywheel/clutch housing/shoes from the States. It has the unique advantage that it is possible with the aid of an Allen key to adjust shoe springs without any dismantling of the car. It is beautifully finished and merits its gold colour for it could well be a treasure. Price so far unknown but around £10.

(More on page 51)



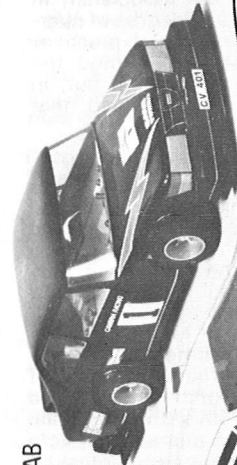
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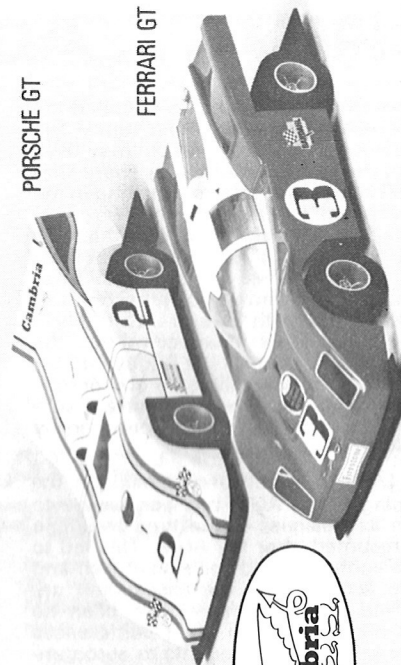
Price per kit including V.A.T ..... £36.95

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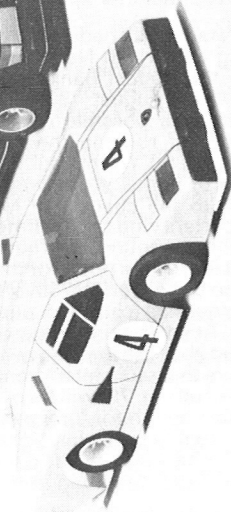
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# BRCA... AGM...

Over a hundred members attended the BRCA AGM held on December 16th at The Post House Leicester, which may well have reflected the increasing share that the 1/12th electric section is having in the operation of the association. The most satisfactory announcement was that as a result of a postal poll the breakaway BRECA group agreed to merge with BRCA so that a single body was the recognised association for both 1/8 and 1/12 affairs in this country. This in effect ratified the arrangements made at the Rugby on 25th November. BRECA members are thereby absorbed into BRCA - their current subscriptions to BRECA being honoured by BRCA.

A 1/8th Conference was held on the morning of the AGM but was unable to finish its business in the time available and resumed **after** the AGM. This led to some confusion and decisions taken and to be accepted by the association are reported as though there had been no such break. The two scale conferences enjoy what almost amounts to autonomous positions within the association in spite of which there was a degree of overlapping and some procedural practices followed which might well offend the pundits (whoever they may be) but, in general, decisions were reached that received majority approval.

A start was made on the Calendar by fixing the British Nationals to take place over the August Bank Holiday week-end 23rd/25th August 1980. This may have limited the possible contenders for the honour of running the event with only Mendip and Wombwell seeking it. On a show of hands Wombwell was selected: much to the chagrin of Mendip and its supporters who felt the time was ripe for a southern meeting. Bournemouth, Tibshelf and Lilford Park put in for the British Grand Prix to be held on 5th/6th of July and again the southern club was ousted on a vote with Tibshelf gaining the day. It must be added that Tibshelf have taken steps to ensure that radio interference (such a pest at the Nats in '79) will be overcome with a blanket permit for foreign entrants to use their own frequencies. We can only hope: in all other respects the circuit is excellent (apart from not being in the south!)

Most heated discussion centred round the points method of selecting British

teams for Monaco World Cup and Euro Meetings. The morning Conference voted in favour of a single meeting for each class to decide on the teams on a motion put forward by Ted Longshaw, which he informed the meeting was now the general continental practice. This would have meant the end of the present points system. So, when conference resumed in the late afternoon, second thoughts were given to the matter, and the argument advanced that without the search for points, which also meant that a number of less able drivers at least had the chance of pitting their skill against the expert, there was little to attract the top drivers to any particular circuit other than a personal preference. This it was felt would destroy a degree of competitiveness and lead (praise be, said some!) to smaller entry lists. On a vote after endless discussion it was agreed to maintain the existing system, at least for the current season.

A further proposition, again from Ted Longshaw, that a levy should be made on entry fees, to enable BRCA to make some contribution to Team drivers unable to afford to travel overseas was defeated, but the principle accepted in that the 1/8 and 1/12 groups would take such steps as they thought fit to raise some funds for this purpose. It may well be that there will soon be overseas championships of distinction for electric racing.

Requirements for an approved Open Meeting were slightly modified in that three finals must be run, but not necessarily include handicap finals. This would enable organisers if they wished to try out a modified version of the American A, B, C etc Mains, giving more drivers the opportunity of running in a final that required a re-fuelling stop.

Re-elected as Handicapper Jeff Lindstrom will be making some amendments to the system to ensure a less arduous handicap resulting from freak entry lists, and also reduce the 50% handicap to reigning champions only, which in itself will reduce relative handicaps appreciably. There are now some 300 handicapped drivers in each of the two scales, necessitating a computer read out!

Election of Officers resulted in few main changes to the leading officials. Keith

Plested continues as Chairman. Walter Bailey was elected to post of Vice Chairman in place of Paul Pagdin who has now moved south and unable to continue in office. Tom Martin continues as General and 1/8 Secretary: Mike Newman continues as 1/12 electric Assistant Secretary. The two Scale Conferences have general committee representation with Eric White Chairman of 1/8 scale and Richard Gammon Chairman of 1/12 scale committees plus two other officers. Regional Representatives remain very much as before with David Jones taking over for the South West (in place of Richard Beckett). Dickie Dickson who has been preparing the new BRCA Handbook will also produce a regular **Circuit Chatter** with a ten-issue per year schedule. This will cost the associa-

tion very little more than the original duplicated newsletter provided a modicum of advertisement support is maintained. Even more important is that meetings should send in results etc to the secretary, plus any other items of general interest.

Whilst still being an individual member association a register of clubs is being formed, and all club secretaries are asked - nay urged - to send in details, both 1/8 and 1/12 as soon as possible. Such clubs will enjoy BRCA affiliation provided that at least three members belong to the association, and are officers of the club. Subscription rate has been increased from £4 to £5 for the coming year, the first increase for more than two years. Junior and Associate Membership will, as before be half the regular sub., namely £2.50.

## ELECTRIC CAR RACING UNDER BRCA

The BRCA AGM duly endorsed the finding of the Twelfth Scale Conference held at Rugby on 25th November 1979. All BRECA members are therefore welcomed into BRCA on level terms, as set out briefly in the AGM report. What is more to the point is that the existing BRCA Electric Racing Rules will be the standard rules for 1980 subject to the following amendment:

(1) 'Stockclass' now to be called 'Standard Class.'

(2) **Definition of Standard Drive Motor:** Motor must be commercially available with a retail cost of not more than £7.50. No re-wound or modified motors allowed, including re-timed, balanced, epoxied or ball bearinged. Motors allowed: Igarashi, Igarashi motors are labelled as Jerobee .05, Leisure .05, Bo-Link .05, MRP .05, Associated .05, Mabuchi RS540s are also allowed. Any new motors will have to be approved by the BRCA committee four months prior to use, with at least 1000 motors available. Overall maximum motor allowable dimensions of motor can is 35mm diameter and 49mm length, excluding bearings, housings and shaft. **NB** motor clamps, cylinders, metal mounting straps and heatsinks etc are regarded as external motor modifications and are NOT allowed.

BRCA legal Igarashi .05 and Mabuchi motor specifications: Can diameter 35mm can length 49mm, excluding bearings,

housing and shaft windings - minimum 35 turns of No.23 gauge wire. The Mabuchi RS540 may have 30 turns or more, armature stack length 22.5mm.

'Red Spot' Motors are not allowed.

(3) **Modified Class** Cam/Sangamo motors are allowed.

(4) **Driver Figure A** driver figure consisting of at least a driver's head and shoulders etc.

### Recommendations for National Open Meeting Standards

Class of car to be raced shall be Standard Class. Meeting to have one Open Final plus Two Handicap Finals.

**Handicap Finals** National Handicap Ratings to be used to determine finalists. The race is then run as though it were an open final i.e. First Place 'on the road' at the end of the race is the winner.

### National Championships

Class of car to be run shall be Standard Class. Midland Car Club have offered to stage the Nationals but details have yet to be finalised.

### Calendar of Open Events 1980

First dates offered (More to come in the 1980 BRCA Handbook) Jim Davis Models Birmingham March 28th; Thornaby May 11th; Maidenhead Club April 14th; Midland Car Club (Nationals) November.



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Pantera	Greenwood Corvette
Kroll Can-Am	Volkswagen Scirocco
Ralt Can-Am	BMW 3201
Elfin Can-Am	BMW M1 GP 5
Porsche 917 K	Tovota Celica Turbo
Porsche 936	Porsche 935 Turbo
Carri Turbo	Ferrari 312 P
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Lexan Paint (Supacar)	£1.00
Thorp Wheels (pr.)	£2.34
P.B. Ballraced Disc Caliper	£3.81
Ballraced Servo Tops for 17mm	£4.79
J.D.M. Super Soft 1/12 Rear Tyres (pr.)	£1.75
J.D.M. Super Soft 1/12 Front Tyres (pr.)	£1.20

## LATEST RELEASES

Mardave Mk. 2 Beginners Special	£34.95
AMPS Micro Diff	£11.95
P.B.9. (complete with Diff.)	£127.27
S.G. Antares 1/12 (very good)	£42.95
P.B. 10 (Beginners Model)	£45.00

**LECTRICAR RACING**

# Ahead of the Pack

1/12th SCALE



*Stop Press*

Congratulations to Paul Pagdin, whose Lectricar BMW was second overall and first production car home in the recent 1/12th-scale British National Championships at Bradford.

*Built for Contact*

Contact your local Lectricar Stockist for details of price and availability.

New from Lectricar, this 1/12th scale F1 Stock Car is designed to comply with the latest RSCA regulations. Now, all the thrills of 1/8th scale Stox action - without the noise and inconvenience - can be yours.

Ruggedly-constructed - with metal chassis, front and rear over-riders, shock-absorbing plastic 'nerf' rails and a newly-designed over-ride to protect the steering servo - Lectricar's latest model is designed to take all the knocks of a genuine contact sport.

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**LECTRICAR RACING**

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### EFRA AGM IN PARIS

A GOOD turn out on 17th November from GB, Netherlands, Sweden, Germany, Austria, Belgium, France, Liechtenstein, Monaco, Italy, Spain and Luxembourg plus apologies from Denmark attended for the EFRA AGM. Ted Longshaw was duly elected to another term as President, with Denis Tassaux and Peter Bervoets again completing the Admin. Trio.

New members Norway, Denmark and Greece elected unanimously. South Africa accepted for representation at IFMAR affairs.

A Committee was formed to set minimum standards for EFRA sanctioned meetings comprising P. Bervoets, B. Poupaert and R. Stahre. Tom Lindstrom reported on progress towards the 1980 Euro Champs at Gothenburg. All is going well, track has been re-built, with pits for 150 drivers, and 4,500 spectators. Volvo is sponsoring. Further info from: VAST 8, Box 14068, S 400 20 Goteborg 14, Sweden. Allocation of drivers for Euro Champs and Monaco World Cup: GB 10 (M: 5 + 1 Greeno); Italy 10 + 1 GT (M: 5 + 1 EC) Sweden 9 + 2(M: 4 Switzerland 9(M:4) France 8(M:4) Germany 8(M:4) Holland 8 + 1GP(M:4 + 1EC) Belgium 6 (M:3)

Austria 6 (M:3) Monaco 4(M:2) Spain 4 (M:2) Luxembourg 2 (M:1) Yugoslavia 2(M:2) Liechtenstein 4(M:2) Finland 2(M:1) Ireland 2(M:1) Denmark 2(M:1) Norway 2(M:1) Greece 2(M:1) Entries limited to 104. Monaco breakdown will be (provisionally) EFRA 50 ROAR 15 Japan 15 Rest of the World 10 and remaining 14 at Monaco Club personal invitation. All entries 8 weeks prior to events.

EFRA sanctioned International events will attract sanctioning fees of 200SF for Open International GP, 500SF for Euro Champs and 400SF for Monaco World Cup. In addition to national Grand Prix each country can apply for one more sanctioned event also for 200SF.

Sub Committees were formed for 1/8 which would be dealt with as before by the Executive Trio; for 1/12th Electrics by D. Poulain (France) Tom Lindstrom (Sweden) and Mick Newman (GB). M. Claudel of France would report back recommendations in respect of R/C Buggy Events, now beginning to take place.

Denis Tassaux was appointed Records Secretary who would keep records of all EFRA sanctioned events and to whom organisers must send results immediately after meetings have taken place.

EFRA proposals to World Body IFMAR: A proposal to ban nitro from 1st January 1981. That IFMAR should levy World Champs Organisers 500 SF. Concern was expressed that entries and their allocation for world events not yet agreed and suggested that 150 should be total, 75 going to 19 EFRA countries. Other points raised included concern at laxity in enforcing 80 dB noise level; countering the emergence of money type offers by the trade to successful drivers; true scale to within 10% rule to be more rigidly applied.

### NEW PRODUCTS FROM



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# STOX CHAMPIONSHIP

MARLEY RACEWAY, KEIGHLEY

## Report by Linda Woodger

THIS WAS the first Championship held under the new regulations introduced this year, each affiliated club had held three eliminating rounds throughout the season, where nine drivers and one reserve were able to qualify for a position in the Championship.

This gave a total maximum entry of sixty-three British Competitors and, as agreed at the 1978 AGM, twenty-seven Foreign Entries would be accepted. The following countries were invited: Belgium, France, Holland, Italy and the USA – thus endeavouring to make this Championship a true World Championship. Unfortunately, none of these accepted the offer, and the Dutch Stockcar Club even announced their "World" Championships, suitably arranged for the same date, after the British had invited them to compete.

However, not all British affiliated clubs held eliminating rounds, and an entry of fifty-one including reserves assembled at 1030 a.m. for scrutineering on a cold, dull day. Just the opposite to Saturday's weather, when the majority of competitors took the opportunity of practising on the newly laid track surface, prior to attending the full-sized BRISCA World Final at Manchester's White City.

Having survived the scrutineering and driver's briefing, racing commenced at 11.30 a.m. and after the first round of heats it was obvious that 30 plus laps were going to be what was required to compete in the semi-finals!

Prominent amongst the entrants were the familiar faces of the 1977 and 1978 World Champion Dave Wragg No. 306 trying to defend his title amongst the strong competition, also the twice ex-World Champion in 1975 and 1976 Steve Talbot No. 8, and the current leader of the National Points Championship Roger Bye No. 258 who had all travelled some distance to compete in this event at Keighley.

The qualifying heats ran reasonably smoothly, there was strict transmitter frequency control and no-one suffered the problem of crystal hindrance, until the semi-final stage, when Brian Sylvester No. 428 from Leicester reported interference. The race was immediately stopped, and the matter checked out. No problem could be found by the race officials of outside interference, and in fact it turned out to be

Brian's own transmitter causing him problems! Luckily for Brian the race officials allowed him time to sort out his transmitter, some fifteen minutes, and the racing continued.

The Championship Final, unlike the heats and semi-finals was a single five minute event, and on this occasion was to have a single file rolling start.

As the competitors came onto the track, a sense of real excitement and expectation gripped spectators and drivers alike. It certainly was "everyman for themselves."

The finalists once again were dominantly Leicester members, and identical to the final last year, only one member from Chessington, this time it was Roger Bye No. 258 fighting against the odds on his own. The current World Champion was out there, and also runner-up last year Steve Talbot. Others in the line-up were Chris Cowlam, a very keen competitor, with Tony Whitehorn both also from Leicester, and the only Coventry member present in the final was Steve Holmes.

As said before, the standard of competing drivers was very high indeed, and even more so now we had reached the stages of the final. The majority of the onlookers felt that whoever won this event deserved to be called Champion. However, it was very closely fought, the best final for a long time, and when the finish came nobody was quite certain who had won.

Soon word came from Race Control that although the top positions were on equal number of laps as the hooter went for the finish, the positions were taken as the first driver to cross the line was the highest scorer. A new World Champion for 1979 emerged, and Steve Talbot, who has not held this title since 1976 was proclaimed the outright winner.

The finalist positions:

1st Steve Talbot – Leicester No. 8 40 laps, 2nd Dave Wragg – Leicester No. 306 40 laps, 3rd Tony Whitehorn – Leicester No. 384 39 laps, 4th Roger Bye – Chessington No. 258 39 laps, 5th Chris Cowlam – Leicester No. 52 34 laps, 6th Steve Holmes – Coventry No. 175 32 laps.

Congratulations to all drivers, and especially the host club for 1979 Keighley Model Engineering Society's Stockcar Section, for a successful World Championship.

# SOUTHERN LEAGUE...

Almost 40 representatives attended the first Annual General Meeting of the League at the "White Hart Hotel" Salisbury in November. The Secretary reported a successful first year with each of the six rounds of team racing being strongly contested. No falling off of support for BRCA points score meetings had occurred. The opposite had been the case because the Southern League and BRCA events were complementary – each being worthy of support. The League rounds had produced some excellent racing from lesser known drivers who did not normally feature in the national results, and the series had been thoroughly enjoyed by all.

## RESULTS

Prizes for the season were presented by Richard Beckett of GB Models the final results being babulated on facing page.

## Teams for 1980

The success of the Southern League could be gauged from the fact that Torbay and Yeovil (Wessex) clubs had indicated their wish to join the League for 1980 and this was approved. This means that 10 car races will be run as a regular feature i.e. one car per team in each race. No further clubs are to be admitted for 1980 and if further clubs should be forthcoming for the 1981 season then this will probably mean two League divisions.

## Officers

Mike Lewis was re-elected as League Secretary and George Reakie (also from Taunton) was elected to the new post of Treasurer. The League Committee was formed by nominating one representative from each of the clubs.

## Format of Racing

Changes for 1980 are as follows:–

(1) To allow clubs who, for some reason, cannot field a full 6 man team to substitute drivers in the vacant places (on a one for one basis)

(2) A more flexible application of the BRCA handicaps per team, by introducing sliding scale penalties on teams comprising higher handicapped drivers.

(3) Allocation of team racing numbers to reflect the 1979 results – as per full size Formula 1 practice.

As before, each member of a team will have five 4 minute races (30 heats in all) and the token Final for the top drivers from each team will continue. A programme for the 1980 rounds is to be finalised once the make up of the national calendar is known.

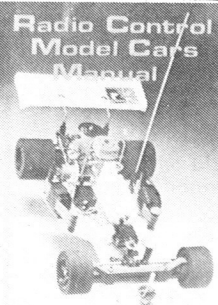
## Formation of 1/12th Southern League

The following clubs had indicated their interest in taking part in team League racing, on the same lines as the existing 1/8th League:–

London, Swindon, Taunton, Gwent, Bournemouth, Exmouth, Southampton, Northavon, Maidenhead, Portsmouth area, Mendip.

It was felt that it was a little late to organise a 1/12th League for this winter, but Exmouth (East Devon R/C Model Club) undertook to contact each of the clubs to co-ordinate action on some events between the clubs in the interim period before setting up the League for next winter.

All in all a successful year for racing in the south with the prospects of a long future.



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**SOUTHERN LEAGUE 1979 FINAL POSITIONS**

Pos'n	Teams	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total
1st	Bournemouth	10pts	10pts	10pts	10pts	10pts	8pts	58pts
2nd	Northavon	6pts	3pts	4pts	8pts	7pts	10pts	38pts
3rd	Exmouth	7pts	4pts	8pts	7pts	4pts	7pts	37pts
4th	London	8pts	7pts	7pts	5pts	8pts	nil	35pts
5th	Aldershot	5pts =	8pts	5pts	6pts	3pts	3pts	30pts =
5th	Mendip	5pts =	6pts	3pts =	4pts	6pts	6pts	30pts =
7th	Southampton	3pts	5pts	6pts	3pts	5pts	5pts	27pts
8th	Taunton	2pts	2pts	3pts =	2pts	2pts	4pts	15pts

Round 1 held at LONDON . . . winner of Final: Errington (Bournemouth)  
 Round 2 held at BOURNEMOUTH . . . winner of Final: Farndale (Southampton)  
 Round 3 held at ALDERSHOT . . . winner of Final: Jones (Northavon)

Round 4 held at MENDIP . . . winner of Final: Sims (Mendip)  
 Round 5 held at NORTHAVON . . . winner of Final: Webster (London)  
 Round 6 held at TAUNTON . . . WINNER OF Final: Culver (Bournemouth)

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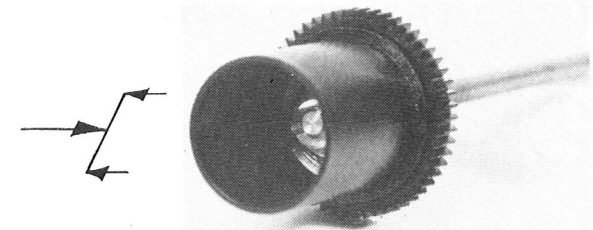
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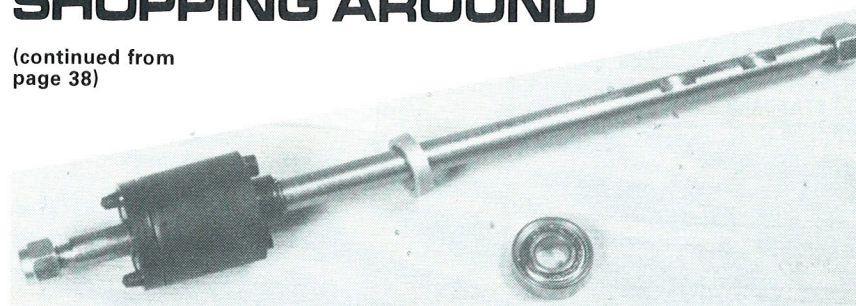
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## SHOPPING AROUND

(continued from page 38)



Galloping increase in 1/12th electric interest – with more to come following BRCA/BRECA get together – has encouraged all our best boffins to produce useful electronic help-mates for operators, particularly, perhaps the forgetful and/or unmechanical. Notable is Red Baron's Nicad Fast Charger Unit which offers the nearest thing to fool proof operation. It is designed to fast charge a six-cell Nicad pack without overheating. Connected to a 12-volt accumulator it will read voltage of the six cells so that they will only accept charge as necessary. So now at a meeting you will not need that egg-timer or whatever just plug-in and forget as usual but this time without ill effects. It also has a slow charge rate operating by a flip over switch. Picture shows prototype – production model now ready has pretty label and full instructions.

Cecil Schumacher has also been hard at it with useful ancillary items for his diffs. First are the 9 and 10-tooth pinions for the

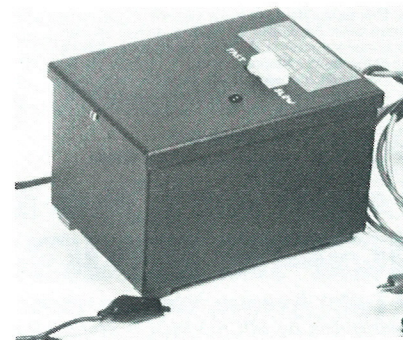
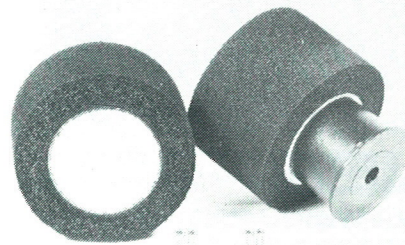
man who wants to get even more out of his motor. Be reassured they are very robustly constructed and something of an achievement (the i.c. people only go down to around 12-tooth gears and even these require skilled workmanship) Then there are some clever quick change tyres and hubs which slide over the Schumacher hubs that go with the diffs. So, no wheel changes just slide on a fresh tyre – something like American cars of the twenties with bolt-on spare wheels.

The diffs. pioneers AMPS company have surprised the electric model world by producing a geared type miniature of their larger i.c. use models at a competitive price. "Couldn't be done" said at least one of the pundits – but it has and a lot of cars are all the better for it. Goods news for the Government: both the British diffs manufacturers are exporting like mad to USA and very nearly everywhere else as fast as they can make them as well as keeping the home market supplied.

*AMPS Micro Diff – this for Associated.*

*Schumacher quick change tyres.*

*New Red Baron Quick Charger.*



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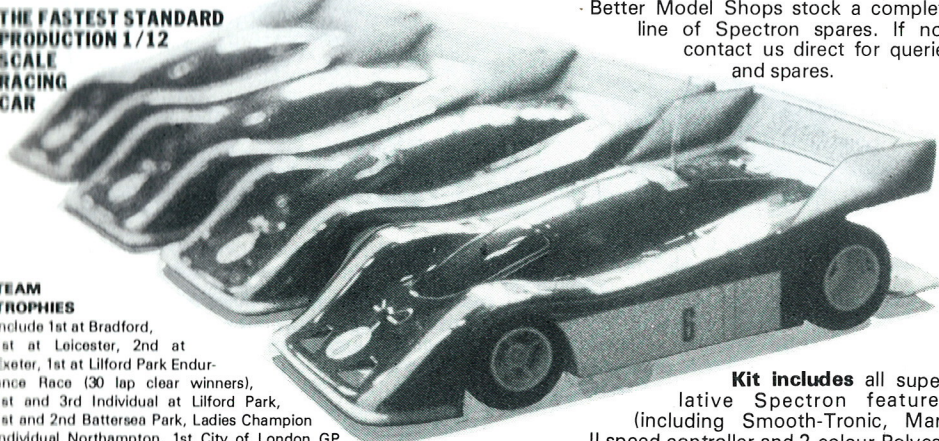
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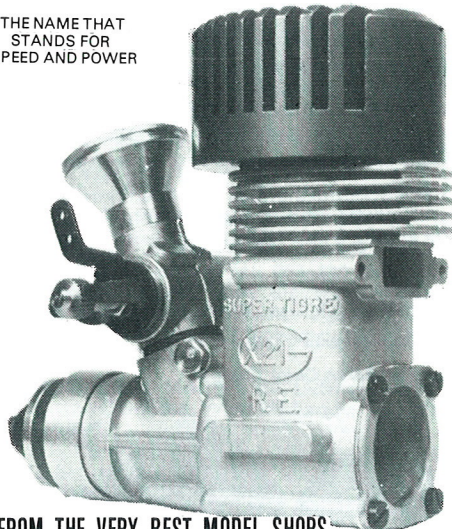
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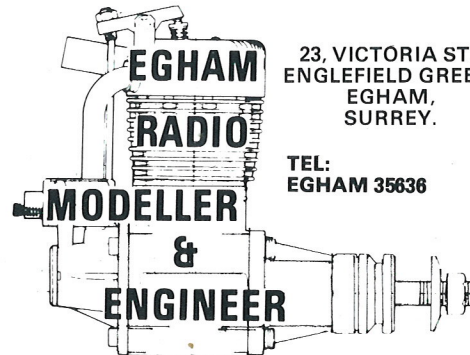
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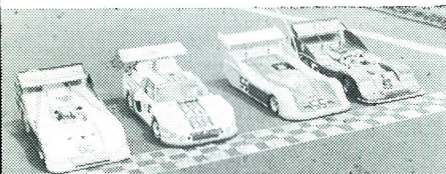
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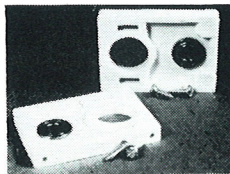
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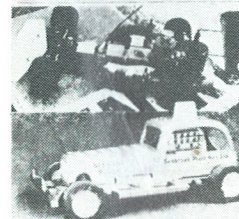
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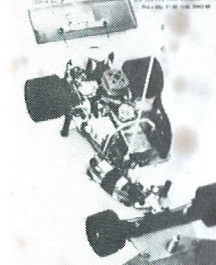
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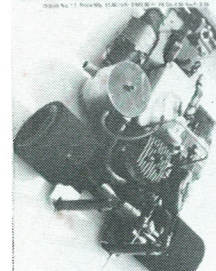
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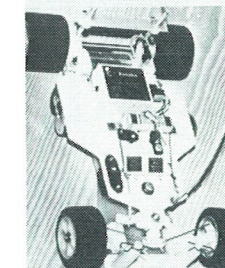
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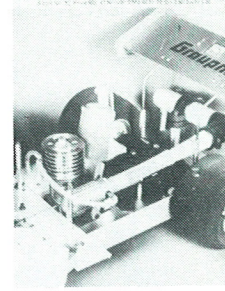
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