

NO. 3

1985

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AUSTRALIAN

# CAR MODELLER

COLLECTING: DIE CAST: TINPLATE: PLASTICS: SLOTCARS: TETHER CARS: RADIO CONTROL

**Reviews:**

R/C Marui Big Bear Datsun

PB Mustang X12

Hirobo Zerda

MIP 4 x 400

**National Slotcar Rules**



**New Plastics at the  
Sydney Toy Fair**

**Report on Sydney Collectors  
Swap Meet**



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4003  
Talbot T 23



4004  
Mercedes SSKL



4031  
Delage D 8 120



4037  
Packard



4038  
Cadillac Ambulance



4046  
Rolls-Royce Phantom



4048  
Delahaye 135 M



4067  
Mercedes 540K



4071  
Rolls-Royce Coupé



4077  
Rolls-Royce Cabriolet



4080  
Cord Coupé



4032  
Citroën 15 CV



4033  
Citroën 15 CV Pompiers



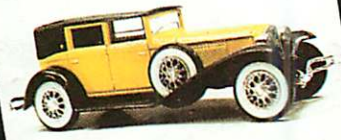
4035  
Duesenberg Spider J



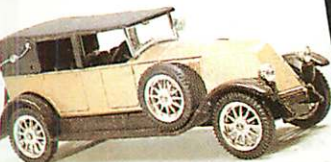
4036  
Bugatti Royale



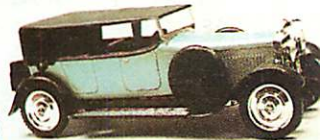
4051  
Delage Coupé



4055  
Cord L 29



4059  
Renault 40 CV Berline



4062  
Hispano Phaeton



4085  
Cadillac 452 A



4088  
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4097  
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# AUSTRALIAN CAR MODELLER

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"I think he's got something up his sleeve for the final, lads!"

**COVER:** Burago's model of the 1931 Alfa Romeo 8c 2300 Monza, features on this month's cover. The superb 1/18th scale model is of die cast and plastic construction, and includes steering, and detailed engine viewable from the opening bonnet.

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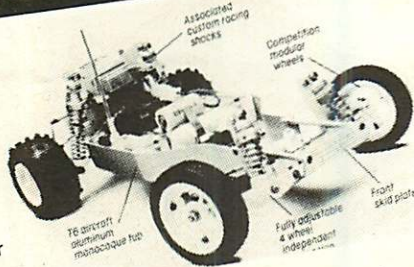


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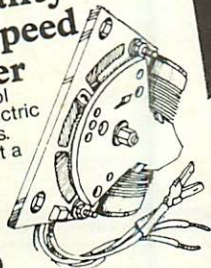


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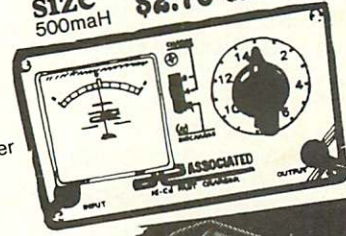
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# NEWS



# NEWS

Greenacre Trading Co., is an established business for some 20 years and currently operates from 59 Rydale Road, West Ryde. A recent change of ownership sees Stuart (known as Sam) Burrell the new proprietor. Sam has an accredited background in the Australian Navy, having served in Vietnam, been base operations officer in Darwin during Cyclone Tracy, as well as studying in the U.K. and U.S.A. before becoming Commanding Officer on HMAS Fremantle, and then resigning from the Navy as LCDR in 1984. Now behind the counter at Greenacre Trading, he offers a range of radio control and plastic supplies for the automotive modeller.

\*\*\*

Also opened in recent months to cater for Sydney's R/C modellers is Hills Hobbies at Seven Hills. Alan McQuade, proprietor, will be pleased to assist with sales and service of all R/C categories, particularly for the off-road buggy enthusiast.

\*\*\*

We understand that there are several new dealership arrangements to surface in the very near future, in the radio control car scene in Sydney, both in 1/8th circuit and off-road field. Watch these pages for more news.

\*\*\*

Paul Savoy is the proprietor of Hobby World, a new business opened early June at 138 Forest Road, Hurstville. Paul's speciality is buggies and R/C helicopters.

\*\*\*

We have received official advice from Parma International (U.S.A.) that Seeburn Hobbies of P.O. Box 492, Spit Junction is a new Australian agent for the Parma range. Seeburn Hobbies is handling the Parma range for radio control, whilst the Parma slot racing range continues as before.

\*\*\*

Orange in western N.S.W. and the S.A. Riverland township of Glossop, have this year seen the opening of slot racing centres. Alan Dunkly's Orange Model Raceway has an 8 lane, 40 metre track and as well as offering hire and sales for the slot car enthusiasts, also stocks radio control buggies, both gas and electric as well as model aircraft and marine kits, accessories etc. Shaun Brauer built the Riverland Raceway, which operates at Glossop. The raceway caters for the slot racers in South Australia's Riverland, but of course, welcomes visitors from around Australia.

The first World Championships for 1/10th Off Road Buggies, sanctioned by IFMA will be presented by Ranch Pit-stop Delmare California, USA between July 8-14th. Two classes will be run, Stock and Modified. Stock class specifies 6 sub C cell batteries. Yokomo motors with 28 turns of 22 gauge wire will be supplied and only 2 wheel drive. Modified will be permitted to use a maximum of 7 cell sub C in either 2 W.D. or 4 W.D. All heats and semis will be 4 minute races, the final will be 5 minutes. The entry form which will need to be forwarded to the U.S., accompanied by \$60 U.S. is available from David Hyde secretary of the A.A.R.C.M.C.C., 6 Dewvale Road, O'Halloran Hill, 5158.

\*\*\*

The World Championships for 1/8th scale R/C will be held in Tokyo, Japan from 24 to 31st July.

The Australian contingent will be Stuart Grant, Rob Reade, Laurie Campfield, Tom, Peter and Ray Chan.

At the time of going to press just one vacant place for an Australian driver is available. Anyone interested in filling this position should contact the national secretary David Hyde, 6 Dewvale Road, O'Halloran Hill, 5158.

The information bulletin advises that a much improved lap counting system and several other rule changes have been made since the Carnoux World Championships two years ago. Included in the new rules is the "one car one driver only is accepted", and "the exhaust pipe must project horizontally or downwards, no vertical or upwards exhaust will be allowed."

Incidentally the track for the Tokyo World Championships is just behind the Tokyo Disneyland.

\*\*\*

## THE VICTORIAN STATE CHAMPS FOR 1/12th R/C CARS

South Australian, Andy Morphet driving an Associated RC12is took out the title, followed by Craig Bowring also driving an RC12is, with 1984, titleholder Greg Collins in third, driving an AYK 4 W.D. Thirty two drivers from S.A., N.S.W. and Victoria gathered at Geelong's high grip track, which is a duplicate of the World Championship track in Denmark in '84, except that it runs clockwise. Thirteen hard corners made passing manoeuvres heart-stopping. Read Ray Wood's coverage with photos in the next issue.

\*\*\*

The Melbourne Automotive Modelling Group will stage the second Australasian Automotive Modelling Championships on the 8, 9 and 10th June at the Royal Melbourne Showgrounds. Colin Gray told us that this championship grew out of the now defunct Australian Truck Modelling Championships. Modellers from all states of Australia and New Zealand have been invited to compete in categories for cars, trucks and motorbikes of any era. Juniors up to 12 years of age, intermediate to 17 years and open classes will be given the opportunity to present their models before the six judges. Scoring will be based on construction, paint and detail, extra work (e.g. outside of kit instructions) realism and authenticity. Entries will be accepted from 1 p.m. on Saturday, 8th June with the presentations at 2 p.m. on the Monday. Thirty seven trophies, plus ribbons and model kits will be presented. Colin added that there is a big auction on Monday after noon. At the first championship, the auction saw a good selection of kits and sundry plastic modelling items offered, and proved very popular. For further details check the Notice Board of this issue.

\*\*\*

Message Models Pty. Ltd., including the Message Bookshop, have been tenants of the old Hordens Building in Pitt Street, Sydney for some years. This building, a Sydney landmark, we understand has become a victim of redevelopment, and as a result Fred Vogel's business will move. Fred said that as from early June both the model and bookshop will be located at 152 Clarence Street, Sydney — phone (02) 29-2248. The move will mean a street front shop, which will retail a range of quality diecast models (primarily 1/43 scale) including the Brumm range. With the move will come the inclusion of motoring memorabilia, automotive paintings and prints and, of course, the comprehensive range of automotive books and literature. Well worth a browse for anyone interested in the automotive world.

\*\*\*

Also tenants of the Hordens Building, Model Cars Australia, will be relocated at 412 Kent Street, Sydney. Their phone number (02) 267-6961 remains unchanged and they will open their doors at the large shop on the 22nd June. With more room, their range will be expanding, and you can expect to see some new lines at Model Cars Australia in the near future.

\*\*\*

The Matchbox organisation has a collection of its own. It contains an example of every single model every produced by Matchbox, and as you can imagine is quite some collection. Unfortunately, said Mr. Peter McCutcheon of Matchbox, the company had the problem of not having a suitable place and indeed space to display it, so it was decided to donate the collection to Sydney's Power House Museum. The handover of the collection by Matchbox director, Mr. Frank Tregellas to the Power House Museum took place on 7th May. In view of the magnitude of the collection the complete display which will include dioramas depicting the period of the models, will not be ready until 1988. However, in the meantime visitors to the museum will not be disappointed as a small display will be set up almost immediately.

\*\*\*

Further to our comments in issue No. 1, we have to advise that a firm date for the World Championships for tether cars to be held in Sydney, has yet to be finalised, but it is expected to be late in 1986, possibly late September, October or even into November to work in with the tether car calendar overseas, and to enable international visitors to make suitable travel arrangements. It appears that Russia will be sending competitors as well as Scandinavia, Europe and America. Negotiations are currently being undertaken by the hosts, the Sydney Society of Model Engineers, and it is hoped that shortly an announcement will be made regarding sponsors for the World Championships.

The Australian Championships for tether cars are being held at Kalinga Park, Toombul, Queensland over the Queen's Birthday long weekend. Contact John Walker (07) 30-2914, or Ron Clydesdale on (07) 263-6576 if you would like to know more about the championships.

\*\*\*

Issue 2 ACM featured a review of the Italeri Scania 1/24th truck and incorrectly accredited Dawn Trading as the national distributor of the Italeri range. For the past 12 months or so Testors Australia have been the Australian importers and distributors of the Italeri range. Dawn Trading, who supplied the review kit are wholesalers for the Italeri range.

\*\*\*

The Australian Nationals for 1/8th Radio Control Cars will be held from Thursday 10th to Monday 14th October, 1985, Monday being a rain day. The '84 Nationals were held at the Cross Roads Hotel, Preston (near Liverpool on the Hume Highway) and this will be the site of the 1985 Nationals, for 1/8th R/C sports cars, hosted by the N.S.W.R.C.R.C. For more information contact the club secretary Laurie Campfield at 6 Powell Place, Cherrybrook, 2120.

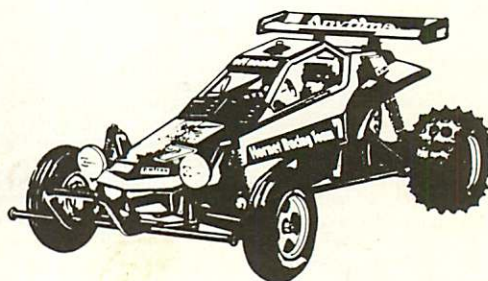
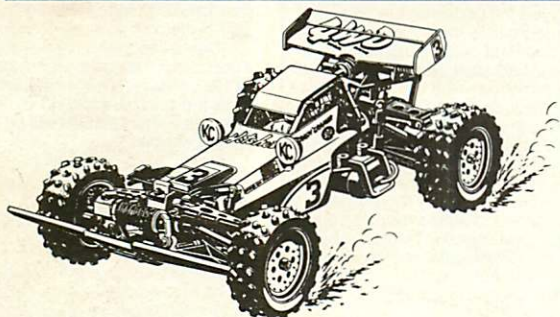


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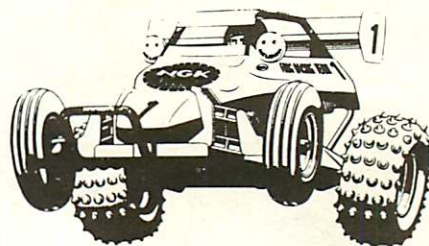
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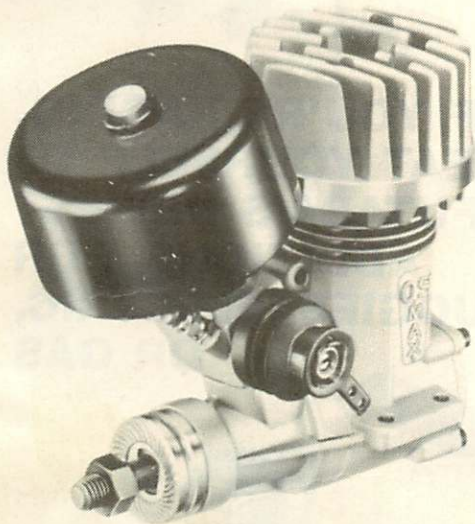
**KEEP OUR MAIL ORDER GIRL BUSY**



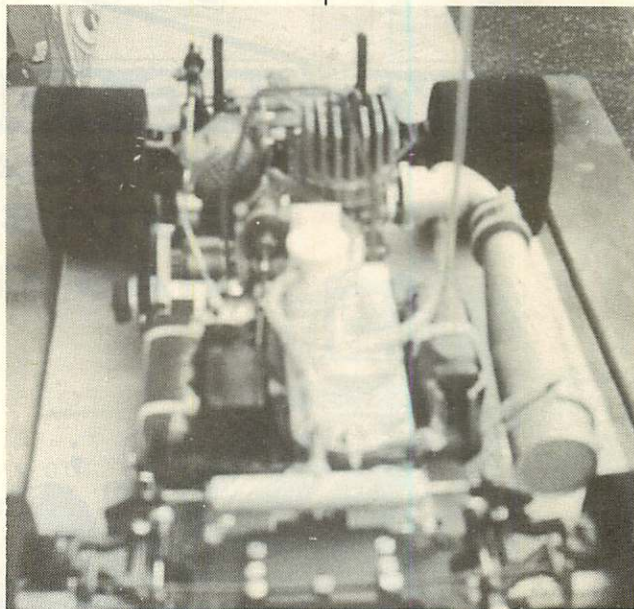
# PRODUCT NEWS



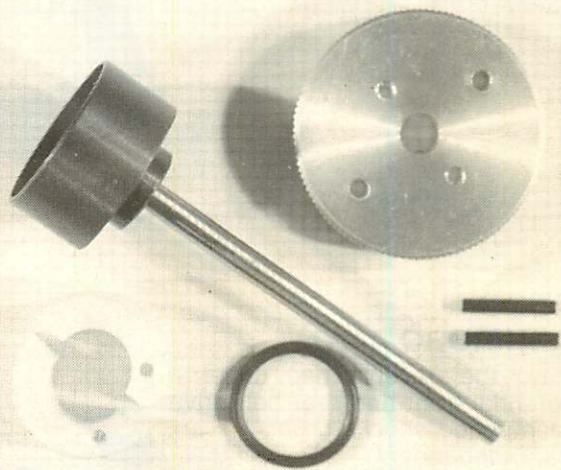
Another new off-road buggy will hit the Australian market late in June, the Mugen "Bulldog". As is now becoming popular, it has 4 W.D. and 4 wheel steering. The drive train has three differentials. The suspension has a unique air damped spring-shocker assembly.



Elsewhere in this issue you will find a comparison between the two rear exhaust O.S. car and buggy motors. Expanding their range of car oriented motors O.S. have now released several new side exhaust motors, especially for those applications where car design dictates the use of a side exhaust motor. A notable feature of these new motors is O.S.'s own slide carburetor. Photo and details from Australian O.S. Distributors Southern Model Supplies, Boothby Street, Panorama, S.A.

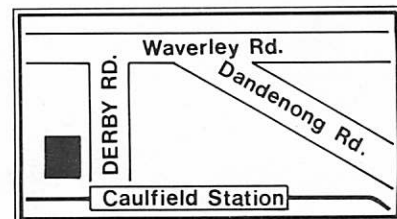
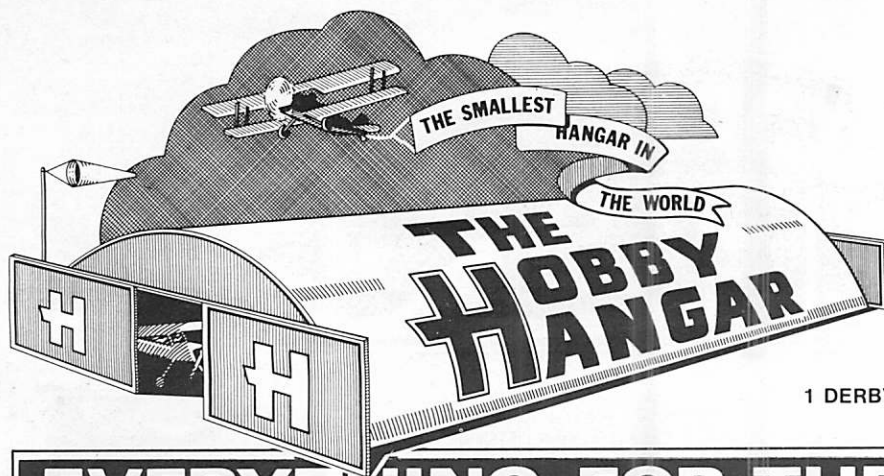


Australian PB driver, Stewart Grant has received the first Nova 4 wheel drive car in Australia, giving Stewart some time to become accustomed to the car prior to the World Championships, to be held in Japan during July. The Nova 4 W.D. has the drive to the front wheels via a special Kevlar reinforced belt. For further details contact your local PB dealer.



Thunder Tiger have released an improved clutch assembly for their two wheel drive gas powered off-road buggies, Jaguar and Challenger. The new clutch features teflon clutch shoes and an "O" ring tension spring, similar to those used in many top competition 1/8 circuit racers. Enquiries to your nearest Thunder Tiger dealer.





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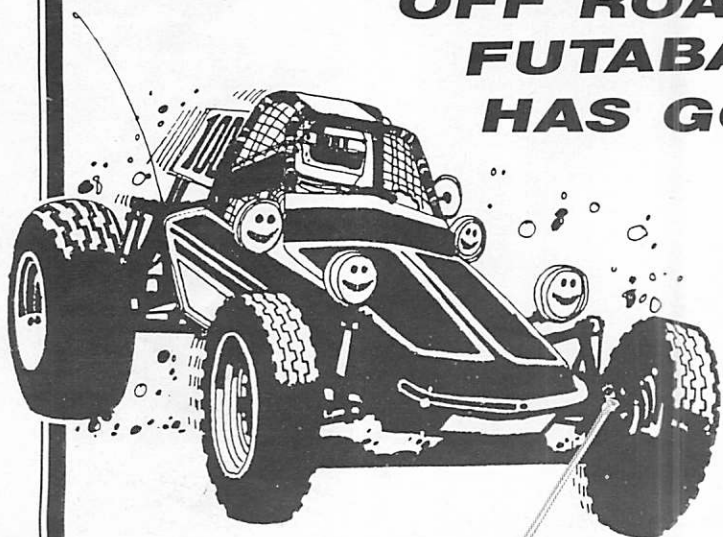


# EVERYTHING FOR THE MODELLER

## OFF ROAD RACING

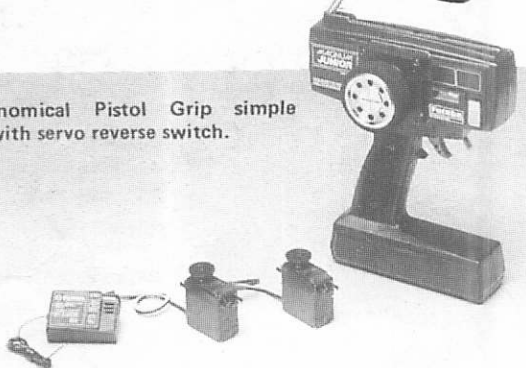
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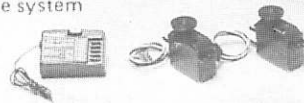
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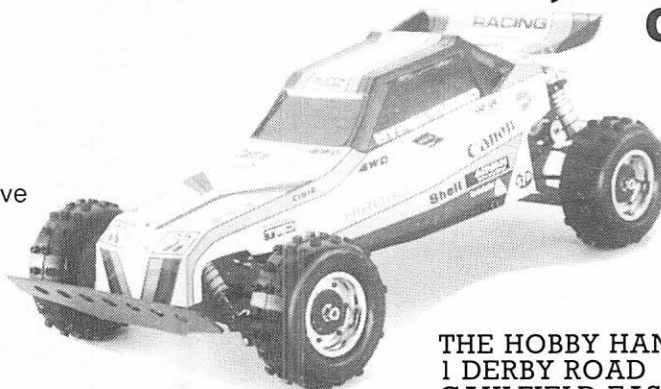
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- Throttle neutral adjuster
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# PRODUCT NEWS

On the cover of this issue is the latest offering from Burago, the Alfa Romeo 8c 2300 Monza (1931). This model has all the usual Burago features, steering, detailed engine, superb finish etc. The national importers and distributors of Burago are Calandra International Pty. Ltd. Head office 186-194 Queens Parade, Clifton Hill, Vic., 3068. Sample courtesy S.A. Agents Turin Imports, 216 Sturt Street, Adelaide.

## MODEL BOX ... ITALY

To be released in June, 4 models in 1/43 scale of the AC Shelby Cobra, very rare in the model die cast world and we think the first Cobras to be made in this scale or this kind of detail, the models are: 8410 Ruote A Raggi (Wire Wheels); 8411 Ruote In Lega (Alloy Wheels); 8412 Con Capottina (Hardtop Coupe); 8414 Sebring Dan Gurney. With the introduction of this range, Model Box will upgrade packaging to the hard acetate clear presentation display box mounted on plinth. Later in the year Model Box will release the following: 8415 Ferrari 250 GT '57 Mille Miglia - Gandebien Washer; 8416 Ferrari 275 GTB 4 Ruote A Raggi; 8417 Ferrari 275 GTB 4 Ruote In Lega; 8418 Ferrari 275 GTB 4 Spider; 8419 Ferrari 275 GTB 4 Spider Con Capottina. The Model Box range is distributed in Australia by Capricornia Pacific Pty. Ltd., office and warehouse, 76 Wilford Street, Newtown, N.S.W.

## WILLS FINECAST:

Brian Cummins advises that they have produced their piece de resistance, a MGB GT. This 1/24 all die-cast kit has an opening bonnet and highly detailed engine. At \$130 (rec. retail) it is the top of the Wills range, whereas the early MGB did not have the refinements of the GT, which will be available shortly from Model Cars Australia, Sydney.

## MATCHBOX YESTERYEAR:

March and April saw the following releases from Matchbox in their Yesteryear range which will now be available from your favorite retailer. Canada Post, Motor 100. In the "Y" series the Y-21 Woody Wagon, Carters Seeds livery. Y-23 Bus in RAC livery. During the next three months Matchbox have advised the following releases in the "Y" series. Y-13 Crossley Warnings livery. Y-3 Mobile Tanker limited edition. Y-30 Mac Truck (complete new model)

## BROOKLIN:

This manufacturer has only 19 models in their range. Their latest release, currently available from Model Cars Australia is the 300 Chrysler.

## PROTAR KITS

Capricornia Pacific are delighted to announce their appointment as sole Australian agents for the upmarket sophisticated kit range of Protar. Tarquinio Provini, founder of the company and former motorcycle ace, understandably places the strongest accent on classic motor cycles, some with all plastic construction and some with plastic and metal combination. These 1/9 scale replicas include such classics as: 350cc A.J.S. 7R; 500cc Matchless (1959); 350cc Bianchi (1927); Norton 500 Manx; Moto Guzzi 500cc in 4 cylinder and V8; B.M.W.

500 with sidecar; Ducati 750 Sport. There are a host of others including the Japanese bikes including Honda's World Champion NS500 of 1983, and Tony Mang's World Champion '81/'82 Kawasaki. Protar also make off roaders, speedway bikes and even 1/9 scale bicycles. However the star of the show is as a 1:6 scale Moto Guzzi V-850 Californian where years of experience have enabled Protar to reproduce the working parts as per the original, even the smallest parts are perfectly operating. Brakes are fully operating, controlled by the handle bar lever,

the speed handle control operates the carburettor valve through a return spring. Gearbox and clutch all operate with the assistance of a precision electric motor of 2V DC and a 141:1 reduction gear. Protar do not stop at bikes ... they have an excellent range of Formula 1 cars with the accent of Ferrari from the open wheeler 312 B-2 model to the 126 C2. The 126 C2 will be available in August in 1/12 scale as are most of the range, but will be available in June in 1/24 scale. Engine detail is superb and modellers who have not got beyond their 1/72 scale Spitfires should not attempt these machines. Plastic injection sprues are as good as you would see anywhere and trimming is minimal.

Formula cars in the Protar range include: Ferrari 312 B-2 312T, 312 T2, 312 T3, 312 T4, 312 T5, 126 C2; Renault RE 23; Alfa Romeo 179 and 179C; Fiat 806 and Porsche 956, team Rothmans, all in 1/12 scale.

Their 1/24 models are Ferrari 126 C2; Lancia, team Martini and Porsche 956.



## DINKUM CLASSICS:

This Australian manufacturer will release late in June, early July, a Falcon XA model. It will be firstly available as a road saloon car and later in various racing liveries including Moffat and Gibson colors. Dinkum Classics are solely distributed by Model Cars Australia, Sydney.

## WESTERN MODELS:

The Australian distributor for this range advises that the '57 Chevy in 1/43 was released earlier this year. This model comes in two versions either with the hood up or alternatively a model with the hood down. Western also released in April a Lauda 1984 McLaren. Both models are available from the Australian distributor Model Cars Australia, Sydney, N.S.W.

Welcome additions to the Solido Age d'or collection and the first post-war models in this range, are the Cadillac Eldorado Biarritz convertible in both top up and top down versions and the legendary Mercedes 300 SL gull wing in road and competition guise. Also newly released is the pre-war Mercedes 540K now in red.

The Australian distributor for the Solido range Majorette has recently moved. Their new address is 5 Kinwal Cr., Morrabbinn, 3189. Phone (03) 555-9099.

## STARTER:

This is a French manufacturer of 1/43 resin kits of superb details. Their latest release is the 1985 Ferrari Testa Rossa, and is available from Model Cars Australia, Sydney.

## VITese:

The Australian distributor for the Vitese range of 1/43 die-cast models Automodel Exchange, Gladesville, N.S.W., advises that Vitese are about to release a Ferrari California. Later in 1985 a Peugeot 20J Tubro and an Austin Healy 300 will be released by Vitese.



# SYDNEY INTERNATIONAL TOY FAIR

Terry O'Neill

Germany has its annual Nuremberg Toy Fair, Japan has the Tokyo Toy Fair and Australia has I.T.H.L.T.F.! That's the International Toy, Hobby and Leisure Trade Fair held annually at the Sydney Showgrounds. Having recently returned from the twentieth I.T.H.L.T.F., I thought it would be appropriate to share with you some of the forthcoming new (and old) model car plastic kit releases.

The Sydney venue is no place to be on a 38 degree day but the discomfort was more than made up for by viewing the interesting array of model kits. The trend is still in favor of car, truck and motorcycle modellers with almost three times as many of these items being releases as any other subject.

From Tamiya only one new car model is listed in their '85 catalogue, this being a 1/24th scale Ford Sierra XF4i. The Sierra is a European hatchback styled car, powered by a 2.8 litre V6 motor.

Ford have recently announced a special high performance turbo charged version of the Sierra called the RS Cosworth. This car will form the basis for Ford's assault of Group A racing in 1986. In the paints and accessories range Tamiya have released a new range of enamel hobby paints in glass jars and pressure spray cans. These paints match their acrylic colors, thus giving the modeller a wide choice of finishes. A new pack of sanding papers containing fine, medium and coarse wet and dry sandpapers should be available soon. Tamiya also have tubes of rubbing compound in two grades (suitable for both acrylic and enamel paint, and also clear plastic parts), and a two part epoxy putty which should be useful for customising jobs and for moulding parts. These items should be available about the time this article appears. I would have liked to see more new car models from this manufacturer. They are presently concentrating on motorcycle and radio control cars, however, it is not unusual for Tamiya to release car kits throughout the year.

I was fortunate enough to catch up with the new distributor, in Australian of Italian Protar Kits, Capricornia Pacific because they have recently added to their range a 1/24th scale series of Formula One and WEC (World

Endurance Championship) Sports Cars, these being a Ferrari 126 C2 (Gilles Villeneuve), a Lancia Martini Le Mans coupe, a Porsche 956 in Rothmans or Canon color schemes. Protar also have a wide range of old and new Grand Prix cars in 1/12 scale, plus a huge range of motorcycles in 1/9 scale.

These kits have many working features and much detail, certainly enough to satisfy the most fastidious modeller.

Another Italian model manufacturer is Italeri who continue on their winning way with two new additions to their growing range of classic cars. It seems as though Italeri are setting a trend by introducing a "Cars of the Stars" series. The first being the 1933 Cadillac V16 of famed jazz singer Al Jolson to be followed up by another Cadillac of the same era, the Town Car of Joan Crawford. These models are top value for money and are excellently detailed. A W.W. II Willys Jeep is also due later this year, to the same scale as the two Cadillacs (1/24). Since the Canadian Testor company own Italeri it is only appropriate that their new modellers' accessory products be mentioned here. A range of paint brushes, wet and dry sandpapers and modellers tools have recently been released, together with a new range of "Modelmaster" authentic color paints in both bottle and spray cans. Testors have also released enamel paints in felt tip pens, very useful for smaller jobs. A sneak preview of Italeri's 1986 cars had my mouth watering, with a Volvo 760 GLE sedan, a Jaguar XJ12 sedan and a BMW 323i sedan in 1/24 scale being on the list. Great for the Group A fans!

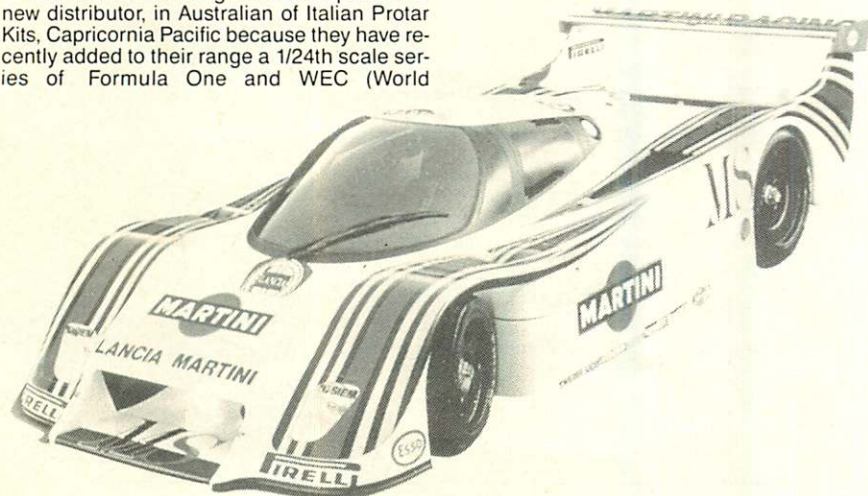
Italeri's new 1/24 trucks include the Renault Turboleader Flagship, Scania Wrecker, Open Blitz General Purpose Truck and a Fiat Delivery Truck. Also new is a canvas covered semi-trailer and a truck conversion set, the latter including such nice items as six spoke wheels, tyres, diffs, springs, drive shafts, mudguards, hydraulic tailgate, hydraulic brick lifter and many other parts.

And still in Italy ESCI have added a Renault R5 rally, sponsored by Calberson to their large range of 1/24 scale cars. Also new is a "Wurth" sponsored BMW M1 and a Mercedes Benz 450 SLC Paris-Dakar Rally coupe entrant. I also learned that certain car models in the ESCI range will only be available until current stocks run out, which means that production of these models has already stopped. These are the Porsche Turbo RSR 934 (Loos and Jagermeifer versions), Lancia Beta Alitalia and Monte Carlo Gr. 5 versions, Porsche Carrera Guitanes, Crystal Lancia Beta and some 4 W.D. vehicles, so if you want any of these be quick.

From the U.S.A. an old favorite, Monogram have established a new and revitalised agency in Australia, and are set to make their presence felt with many new and old kit releases. American children have gone mad over the latest "monster car" craze. These cars feature a standard body with monster oversized tyres and wheels. Monogram's contribution to this craze includes a 1/32 scale White Freightliner "Devastator" and "Intimidator". In 1/24 scale they have two Chevy 4 x 4's the "Hammerhead" and the "Monster Mash". Modellers with more traditional tastes are well catered for with two Nascar stockers, a 1/24 scale Skoal Bandit Monte Carlo SS and a Valvoline Buick Regal.

Another American model manufacturer, AMT (ERTL) has also found a new lease of life by re-releasing their old three-in-one and trophy series kits. But they're also into the "monster" car act with a kit of the original "Bigfoot" 4 x 4 truck, which ran over and crushed some old sedan cars during a television spectacular in the U.S.A. Two others make up the series, Thunderbolt One and the Destroyer. New hot rods include the "Orange Blossom" '37 Chev Pick-Up Special II, and the "Tennessee Thunder" funny car. A new range of AMT 1/16 scale Nascar stockers should delight the detail fanatics. These models include vinyl tubing spark plug wires and accessories such as gas cans, jack stands and fire extinguisher. Four cars are available (later this year), these being the Ford Thunderbirds of Cale Yarborough and Kyle Petty and the Pontiacs of Richard Petty and Tim Richmond. The cars look very colorful and should be great sellers on this large scale, provided they are not outrageously priced. Re-releases include the popular '49 Mercury, '56 Ford Victoria, '58 Chev Hardtop, '65 Pontiac GTO, '86 Corvette, Ford Escort (English model), and a '55 Chevy Coupe. Many more re-releases are due in the near future. Now all AMT needs to do is bring out a 1/16 scale driver and pit crew, complete with tools etc., to complement their Nascar series. The now defunct Aurora company did it some years ago, and those figures were a great success. Come on AMT ... let's give the modellers something special, and another first for yourselves!!

AMT have also added an unusual truck kit to their 1/25th scale range, this being the "Junkyard Dog" 1967 Mack Truck and it includes dented cab and hood, bent bumper and exhaust stack, cracked windshield and windows plus special "aging" instructions to give the







7434 Prestige Auto Movers, 1/25 Scale

vehicle a well used look. I can see the diorama experts snapping this one up!

Revell's big effort for this year involves many re-releases of their earlier kits, plus some that were originally from other manufacturer's moulds. In 1/25th scale are the ever popular Ford Anglia in street racer version, VW Lightening Bug, Monza Street Machine, Luv Mini-Pick-Up and a Peterbilt Truck complete with car carrier trailer and two cars. In large 1/4 scale Revell have a visible Ford Turbo engine, whilst in the lesser scale of 1/12 the 1955 Mercedes Benz 300 SL Gullwing, 1965 Shelby GT350 Mustang and in 1/16th scale the Rolls Royce Phantom III and a Monster Giant track vehicle.

continue to re-release these old favorites in this scale, especially the Jaguar E-Type and the '32 Ford Model A Hot Rod.

The Union model company is a Japanese version of Entex (Anmark), insofar as they seem to be leasing moulds from other companies and re-issuing them under the "Memorial Collections" brand. Many of these moulds are old Heller, IMC and Otaki models and are well detailed. The range includes in 1/24th scale Lotus 49B, McLaren M7A, Porsche 930 Turbo, Celica 2000 GT, Porsche 917 Long Tail, Ford GT Mk. II, VW Beetle stock or drag (includes two engine options) Lola T 70 sports, Chaparral 2E, Ford GT Mk. 4, '48 Ford convertible, Renault

8 Gordini, Renault Alpine A210 Le Mans, Brabham F11, Ferrari 330 P4, Porsche 917K in Martini or Gulf colors, Ferrari 512S, Porsche 907/8 and an Alpine Renault Rally A110. A series of vintage cars ranging in scales from 1/24 to 1/16 are also available and include a 1930 Blower Bentley 4 1/2 litre and an 1931 Alfa Romeo Grand Sport roadster.

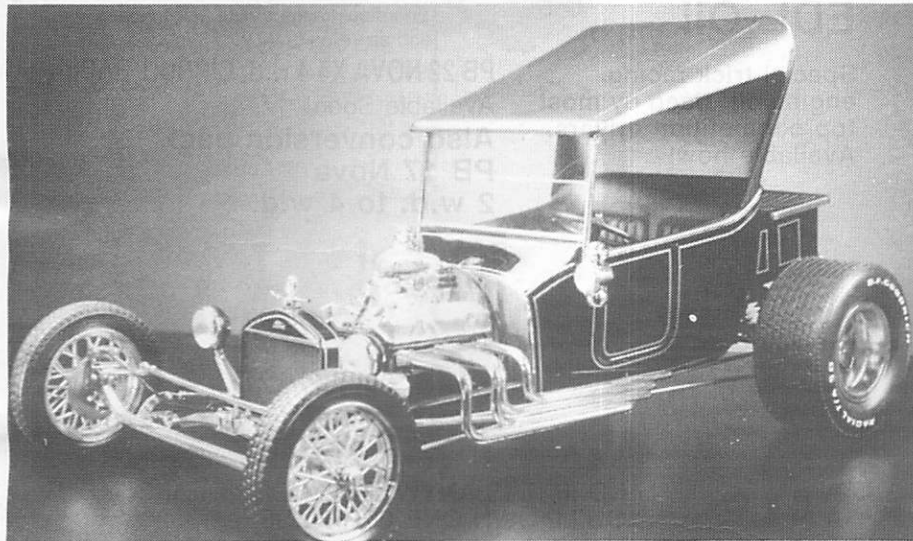
Other Japanese model manufacturers with new (and old) products are Otaki — 1/12 scale Mercedes Benz 450 SLC "AMG" Special, this is the later version of the original Otaki Mercedes and includes a mild but tasteful customising job by the German AMG firm. It includes wrap-around headlamps, front and rear spoilers, custom wheels etc.

Nichimo — 1/16 scale Shelby GT500 Mustang Cobra. When this kit was originally released in 1971, it contained some 200 parts, including an electric motor, working gearbox and suspension, and a host of other super detail features. It was then an excellent model, and it will be interesting to see whether all of the parts have been retained. The Hobby Place in Melbourne has snapped up the first Australian shipment of these, and they are available now.

L. & S. — 1/16 scale Morgan Plus 8. A classic kit of a classic sports car. Re-released again, the kit is bound to please the purists, although what on earth that front suspension is meant to represent I'll never know! Still a great model and the only one of this car available.

M.P.C./Airfix — Have introduced a couple of new TV specials such as the Hardcastle and McCormick Coyote and their pick-up truck. I believe that they are also reboxing many of their popular early kits.

That's about all for this report, but no doubt many other cars will be released in the near future. I'll have more news next time we meet.



Monogram are also increasing their IMSA series with the addition of two Ford Mustang GTP's in either 7/Eleven or Ford Motorsport color schemes. Two AAFC "funny" drag cars, a Mustang in 7/Eleven colors and a Pontiac Firebird in Wendy's Hamburgers livery, will be available later this year. Other 1/24 scale cars due this year are a '33 Ford Hot Rod, the Boot Hill Express, Red Baron Hot Rod, the L'il Coffin, a Z28 Camaro, '85 Corvette, '85 Shelby Charger Turbo, Datsun Pick-up (Miller Baja), '65 Mustang Fastback, '64 Pontiac GTO Coupe, '70 Chevelle, '78 Camaro, '32 Ford Street Rod, '39 Chevy Street Rod, '40 Ford Pick-up Street Rod and a '36 Ford Coupe Street Rod. In the big 1/8th scale series Monogram have released a Z28E Camaro IROC-2 and re-released an old time favorite, the Golden "T" kit released around 1960, but still basically identical. "Gold" plated parts replace the original chromed parts and many of the original accessory items are included as stock parts in this kit. I hope that Monogram



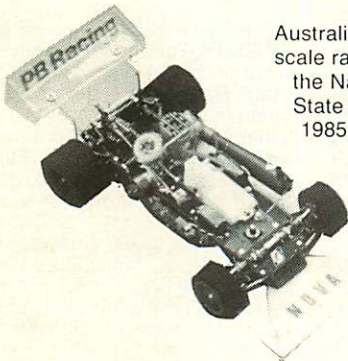


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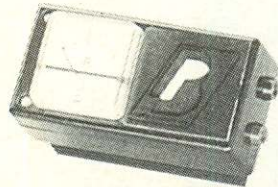
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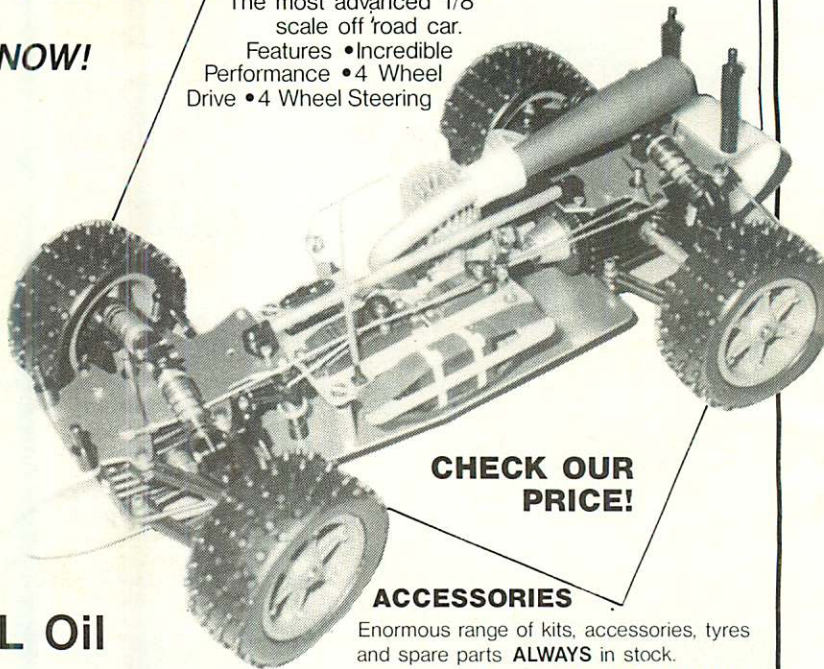
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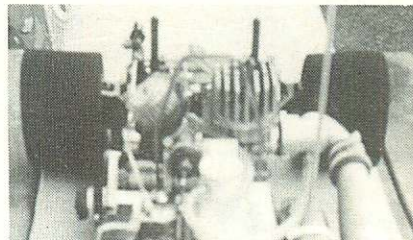
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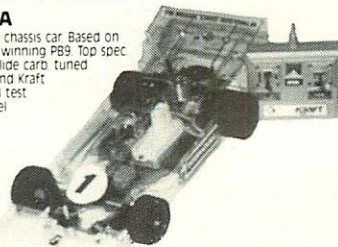
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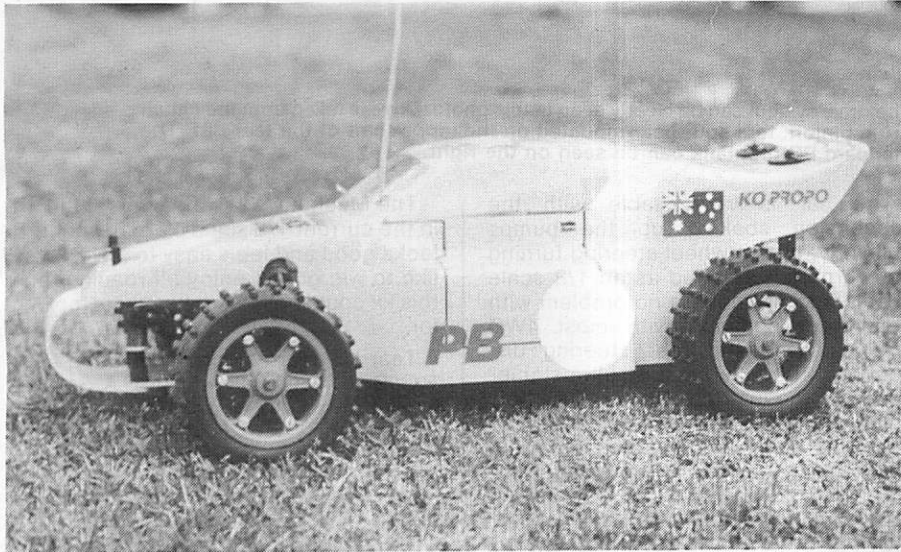
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# PB MUSTANG Xi2

David Hyde



The Mustang Xi2 in its supplied bodyshell. The car fully assembled and ready to go.

The latest product from most manufacturers of 1/8 scale circuit cars seem to be off road racers. PB Racing products are no exception with their latest offering, the Mustang Xi2 1/8 scale off roader.

The news that it has been coming has been around for some time however details of its specifications have not been widely known. The name Mustang has been around for some time, being the name of PB's Alpha derived two wheel drive buggy however the two products are completely different machines.

The Mustang Xi2 comes packaged in the same box as the previous kit but that is about where the similarity ends. There are a few parts common with other PB models such as the servo savers, body posts, the clips that retain the radio tray and the fuel tank but the rest is totally new.

The new Mustang is 4 wheel drive with 4 wheel steering, something we have not seen before in an 1/8 scale buggy.

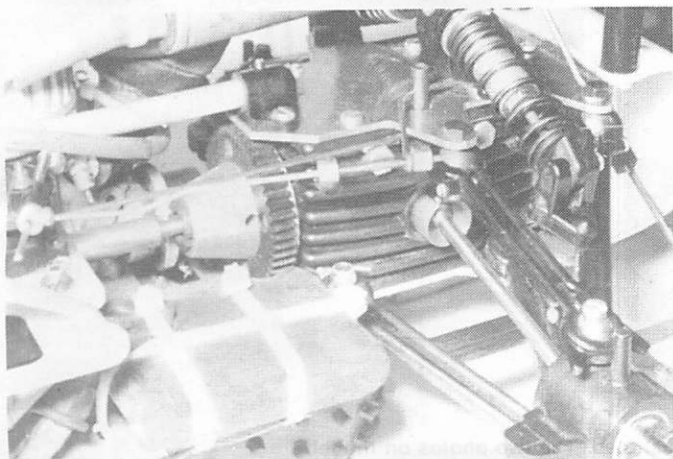
The car is built upon a large flat chassis of very strong alloy. Suspension is

provided by large nylon wishbones and coil springs over large diameter shock absorbers. All wishbone pivots are large diameter ball joints not pivot pins as is the usual method. Any wear (which should not be much) is easily negated using a simple adjustment incorporated into the wishbones. Suspension travel is good by any buggy standard. Ride height is adjustable using knurled adjusters on threaded shock absorber body. Alternative spring rates are available, simply by using either of two shock absorber mounting positions on the chassis mounted pedestal.

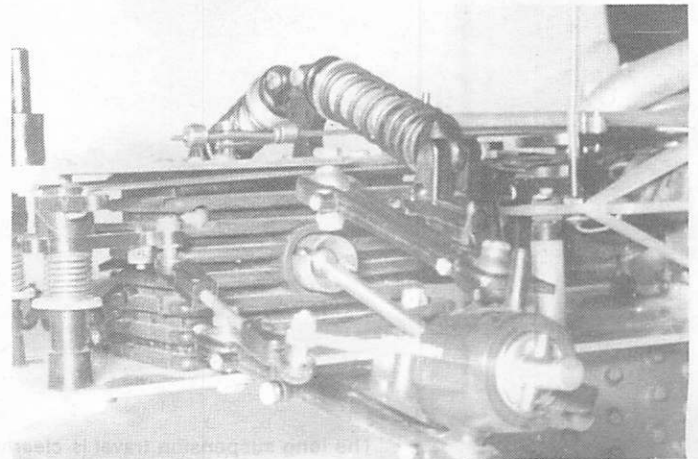
The wheels, probably the first thing you notice when you open the box, are very large diameter with low profile tyres. The wheels are three piece held together by six self tapping screws. Tyres are clamped between inner and outer rims as is common in 1/10 scale (it eliminates that messy glueing job).

Drive from the motor to the wheels is through a centrifugal clutch with teflon shoes to a large nylon gear on the centre shaft between the front and rear gear boxes. Both gear boxes are the same and each contain a differential, (the internals are the standard PB spur gears) an extremely robust looking set of bevel gears, which transfer drive from centre shaft to the diffs, and a disc brake unit. From diff half shafts, to axles, power is transmitted via drive shafts using ball and pin universal joints at each end.

The Mustang Xi2 has two differentials, not three as are fitted to some other buggies. PB consider that a third diff



The left hand rear suspension showing the hub carrier, wishbones, drive shaft and shock absorber.



Compare this shot of the front suspension with that of the rear, and you will see intelligent use has been made of many common components at both ends.



between the front and rear is unnecessary, because when one wheel loses traction, all power is transferred to that wheel, with consequent loss of drive and speed. If you have driven buggies of both configurations you will know they are right.

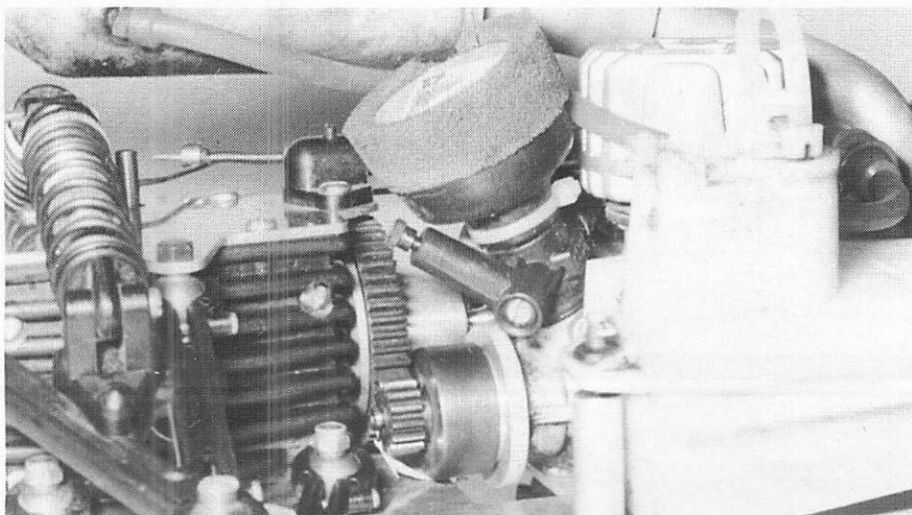
Radio gear is mounted in a fibre glass radio tray. Two servos are recommended for steering due to the high loads imposed by 4 wheel drive. Linkages look involved however a careful look at the instructions and commonsense prevails. Rear steering can be removed by disconnecting the rear steering linkage and locking the rear servo saver with a bolt supplied.

The kit is not fitted with a rollcage and chassis flex is controlled by a substantial brace fitted between the gear box covers.

The latest European rules do not allow buggies without bodies so the Mustang comes with a polycarbonate body shell which does a good job of keeping the dirt away from the internals of the kit.

Once I started building my Mustang I could not wait to try it, so after fitting a Picco motor, carby and manifold, a Magic Muffler and KO radio it was off to the local track for a test run.

After a range check for the radio (we all do it don't we?) it was time to start the motor. I'm not used to inline motors and I have skinned knuckles to prove it. The motor fired so it was onto the track with a couple of slow laps to bed in the clutch then heaps of throttle and wow!!

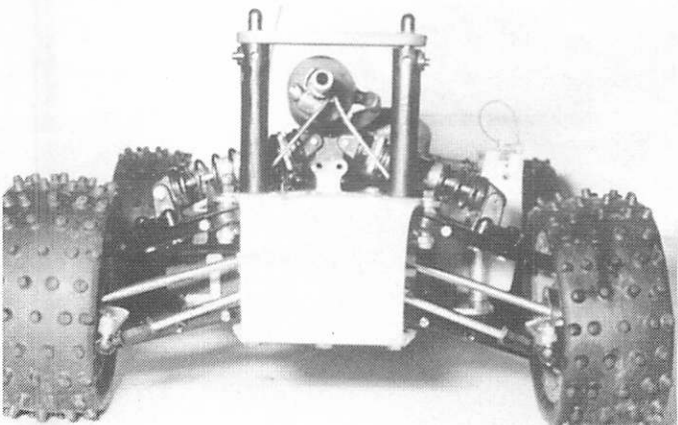
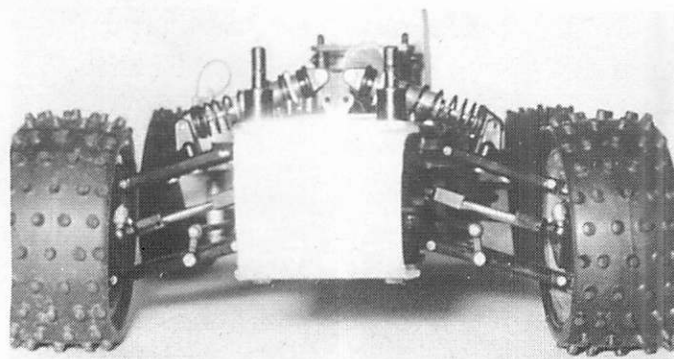
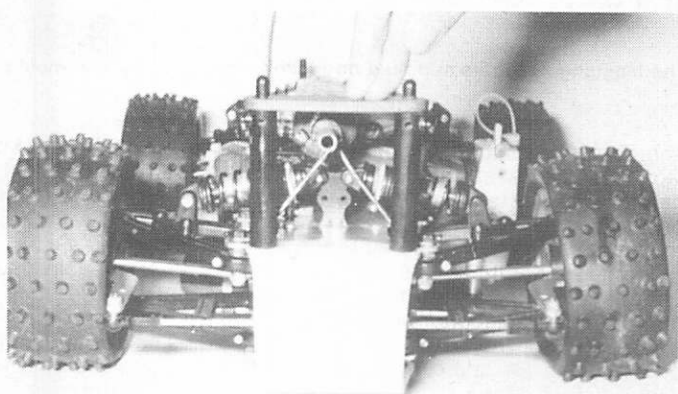
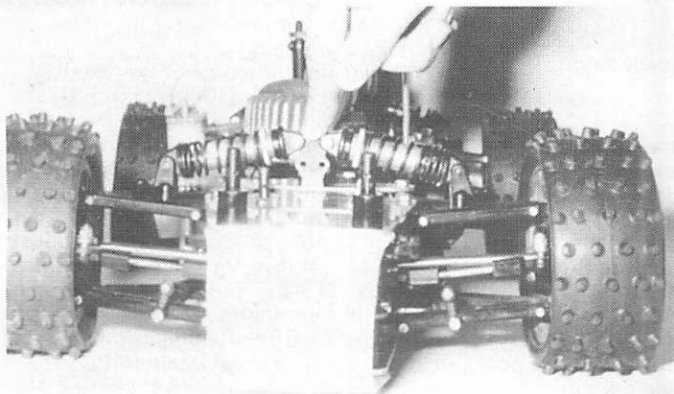


The drive system can be clearly seen in this photo. Drive is taken from the clutch drum pinion, to a spur gear mounted on the input shaft of the rear diff. The standard PB fuel tank can be seen on the right.

The car is very stable with the suspension soaking up the bumps brilliantly. With 4 wheel steering turning into corners is as good as a 1/8 scale circuit car and there is no problem with understeer common with most 4WD buggies. With the rear steering disconnected the Mustang is "ultra stable" (to quote the instructions) and will help on low traction surfaces. The harder you drive this buggy the better it seems to work, a real competition bred machine.

The Mustang Xi2 is the state of the art in the current 1/8 scale off road scene. It looks good and feels easy to drive. If you like to win or just enjoy off roading then this kit could be just what you are looking for.

Test kit courtesy of Radio Race Cars  
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The long suspension travel is clearly illustrated. The two photos on the left show the front suspension and on the right the rear suspension.





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# MINIATURE RACE CAR CLUB OF QUEENSLAND

R. Clydesdale

In the first issue of ACM we expressed the desire to cover all aspects of automotive modelling that we can source. Mention was made of the popular facets, such as radio control plastic building, collecting and slot cars, and also of perhaps the lesser known tether car racing.

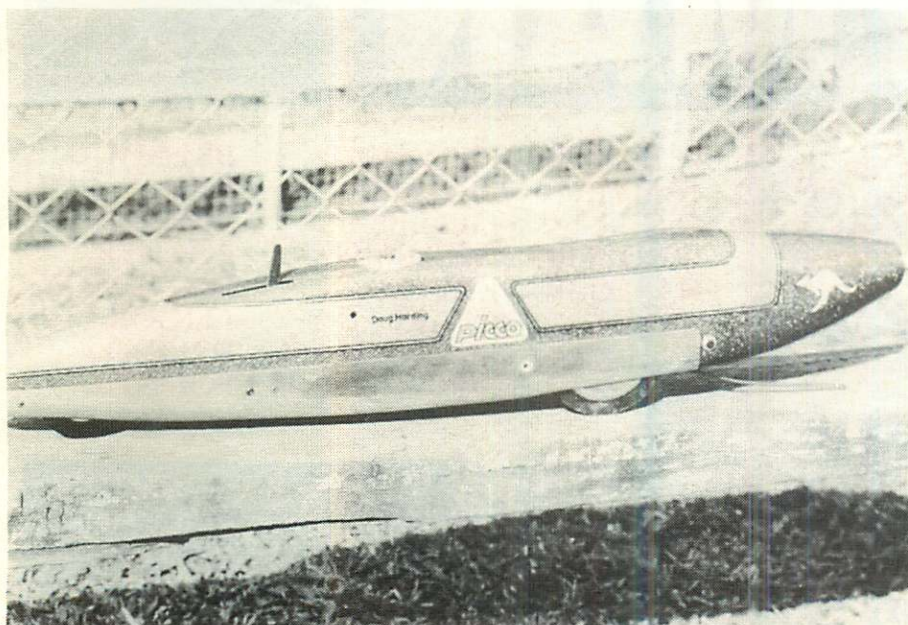
In response to our request for readers to tell us about their activities, Mr. Clydesdale of the Miniature Race Car club of Queensland has sent us the following history of their club and the activities of the tether car enthusiasts in Brisbane.

We have also been corrected in our statement that the World Championships for this category would be held in Sydney during Easter 1986. Mr. Clydesdale has advised that although Sydney will host the 1986 World Championships a firm date has yet to be confirmed and is more likely to be in September or October 1986. We thank him for his correction and will keep you informed on the dates and location.

The history of the Miniature Race Car Club of Queensland goes back to 1948



Queensland Miniature Race Car Club's track at Kalinga Park, Toombul, Brisbane.



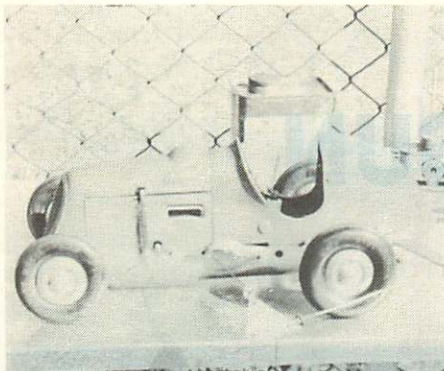
1984 Streamline 10cc Picco engine, spring front and rear. Speed 286 k.p.h. (177 m.p.h.).

when the club was formed to race model cars on a private track in the grounds of Hudson Engineering at West End, Brisbane. Due to the expansion of Hudson Engineering the small 30 ft. diameter track was closed in 1951 and a new track constructed in Purtell Park, Bardon. The track was 52 ft. 6 inches in diameter which was a standardised size at that time. A quarter mile was equal to eight laps of the track.

Racing continued at Bardon until 1957 when a new site had to be found. This time a 70 ft diameter track (6 laps to the quarter mile) was constructed adjacent to Hickey Park Stafford. This track remained in use until 1961 when again progress forced another move. This time a 70 foot diameter track was constructed in Kalinga Park, Toombul where the club now holds track meetings every Saturday afternoon between 2 p.m. and 5 p.m.

The type of racing carried out by the club takes the form of a time trial. The cars are electronically timed over a quarter mile, after the owner signals the timekeeper. The cars are tethered to a centre pole by means of a steel cable. Crash fences protect the spectators in the event of a cable failure.





Old timer 1950 vintage speed in the 60-70 m.p.h. class (100-112 k.p.h.).

In the days of the West End Bardon tracks the cars took the form of a model of an existing type of car, but as speeds increased, streamlined bodies were built to cut down on drag. The cars of today feature, fully sprung front and rear suspension, although classes are still provided for the older type of cars.

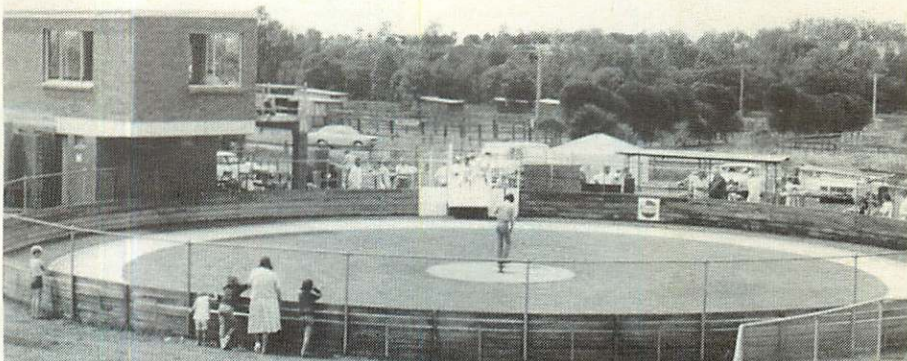
The cars are powered by a two stroke internal combustion engine, driving the rear wheels through step down gears (either bevel or spur). Some of the older cars feature battery or magneto ignition but most are glow plug type. Cars can be

built to owners ideas although a worldwide set of specifications provides class sizes and restrictions for uniformity.

The speeds achieved today are high, with Australian records being 10cc: 280 kph, 5cc: 250 kph, and 2.5 cc: 220 kph. World records are approximately 20 kph higher in all classes.

The sport of tethered car racing is still practiced in Sydney and in the following countries.. U.S.A., U.S.S.R., East & West Germany, Switzerland, France, Italy, Hungary, Bulgaria, and Sweden. The World Championships are run every 3 years with the next to be held in Sydney in late 1986 (probably September/October).

Membership is open to anyone interested in this sport. For further details on membership please contact the Brisbane President, John Walker, or the Brisbane Secretary Rob Clydesdale on 07 263 6575 or the Sydney club Karl Sepetau on 02 6361329 or David James on 04 6669097.



The Sydney Society of Model Engineer's track with club house, at Luddenham, N.S.W., sight of the 1986 World Championships for tether cars.



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# BIG BEAR DATSUN

Murray Scott



The Big Bear in action.

Rob Van Derburg sales manager of J.R. Australia was on the phone advising that they were sending a BIG BEAR DATSUN over for me to review. A What!!!

Next day a parcel arrives. I can't wait to see just what the BIG BEAR DATSUN is all about.

The local daily morning news paper "The Advertiser" recently ran a picture of a strange devise seen at Daytona in the USA, also I had seen something similar in the television promo for the Movie Cannonball 2. In the TV promo the massively tyred vehicle was doing unspeakable things to a Porsche 928.

It appears that this type of car has its origins in the Florida swamplands, where the locals took to fitting enormous low pressure tyres to their machines so they could be driven in the soft swampy areas like the everglades.

Marui, are to my knowledge the first manufacturer to offer a radio control model of these fascinating vehicles.

The backbone of this car is the same chassis used in the Super Wheelie (reviewed in issue 5 1984 of ARCM.) with similar but modified suspension and drive system, topped off with a strong moulded plastic Datsun Utility body. The whole rig sits on 4 huge ribbed tyres that would stand 1420mm (56 inches) tall and be almost a metre wide, in full size.

The 540 size motor supplied in the BIG BEAR kit is a hot version, aside from being painted black, it provides the BIG BEAR with quite startling performance, using a standard 6 cell battery pack. In fact the BIG BEAR will wheely for quite some distance, after a short roll backwards, this with the battery in the standard position.

Driving the BIG BEAR is a ball, its turn of speed is startling. On my lawn, that had not been cut for a couple of weeks it did not appear to be hampered at all. The grass was long enough to almost stop a regular buggy. So just like its fullsize counterpart it will operate in conditions, that would be impossible with regular vehicles.

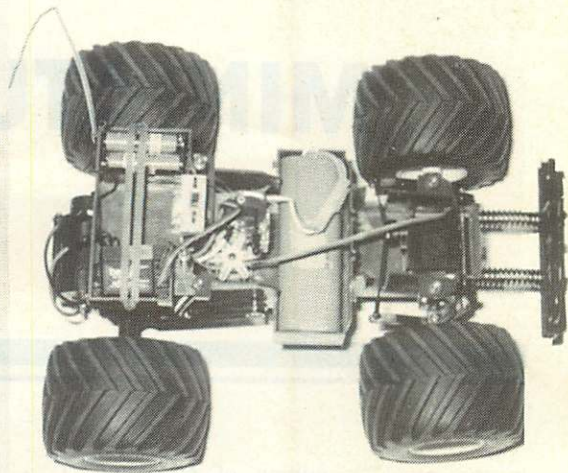
Conclusions: FUN FUN FUN.

Sample courtesy, Australian distributors: JR Australia 424 Station Street, Box Hill, Victoria.

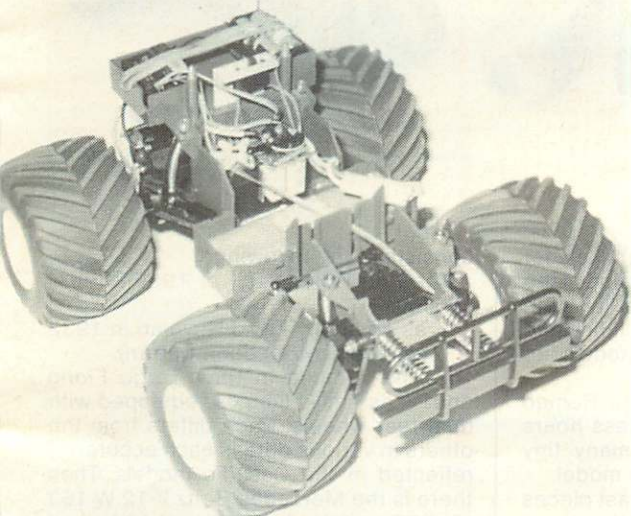


Bob Jennings, Motoring Editor of the South Australian morning newspaper, "The Advertiser", photographed this machine at the recent Daytona 500.

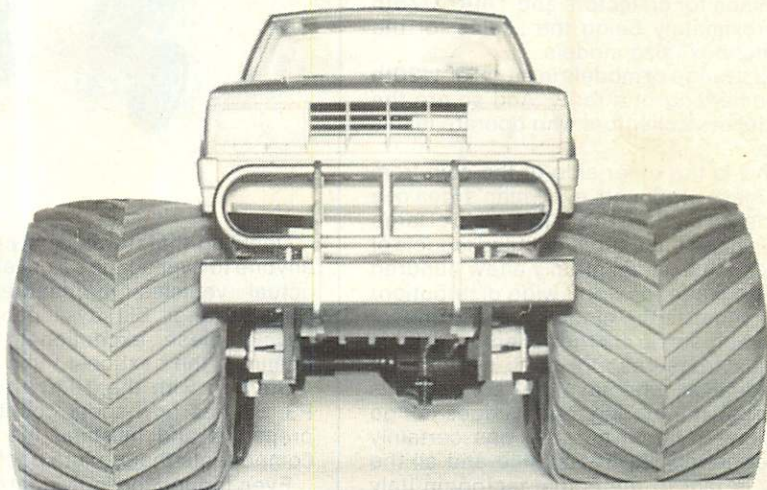




The complete Big Bear Datsun. The bodyshell of the review subject is painted metallic blue, the self adhesive trim sheet decals applied.



The chassis with the Datsun body removed clearly showing ample space available for mounting the radio gear.



Front on, the tyres look massive.

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# MINIATURES IN METAL

Colin Ecktor

In the previous edition of ACM, we previewed a particular aspect of miniature metal models which is select to say the very least. Most metal models (as opposed to diecast and that's a subject we'll discuss at another time with deference to Jock McGowan) are of smaller scales, 1/43rd being the most common for collectors and 1/64- 1/75th approximately being the scales for the "matchbox" size models.

So a range of models in metal of 1/20th is something of a rarity. And so are the modellers/collectors who operate in this area.

This is the other side of the coin from the mass produced, everyman's idea of a model collection. This is the world of large scale hand built, super detailed models of which a maximum of only a few hundred will be made for world wide distribution.

And just as the models are few and far between, so too are the collectors of these special treasures. One such is Bill Lodge of Adelaide, who says that although his interest in motoring models does not go back very far in time he has certainly taken it very far in distance and all the way in fact to the actual factory in Italy which makes the particular models that are Bill's special interest.

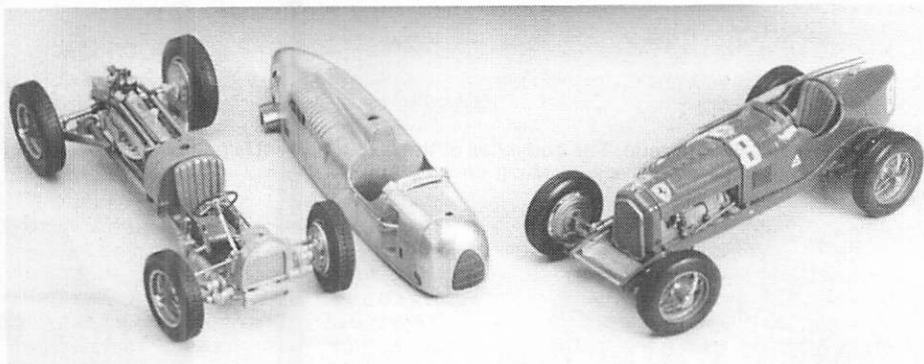
To begin with, Bill had the same interest that many of us did in plastic model kits of aircraft and ships. But it was not until recently when the hobby flame was rekindled that it took its current direction.

Dabbling first with the new generation of metal kits in 1/43rd scale and at the same time starting down the chosen path of the classic era (i.e pre-World War 11) sports racers and open wheeler racing cars, Bill says that he quickly found the small scale models less than satisfying in terms of involvement in the construction process and in the level of detail offered.

So casting around Bill came across the Revival range of Casadio of Bologna in Italy. This range of cars in the chosen 1/20th scale consists of pre and immediately post World War 11 cars such as the Bugatti, Auto Union, Alfa Romeo and Mercedes Benz.

All supplied in kit form mostly cast metal parts with superb detail, the 1/20th scale provided the sort of involvement and satisfaction that Bill was looking for.

There is only a limited range available in this large scale but Bill says they make up in quality for what they might lack in quantity.



Deciding that it was highly unlikely for anyone to ever acquire a collection of the actual vehicles represented by the Casadio range, Bill says that building and having these exceptional models to admire is the next best thing.

Starting with the 1930's Alfa Romeo P3, Bill has now spent countless hours preparing and finishing the many tiny components that go into each model.

Even though the individual cast pieces are minute in their detail, there is a great deal of polishing and filing to achieve the perfect hand fit.

In this, of course, the model accurately reflects the real vehicle, as each of those were hand built.

Bill has developed and refined his own techniques and tools. Most of the assembly is by screws with a minimum of gluing- so the tools are tiny screwdrivers files and drills usually found only in the hands of jewellers and dentists.

More than 120 hours is the sort of time Bill devotes to the preparation and construction of just one model. Each kit also costs a considerable sum (between \$100 and \$150) but for the ultimate reward this is money well spent... if you have the patience.

After all this time and money Bill is looking forward to a unique asset.

He has already finished two with six more to come.

Inspired by a visit to the home of the Casadio models in the most unlikely location of the small picturesque Italian village of Minerobio, outside Bologna, Bill now has plans for an appropriate display cabinet for his ultimate collection.

The Casadio range of 1/20th models, small in number but great in history

consists of the following.

The Alfa Romeo P3, of 1932-35 in 4 versions.

I. as driven by Tazio Nuvolari in 1932

II. as raced by Scuderia Ferrari).

III. as it raced in the Targa Florio and 1V. as a hill climb car equipped with dual rear wheels! Each differs from the others in various details each accurately reflected in the Casadio models. Then there is the Mercedes-Benz V-12 W 163 of 1939 and the Auto Union V-16 type of 1936-37 as a circuit racer.

As a hill climb car again with the dual rear wheels and in two versions with all enveloping "Streamliner" body work as used for world speed record runs in 1937 and 1938.

And naturally in this sort of company you would have to find a Bugatti. Casadio have chosen the Type 35 from 1924-26.

And just recently a new release from Casadio, now calling themselves Revival the 1908 Fiat F2 GP car, all 16.3 litres of it on white rubber tyres!

The only other maker of metal kits in 1/20th scale is Bellini Models of the U.K. with a very interesting range which includes the 1935 Lagonda 4.5 litre, the Maserati 250F G.P. car of 1954- 57 and the Austin 750 OHC GP car of 1936-38 but price and availability in Australia is not known.

Turning now from the sublime to the gorblime from Japan the very latest in tinfoil. By a company that calls itself "Fifties" these are as far removed from the tinfoil toys of the '50's as are the real cars of today compared to that era. Tinfoil used to be the cheap detail-don't matter end of the market, the bigger the



better but destined to end their days rusting in some sandpit. But these are something else. Imported by Geoff Sherrif's Mini-cars show, these "Fifties" are real display pieces. Colour pics would make so much difference, because the 1950 Cadillac is goddamn All-American, Hollywood PINK. And don't it look the part. These are NOT toys. Although they have friction motors ( front wheel drive yet) and they are big, like 1/16 approximately and 30 cm. over all (that's a 1/43 rd Brumm Porsche 356 in pic for comparison) these babies at \$59.95 are for sitting and admiring. I mean the '50's styling is an acquired taste, they're so ghastly that they're almost gorgeous, but with superb paintwork, the 1952 Buick is red with black roof, heavy cast metal grills and bumpers, good "chrome" accents like the portholes on the Buick and the badge on the Caddy these are great value in cm or grams per dollar spent. The range includes Hardtop, and Convertible in both these two plus '57 T-Bird convertible '53 Corvette and '57 Chev (of course) to come. I love 'em ... I think....yes I do... well um..

And finally, is it odd to talk about one magazine in another? Not when they are complementary rather than competitive. From the U.K. comes Model Auto Review, the quintessential U.K. model magazine, mad keen in its enthusiasm and content but oh-gawd in its style and presentation. Produced by R & V Ward of Leeds who also run the "Modelauto" shop 120



Gledhow Valley Road Leeds (Please note we close for lunch 12.30-1.30 .. quaint it?) Model Auto Review is CRAMMED full of info it's just as well it only comes out five times per year. Takes you that long to read it all before the next one comes out. Mostly die-cast, it has regular features like reports on the latest releases from Home and Abroad including Germany, France, Italy and the "Orient" and on buses, fire appliances etc usually with feature vehicle/s articles, like how to collect all the available Studebaker

models or XK Jaguars, or how to make an Ice-cream van out of a Matchbox Y-5 Talbot. It's all quite fascinating to see the scope of it all, although a fair number of the lines shown are not available in Australia... but if you're keen enough you'll go chasing them anyway. Model Auto Review about \$4.75 from selected retailers.

Read it after your copy of ACM, get all the news from both of them and appreciate the difference made by careful design and layout.

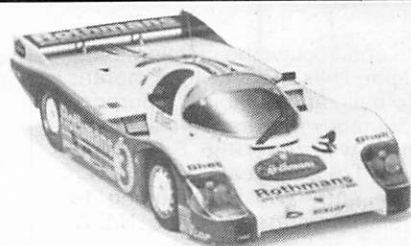
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# R/C CHAMPIONSHIPS

## S.A. 1/8 CHAMPS



March 9th and 10 saw the culmination of The Adelaide Hills Model Clubs months of work to build and establish a purpose built model raceway. The Official Opening Meeting was the 1985 S.A. Championship for 1/8 Scale cars.

Forty five entries in all including 18 drivers from interstate. W.A. Vic, N.S.W. and the A.C.T. all fielded drivers.

With only two days available to conduct the meeting it was decided to amend the convention of 10 minute qualifying heats to 5 minutes. It was felt by the organising club that giving each driver 6, 5 minute chances to qualify as high in the 38 driver finals line up, was preferable to only 3, 10 minute chances.

The top four qualifiers going direct to the final were Stewart Grant, with 19 laps in 309.8 seconds, Ray Soltogio, 18 in 300.3, Ashley Cox 18 in 300.9, David Hyde 18 in 301.3. Steve Burgess just missed out on a top four slot by only .6 of a second, Steve is proving to be a real threat to the top positions driving his S.G. 4 WD. All four top qualifiers were P.B. Nova drivers, looking at all drivers who bettered 18 laps, of which there were 12, most of the popular 1/8th brands were represented. Delta had Dennis Beilby in seventh with 18 in 311.7, followed by Andy Morphett Associated with 18 in 313.4, aside from the top four, P.B. had another 4 in the top dozen including Rob and Andrew Reade, Steve Ellison and Mark Giovannini, Mantua a brand not well



known in Australia under Dave Popplewell's control was in 11th, completing 18 laps in 317.6,

Qualifying was conducted through Saturday and completed Sunday morning, a lunch break was taken at the end of qualifying and activities were recommenced with the official opening ceremony. The Adelaide Hills Model Club's Patrons, local member of state Parliament Mr David Wotton, and International Racing driver Vern Schuppan (winner of Le Mans 1983 and 3rd place in the Indianapolis 500 in 1981 are just two of his notable achievements). Both gave brief speeches, then Vern was asked to drive an 1/8th 956 Porsche (decorated in the livery of the car he used to win the Japanese Endurance Championship for sports cars in 1984), through ribbons stretched across the start line to Officially Open the track.

Back to the racing. First races after the ceremony were the 10 minute 1/4 finals with the top 3 places in each progressing to the Semis.

### ODD 1/4 FINAL (10M)

1	M ENRIGHT	32	600	18.75
2	S KILLFORD	32	619.7	19.36
3	W CURRIE	29	604.2	20.83
4	B DARE	29	613.7	21.16
5	E BIELBY	28	605.3	21.61
6	B BALSAMO	28	607.4	21.69
7	H VAN DYKE	23	606.4	26.36
8	M HOLDERNESSE	21	622.9	29.66
9	P BATES	20	600	30
10	R WEDD	0	600	0

### EVEN 1/4 FINAL (10M)

1	B HOBBS	31	617.9	19.93
2	D MURDOCH	30	604.3	20.14
3	K GRIFFITHS	29	606.4	20.91
4	I MC ADAM	29	607.3	20.94
5	M HYDE	29	614.9	21.2
6	L GIOSIS	26	608.2	23.39
7	R MC ARTHUR	25	600	24
8	R HARRISON	25	613.8	24.55
9	M GREEN	9	600	66.66
10	T WILLSON	2	600	300

From the Odd 1/4 Final Mike Enright, Scott Killford, and Wayne Currie moved up to the Semi, as did Barry Hobbs, David Murdoch, and Kym Griffith from the Even 1/4 Final.

From the two 15 minute semis the winners moved to the final along with the next four fastest drivers.





The placegetters in the South Australian 1/8th State Championships, left to right Stewart Grant (1st), Ashley Cox (2nd), Rob Reade (3rd). All placegetters trophies donated by Australian Car Modeller.

corners that were consistently being cut by drivers soon became stripped of any grass. As a result of a suggestion from Stewart Grant, some old felt carpet was nailed down in the offending corners, and the immediate problem was solved. In the long term, the lawn will become more established, eliminating the problem forever.

Australian Car Modeller provided Trophies for the place getters and medallions for all finalists, and the South Australian distributors for Burago provided a 1/18 scale diecast model of a Testa Rosa Ferrari for the concourse winner Ray Soltogio, Ray wished it be known that it was the Mick Coyle paint job that should have the credit.

**ODD SEMI FINAL (15M)**

1	D BIELBY	51	902.6	17.69
2	K SOLTOGGIO	49	900	18.36
3	W CURRIE	48	918.8	19.14
4	D POPPLEWELL	47	910.5	19.37
5	M ENRIGHT	46	912.1	19.82
6	S KILLFORD	44	914.2	20.77
7	L CAMPFIELD	39	900	23.07
8	S BURGESS	26	900	34.61
9	G TRUMAN	23	900	39.13
10	A READE	21	900	42.85

**EVEN SEMI FINAL (15M)**

1	A MORPHETT	51	908.9	17.82
2	M GIOVANNINI	50	913.2	18.26
3	R READE	50	916.6	18.33
4	R MORPHETT	49	912.2	18.61
5	K GRIFFITHS	46	915.6	19.9
6	D MURDOCH	45	900	20
7	B HOBBS	45	901	20.02
8	R BISHOP	42	906.2	21.57
9	S ELLISON	9	900	100
10	V LIZZI	0	900	0

**FINAL (30M)**

1	S GRANT	103	1800	17.51
2	A COX	102	1811	17.76
3	R READE	99	1817	18.35
4	D BIELBY	98	1807	18.44
5	R SOLTOGGIO	96	1805	18.81
6	R MORPHETT	93	1801	19.36
7	M GIOVANNINI	87	1813	20.84
8	K SOLTOGGIO	83	1802	21.71
9	A MORPHETT	82	1800	21.95
10	D HYDE	30	1800	60

Stewart Grant (PB) became the S.A. Champion with an all the way win in the final from Ashley Cox (PB) who was only one lap and 8 seconds behind Stewart, 3 laps further back came Rob Reade (PB) and another lap away was Dennis Beilly (Delta) in fourth place.

It is difficult for me or myclub members to judge just how well the event went for the competitors, but the feedback from those who have commented, has been favorable, most enjoyed the five minute heats. The track shape also drew favorable reports, the only area that drew adverse comment was the dust that was stirred up by cars that were cutting corners. Because it had not been possible to have the infield lawn fully developed in time for the opening, some

## 1985 NSW 1/12TH CHAMPIONSHIPS

**"The Denning Team Strikes Again"**

Driver, Rodney Denning, Pit, Bob Denning, Car, Associated.

This magnificent combination have done it again, "NSW 1985 1/12th Champion", the latest addition to their list of victories secured on Sunday 10th March 1985 in a race that had everyone on edge for eight minutes.

Thirty eight drivers including one woman ( yes, my woman again!!) contested the Championship at the Westside club's home track in Merrylands, Sydney.

Open practice was held on Saturday followed by a drivers briefing and scrutineering held at dusk prior to the event of the day the "sausage sizzle". you know eat, chat, eat, eat, chat etc.

Arriving at the track on Sunday at 8.30 a.m. I found most of the competitors set

up and practising and as well as our two Queensland entrants we now had five drivers from the Hunter Valley Club.

It was obviously not going to be easy getting in to the "A" main, since the track had been cleaned, the traction was up on usual Merrylands standards and the pace was on.

At 9.30 a.m. the first heat went onto the grid, and the day's racing was underway. With nice warm weather and plenty of sunshine the early heats were already seeing a lot of Westside regulars bettering their own personal best lap scores by 1 or 2 laps. As the day progressed drivers tried different set-ups in their cars to try and get that one fast run that would qualify them in to their finals.

By the fourth and last qualifying round about ten drivers had done a 34 lapper



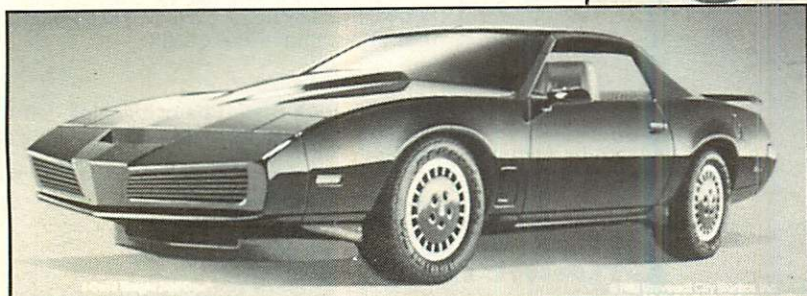
Colin Grenenger, Rodney Denning and Johnathon Borthwick.





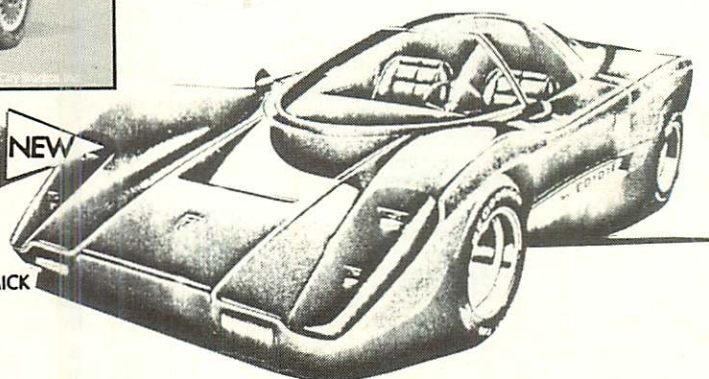
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and a lot of us with 34's wondered if we'd be A or B finalists or what. The final qualifying positions put Rodney Denning as top qualifier with 36 laps in 483 seconds and Col Grenenger second with 36 laps only 2 seconds slower. The last three A finalists and the first seven in the B final were the guys who had qualified with 34's.

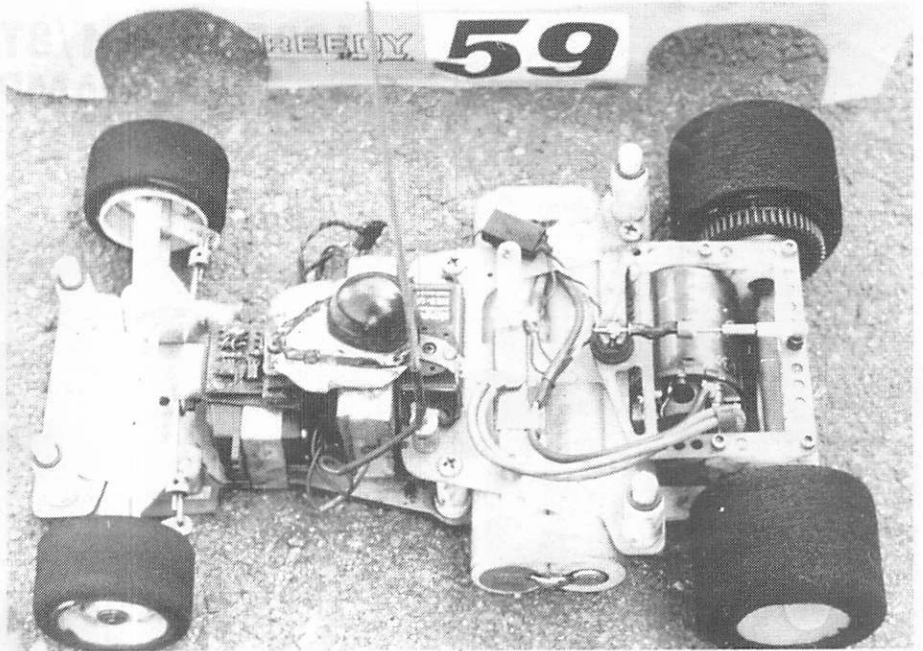
The "E" final went to the line around 2.30 p.m. and eight minutes later Derek Sreven had his win in his Associated 12is six second faster than Tony Walker's Tamiya Porsche 956.

The "D" final was won by Ron Pearce with his Delta Super Phaser but by only one second from Peter McLean's 12is.

Doug Kingsley took out the "C" final with another 12is after a start that had all eight cars involved in crashes by the exit from the first corner. Second place was taken out by Steve Evans with an AYK Road Runner.

Ric Bartolozzi won the "B" final almost a lap ahead of concours winner Geoff Booth, Ric with an AYK Road Runner has only been involved in 1/12th scale racing for a couple of months but his fourteen months of hot buggy racing has obviously helped his progress on road.

When the flag was dropped on the "A" main to decide the NSW Champion Col Grenenger shot into the lead ahead of



Rodney Denning, Jonathon Borthwick, Barry Corfe, Paul Jones, Bob Lowe, Arron Topliff and yours truly bringing up the rear. With all eight driving clean lines and always being aware of being lapped Colin led all the way, until the last run down the

Rodney Denning's Associated 12i. This car and driver have only been beaten on the Merrylands track four times over the last 50 odd race meetings.

straight Colin took a line approximately one foot off the apex which somehow gave Rodney that tiny hole he was looking for after spending nearly eight minutes trying to catch and pass Colin. Rodney stuck the Associated's nose ahead and crossed the line two or three car lengths ahead of Colin's AYK. The current Australian 1/12th Champ. Jonathon Borthwick came in 3rd half a lap down on the leaders.

After that most of the competitors stood around the drivers stand re-living the "A" final then came the trophy presentation. All the "A" finalists and the winners of each of the other finals received a trophy.

This meeting was a good preview or rehearsal for the National Titles being held at Merrylands on 21st and 22nd September 1985. The Nats will be run on the same basis of four or five qualifying heats with your best single run placing you in a final. All races will be eight minutes, open class motors, and everyone will run a final.

Overall this was a well organised event with plenty of quality racing. I'm sure everyone had a great time, there were no protests and all went home to analyse the event in preparation for the Nationals.

A big thank you to all the personnel involved in lap scoring etc and to the hosts the Westside Club and Model Race Car World.

See you all there in September.

RESULTS: 1985 NSW 1/12TH CHAMPIONSHIP (SPORTS/G1) - 10.3.85

Pos.	Driver	HEATS				FINALS					CAR	
		1	2	3	4	A	B	C	D	E		
1.	RODNEY DENNING	36/488	36/487	36/485	36/483	37/493*						Associated RC12i/5
2.	COL GRENEGER	36/491	36/490	36/485	36/487	37/494						AYK Road Runner
3.	JONATHAN BORTHWICK	34/481	36/490	36/494	35/484	36/487						Associated RC12i/5
4.	BARRY CORFE	34/486	35/488	29/492	35/488	36/491						Associated RC12i/5
5.	PAUL JONES	33/483	33/481	35/491	34/485	35/498						Delta Super Phaser
6.	ARRON TOPLIFF	28/486	33/499	34/481	33/503	35/499						AYK Road Runner
7.	BOB LOWE	33/501	34/484	34/503	34/496	35/501						AYK Road Runner
8.	RAY WOOD	32/485	34/493	34/482	23/326	34/485						Delta Super Phaser
9.	RIC BARTOLOZZI	34/491	33/488	32/483	33/487		34/484					AYK Road Runner
10.	GEOFF BOOTH	26/459	32/483	34/502	34/498							Associated RC12i/55
11.	PETER CALLAGHER	33/488	32/484	30/495	33/484			33/486				Delta Super Phaser
12.	KEITH HARDING	33/485	-	34/491	32/500							Delta Super Phaser
13.	BRENT DENNING	32/489	32/466	34/489	33/495			28/481				Associated RC12i/5
14.	ROBERT RUTLEDGE	26/493	32/496	31/485	34/497			24/351				Associated RC12i/5
15.	JOHN HAWKINS	-	31/466	5/495	34/490			23/311				Delta Super Phaser
16.	CHRIS TOMS	32/497	33/492	29/483	31/492							Delta Super Phaser
17.	DOUG KINGSLEY	14/242	26/483	32/492	33/496				33/485			Associated RC12i/55
18.	STEVE EVANS	32/494	31/483	29/494	32/491				33/499			AYK Road Runner
19.	MICHAEL TOMS	32/498	29/482	2/055	-				32/477			Parma Euro Panther
20.	IAN BANNISIER	31/483	24/409	4/111	33/484				32/486			Associated RC12i/55
21.	GREG ROWE	32/490	31/484	31/482	30/492				31/489			Associated RC12i/55
22.	PETER LAWRIE	23/493	29/485	23/486	32/488				29/482			Associated RC12i/55
23.	TONY LOWE	25/492	30/463	27/422	32/488				26/483			Associated RC12i/5
24.	ALEX WOOD	29/486	-	19/319	32/497				20/311			Associated RC12i/5
25.	RON PEARCE	8/487	31/494	10/155	19/307					32/495		Delta Super Phaser
26.	PETER McLEAN	29/484	30/492	23/486	24/486					32/496		Associated RC12i/5
27.	DARREN WATSON	22/482	30/486	30/486	31/483					31/494		Associated RC12i/5
28.	STEPHEN MAGRO	-	30/495	28/497	26/488					30/490		AYK Road Runner
29.	PHILLIP McNAMARA	28/484	28/467	30/497	30/501					29/482		Associated RC12i/5
30.	BRIAN WORBOYS	29/483	30/486	31/482	27/494					29/491		Associated RC12i/5
31.	PETER DOWRICK	29/481	30/491	30/483	28/487					26/432		Associated RC12i/5
32.	GEOFF LOtZE	30/495	30/493	30/496	30/493					1/022		Tamiya Porsche 956
33.	DEREK SLEVEN	28/488	8/139	11/200	29/489						30/483	Associated RC12i/5
34.	TONY WALKER	28/482	25/484	28/485	28/492						30/489	Tamiya Porsche 956
35.	CRAIG PATTERSON	-	-	21/490	26/485						29/481	Delta Super Phaser
36.	GLEN MERVIN	16/365	26/482	27/484	28/486						28/482	Parma Panther Susp
37.	BRUCE CAMPIGLI	15/358	27/496	4/091	16/344						-	Associated RC12i/5
38.	JOHN FLETCHEER	19/318	-	-	-						-	Associated RC12i/5

\* Denotes new track record

† Denotes top qualifier

N.S.W. 1/12th CHAMP EQUIPMENT

Name	State	Car	Motor	Nicads	Tx	Rx	Servo	S/Control	Body	Front Tyres	Rear Tyres	Tyre treat	Weight
Rodney Denning	N.S.W.	Assoc. 12i S 12E front end	Reedy Mod Blue dot	Sanyo Yellow	K.O. Wheel	Futaba	Futaba S32	Parma Resistor	TOJ	Associated softs	Associated green	Sunblock factor 15	947 g
Colin Grenenger	N.S.W.	AYK Road Runner	AYK Armt Yokomo can	Sanyo Yellow	Futaba Sticks	Futaba	Novac Bantam	Novac Electronic	Porsche CK5	Associated green	Associated yellow	Coppertone Suntan	895g
Jonathon Borthwick	Qld.	Assoc. 12i S 12E front end	Reedy Mod Blue dot	Sanyo Yellow	Futaba Wheel	Futaba	Futaba S32	B.C. Elec Electronic	TOJ	Associated SK	Associated green	Coppertone factor 15	920g



# 1985 NSW 1/8TH FORMULA ONE CHAMPIONSHIPS



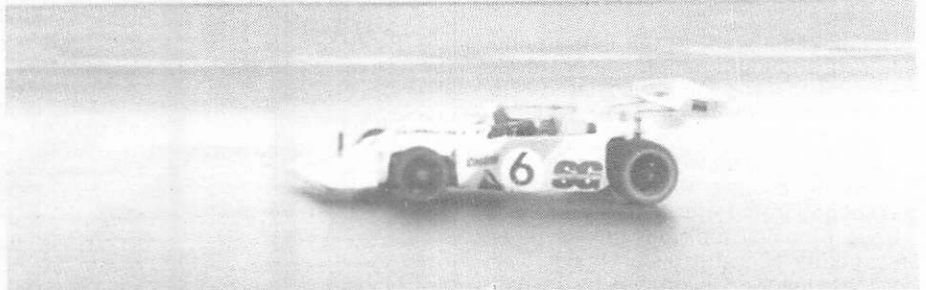
A familiar pose for Rodney (refer ACM No. 1, page 7)

(Wood photo)



Concourse winner, Geoff Booth, 1/12th car and R/C transporter with car aboard had to do two laps and nearly rolled over in the process. Over 1,000 hours of work went into the truck preparation.

(Wood photo)



100 k.p.h. up the straight and 4 W.D. traction in the corners. Ray McArthur's S.G.

(Wood photo)



South Australia's Rob Reade and his PB in the pits.

(Wood photo)



Steve Burgess and his Dad holding their second place S.G.

(Wood photo)

Easter to some, means horse racing, to the bikers of Australia it means Bathurst, to the 1/8th race car fraternity it means the NSW Formula 1 Championship at the Cross Roads Hotel in Sydney.

This event saw three drivers from Queensland, three from Victoria, three from South Australia, two from ACT, twenty five New South Welshmen and Tony Warren who ventured up from the Apple Isle (Tassy) competing for the title of N.S.W. Champion. Friday was official practice and scrutineering, Saturday saw lovely weather, the traction improved as the four rounds were run.

The pace was on, and by the end of the day, qualifying had been decide. The final order: 1st.(T.Q.)Stewart Grant,2nd. Steve Burgess,3rd. Peter Chan then his brother Ray, 4th. These four went straight into the main final.

In a sport where juniors are a rarity, this event saw a rising star in 12 year old Michael Van Der Helm of Sydney, who, in this major meeting, qualified tenth, thereby placing himself into the main final. Michael's father was responsible for preparation and the pit for their PB car, and obviously did well. What they learnt by attending such a competitive meeting, will only make Michael a bigger threat to the top boys in the future .

Last year's winner Dennis Beilby from Geelong could not make it this year as '85 is education year for Dennis, and he's studying hard for final exams at University this year.

So 2 p.m. Sunday, the top ten went to the grid for the thirty minute main final. In what was a very clean and at times closely fought race. Stewart Grant's PB car came out first with 99 laps, followed by Steve Burgess (S.G.) 2nd. On 96 laps and 3rd. the Taswegian Tony Warren (PB) on 92 laps. Tony also had to battle through a twenty minute semi-final to get to the main final.

Although the PB cars were dominant it's only time before the new S.G. 4WD starts winning here in Australia.

The Chan brothers and Ray Mc Arthur etc. showed that the new S.G.'s were hot, but new driving styles have to be learnt to make a succesful move from 2WD to 4WD

Many thanks from all the competitors to Les Robinson, President NSWRCCL and his helpers for making the even run smoothly.



# "A VIEW OF THE DIRT FROM A 14 YEAR OLD CHAMP"

Ed: Michael Toms is the new 1/10th off-road Junior Champion and we asked him to tell us about his experiences leading up to his great win. Incidentally Michael turned 15 on 19th January 1985.

My name is Michael Toms and I recently won the Junior Stock Title at the Australian Nationals for 1/10th Off-Road R/C racing. I also top qualified for Junior Stock in the NSW State Titles although I ended up running second. Hopefully some of my experiences will inspire others to go racing.

I have been racing for a year and a half now, and most of my family race these cars except Mum and our cat. I have two brothers who race with me and without them I wouldn't even be involved in racing. Many of my friends also race with me and I want to thank Andrew Bolton and his family for all the help they have given me over the last year and a half.

The first time I saw the cars was at the first Australian Nationals at St.Ives Showground. The first impression I got was that these little things with skinny front wheels were so easy to drive that it would be a cinch to beat everybody. So I had a talk to my friend who had already received a car for a Christmas present and he said it was quite the opposite. The cars are easy to drive in a straight line but going around corners is another thing. You have to pick the right line to get around the track otherwise you lose three feet on the leader every corner. To add to it the cars go around 60 km/hr. which is fast enough for a 1/10th scale off-road buggy. The real hot shots indulge in \$90 motors and if you really want to go in the deep end you can buy a graphite chassis for a Rough Rider, but most of this is unnecessary for the beginner.

So, back to the story; a few weeks later I had my heart set on getting myself a Rough Rider so I did some grovelling to Mum and Dad (be a good boy and all that jazz) and about two months later I had a brand new Rough Rider and within a week I was let loose on the track. After a few goes I realised that the stock Rough Rider was very hard to drive with all its stock bits so I thought it out and decided that my main problem was the steering linkages, which made me buy an RCH direct steering set-up. It is much stronger than the stock steering plus it adds more lock on both sides and the RCH steering wears much less and doesn't pop off.

So back to the track I went and after a

few race meetings I realised that my front wheels had a lot of slop. This was because there were no ball bearings in the front wheels. The bushings which come with the car were worn out along with the front stub axles. Thus I purchased myself a packet of four ball racers and a pair of front stub axles. Surprisingly enough this made the car run smoother and go faster because there is much less resistance on the front wheels when they spin.

After this my car was trouble free for a while until it began to make weird noises, so being an adventurous young 13 year old I began to pull apart the back end of the car. I got down to the "A" arms but I couldn't take the strain and the "A" arms snapped through no fault except my own. After breaking the "A" arms I bought some RCH arms. These are made of Teflon and are just as strong as the stock arms plus they offer two bearing holes.

By this time the car had been taking a bit of a beating and the inner stub axles which hold the front suspension on were very bent. My friend Andrew Bolton, had some old ones so I bought them. These new ones were hardened steel so they don't bend (they haven't bent yet).

Continuing my story; my speed controller had packed it in thus making me buy another one. I nipped it out for a while and decided to buy an AYK 3 speed controller. This is much more reliable than the stock speed controller and is fairly cheap.

Now that I had a different speed controller it wouldn't fit into the radio box which comes with the kit so I did away with it. This meant that I had to put all the servos on the chassis which would make the whole car much easier to clean, it also meant that I had to make a pair of nerf bars to strengthen the chassis so it wouldn't snap when I hit a bump.

The car had been going six months non-stop without ball racers in the gear case and all the gears were nylon and very worn and the time came when they stripped. This was a crippling injury to my car and as it was very close to Christmas I did my usual grovelling and a week before Christmas, I received a "Taipan". This is a car which was built-up from some of my bits and many RCH hot-up parts.

This new look car of mine was so much better than the stock car that every

characteristic of it was different and this is the car that I took to the Nationals.

The 1984 Australian Nationals were the culmination of my experience driving and maintaining my car. After the two days of heats with varying degrees of success came the race of judgement - the Final! After taking a walk to the toilet, I was ready for the big race. This race meant more to me than any other I had run before because the National Junior Stock Title rested on it. When the call for the Junior "A" Final came the eight guys were more nervous than ever before. This out did any exam in our lives.

The flag dropped and the race was on. I quickly took the lead over the field and wasn't overtaken for the whole race. People tell me that my race was driven almost perfectly.

That six minute race was the longest six minutes in my life and the car seemed like it was going in slow motion. To add to the tension the crowd in the grandstands were cheering and urging me on to go faster and faster, so 14.55 laps and six minutes later I pulled off the big one. As soon as the race had finished Ray Wood came over and pulled me off the stand jumping for joy and my Mum who had been helping with the lap scoring broke into tears.

It's alright to have the best car that money can buy but driving it is another matter. When I received my Taipan I was going around the track so inconsistently that every corner I made was different. Luckily for me the '83 Australian Champion Jeff Grenenger is in my club and he gave me many tips about getting around the track, so it didn't take me long to learn how to drive successfully.

Naturally you can't expect to drive your car so well that you'll blow everyone away in your first week. Good driving comes with practice around a track it took me about three months before I was competitive.

When you just get your kit you are sure to need to buy some spare parts but I don't think you need to spend heaps of money in the first few months. Some people buy a kit and spend money on the latest hot-shot items in the first two weeks. I think you are better off using a relatively stock car to get used to driving an R/C vehicle.

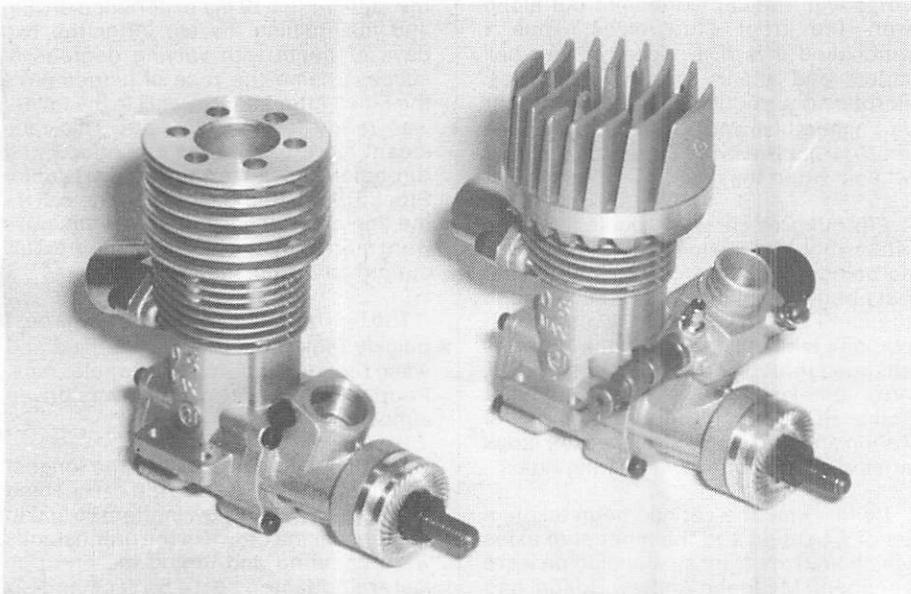
Good luck and good racing.



# MOTORS

Murray Scott

## O.S. 21 VF-C AND 21 VF-B



The car motor on the left can be fitted with an optional slide carb, or your favorite carb. The other motor is the buggy motor as supplied complete with carb.

Just what difference is there between car and buggy engines? To find out, I asked Southern Model Supplies to supply me, one of each of the O.S. 21 VF-C car motor and the O.S. 21 VF-B buggy motor, for comparisons.

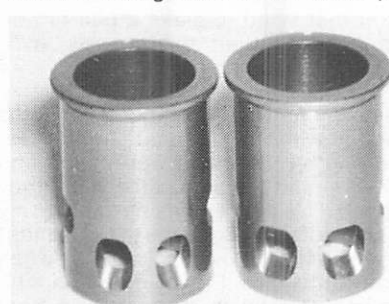
### GENERAL DESCRIPTION:

Both engines feature, front shaft intake, Schnuerle porting, rear exhaust, and are fitted with ABC piston and liner assemblies. The crankshaft is carried in two ballraces within a removable front housing. A study of the parts list shows that the vast majority of parts are common to both engines, the crankcase, crankshaft, conrod, being among them. The piston-liner assembly and the heatsink head are the most notable exceptions.

The piston and liner assemblies for each of the motors have separate part numbers indicating that there are variations. Using the instruments at my disposal (a quality dial gauge vernier) I was unable to detect any dimensional variation between either of the piston-liner assemblies, other than a tiny variation in port timing, measured with the liners installed. These timing variations could easily be just a ganging of manufacturing tolerances. Other poss-

ible variations are, piston-liner clearance, liner taper, or maybe a change of materials.

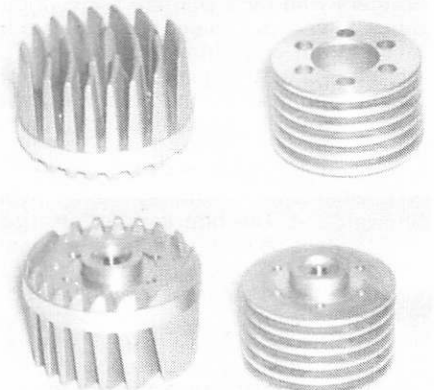
An enquiry to the manufacturers, via Southern Model Supplies, bought forward a reply, telling us that the first series of buggy motors actually had the same piston liner assemblies, but subsequent series had a special liner, a sample of which would be forwarded immediately by post. The sample duly arrived, and a close inspection revealed that the timing had been altered slightly, but the most obvious change was to the boost ports.



On the left is the latest series cylinder liner for the buggy motor, the smaller boost parts are noticeable compared to the car liner.

The boost ports of the new buggy liner were noticeably smaller than those of the car engine. (see photo). OS obviously consider the control of the fresh charge into the cylinder to be more important than simple charge volume.

Externally, the cylinder head heat sink is the most obvious deviation. The car engine has a vertical column with 6 horizontal fins, whereas the buggy one has 8 curved vertical fins, arranged so that it is possible to have the leading edge of the fins facing into the airflow, whether the motor is mounted with the



The top and bottom of the heat sink cylinder heads.

shaft inline or across the buggy, by simply rotating the head to one of six positions permitted by the six mounting bolts. The combustion chambers are of similar design in both, each having a 3 mm tapered squish band around a bowl shaped chamber, the car head being as die-cast and the buggy chamber is fully machined.

The buggy engine is supplied complete with a 8.75mm diam, barrel type carb and a foam element air cleaner. The air cleaner is of a type that will allow clean elements to be inserted in seconds, ideal for extremely dusty conditions. Speaking of dusty conditions, the exposed end of the barrel on the carb is completely sealed from dust by a rubber boot.

The car engine is normally supplied without a carb, so 1/8th scale racers can fit their favorite carb. Or it can be supplied with a Graupner 9mm slide carb that will fit directly into the 13mm



#### PERTH RADIO ELECTRIC CAR CLUB

Report on 1985 Club Championship meeting held 14.4.85 at the club's track in High Rd. Willetton supplied by Paul Baartz. The weather was fine and cool with the track a little dusty and therefore slightly slippery, but still very driveable.

24 entries were received in the "Stock" division and 8 entries for the "Modified" division.

After two sets of heats which determined the 8 finalists for "Stock" and their positions for both divisions the serious business of the finals got under way.

Stock - Finalists in grid order were S. Bartlett, B. Hunter, G. London, K. Roxcke, G. Pakes, D. Turner, N. Bennett, P. Gardiner.

From the start Stan Bartlett jumped to the lead which he held throughout the entire race. Second place was closely fought between Bennett and Gardiner until at about the 7 1/2 minute mark when both cars got tangled up and unfortunately Gardiner was put out of the race. This left Keith Roxcke into third place, Bruce Hunter driving consistently finished fourth.

Modified - Alan Hurst who qualified in pole position led the field away from the start followed by Alan Baartz, Kim Anning with the rest of the field struggling to keep up with the brisk pace in front. At the half way mark Hurst led from Baartz by 1/2 a lap with Bartlett in third place owing to Anning having a minor mechanical problem. Just after the 6 minute mark Hurst began to slow (batteries) and shortly was passed by Alan Baartz who pulled away to eventually be a lap in front. Kim Anning made up lost ground to finish third with the smooth driving Peer Ogden in fourth place.

Result - Alan Baartz 1st, Alan Hurst 2nd, Kim Anning 3rd, Peter Ogden 4th. The winning car was Associated 121 with Associated Reedy modified motor running on Associated green tyres.

Trophies were presented to place getters and also the "year point score trophies were presented to: Modified 1st Alan Baartz, 2nd Alan Hurst, Stock A 1st Paul Baartz, 2nd Bruce Hunter, Stock B Jim Beale 2nd Gavin Pakes, Stock C 1st John Smith, 2nd Trevor Leuzzi.

#### CENTRAL COAST RADIO CAR CLUB

This club has an off road circuit at the Forresters Beach Family Fun Centre which is just 15 minutes drive from the city of Gosford on The Entrance road. The centre has a Putt Putt golf course, bowling alley, road runner go-kart circuit, water park and two kiosks so they can be assured of keeping the rest of the family members happy while they race their off road buggies. They hold their meetings on the 2nd and 4th Sundays of each month, the 4th Sunday being a prize meeting. However because of its location the track is open for practice every day of the week. Jack Leigh is the newly elected President of this club and Darrin Neale is the secretary. Darrin can be contacted at 70 Ocean View Road, Gorokan NSW 2263.

#### BRISBANE ELECTRIC AUTO RACES 4TH ANNUAL G.P.

Barry Corfe told us that this event was again very successful when on the 28th April for the 4th year the basketball court at the Seven Hills College of Art was used for this event. It is the only event held on this circuit, and the only event for G.P cars for the Brisbane Electric Racers. The 1985 G.P. saw 24 entries, from the three active clubs in Brisbane, the B.E.A.R.S. the Kensington Village Club and the newly formed Gold Coast Club. In fact 14 of the entrants were visitors. Barry was race director but he was assisted by various starters and a number of helpers, particularly Alf Waye. Barry described the track as tight, twisting and with 12 corners, interesting, bearing in mind that it is laid out with wooden barriers on a single basketball court, but it has proved popular for this G.P. event. The weather was kind, overcast but sunny at times, although Barry added that in general the Queensland weather, of late, has not been what we've been educated to expect. The 1985 G.P. saw three rounds of 8 minute heats and A,B,C finals. Top qualifier was Rob Watt, driving a modified super Phaser with a Bolink Chaparell. he was also overall winner. Second was Barry Corfe driving an Associated 121 also Chaparell. The B final was won by Peter Hoer driving a Tamiya Porsche 956, followed by David Rann's TE4. A P.B. driven by Mark Jacobsen was third. The C final was won by Dean Redsell, followed by Alan McGilvray driving a Delta Super Phaser, with Brett Redsell third. Barry Corfe won the Concourse, (judged by three judges) with his Chaparell. At the conclusion of the meeting, trophies were presented to all finalists. Barry also acknowledged the co-operation of the Seven Hills College of Art for the use of their facilities.

The Kensington Village 1/12th Racers, have developed an interest in oval racing, with six of their members, setting up stock cars using standard 1/12th parts adding aluminium bumpers and a suitable body. They have devised a simple basic set of rules and laid out an oval circuit within their track at Kensington Village. They have been running stock cars

with the usual Friday evening race meetings, but should they get more interest this may have to change.

Peter Hoer gave us the results of the Formula 1 series, just completed by the North Side Club in Brisbane (1/8th). After seven meetings Bruce Abam driving an S.G. won the senior Peter Hoer was second driving a PB Nova. The next series will be for Sports G.T. cars. The race meetings are held on the first and third Sundays alternating between the original circuit at Toombul Shopping Centre, and their new site at the Super-K shopping centre. The Super-K Shopping Centre will be the site of the Queensland 1/8th scale State Championship over the June long weekend and the organisation for this even is currently in hand. Entry forms will be sent to the clubs.

#### NEWS ON THE OFF ROAD NATIONAL CHAMPS

Noel Gibson is currently working hard to see that this event to be held in Queensland, and which is expected to see some 300 entries goes off well. Originally it was planned to hold the champs at the new Boondall Sporting Complex but as Noel has received some 200 entries from Queensland off-roaders alone, it soon became obvious that this facility would not be able to cope with the numbers. The new location is the Lawnton Showgrounds, which as well as a suitable track has on site camping facilities and lighting for the track. Although not as yet finalised it is expected that with the availability of lighting the format of the racing between August 27-September 1st may well include some twilight racing under lights. The classes for the Championships will be Stock 540, Stock 380, and Unlimited. Entry forms are being distributed through the clubs. Noel is very enthusiastic about the off road scene in Brisbane at the moment, and said that the current membership in the Association exceeds 280.

#### FIRST CLUB MEETING FOR ADELAIDE HILLS MODEL CLUB

Following the success of their opening meeting the S.A. State Championships on 10th March (reported elsewhere in his issue) the AHMC ran their first official club meeting on 28th April, although members have had informal practice during the month. Perfect autumn weather saw a number of club members arrive around noon with their families for a picnic lunch, and racing got under way about 2.30 after 17 entries had been lodged, including a number of visitors from the Southern Districts club. G.P. bodies were run in accordance with the series currently under way within the other clubs in SA. Three heats of 5 minutes for each competitor and a 15 minute A & B final saw some spirited driving on the circuit which had good traction. Bob Green acted as race director and starter and as he also raced was assisted by various other club members, during the afternoon. Mark Holdemess drove the computer lap counter, and was assisted by Gwen Hyde, and Robyn Wilson. The B final saw Manny Stouppos put in a consistent 15 minute run with his PB Nova, with quite some duelling with Ben Hyde, close on his heels driving a PB9, A Nova driven by Pat Bates was third. The A final attracted a lot of spectator interest as 3 Novas again duelled for the placings. Andrew Reade kept David Hyde honest throughout the race to finish in first with David Brand's Nova in third. The AHMC will continue to run organised race meetings on the 4th Sunday of each month at their circuit at Littlehampton.

#### GOODYEAR MOTOR CLUB MACQUARIE CENTRE

For the third year the Goodyear Tyre Company held their Motor Club at the Macquarie Shopping Centre on Sydney's north shore. Primarily aimed at the full size car enthusiast, with displays by various specialists motoring groups, i.e. the Vintage enthusiast, the Ferrari club etc., the Sydney off Road R/C Car Club is the only model car invited to participate. Chris Hebbard told us that Goodyear was delighted with the interest their involvement had created and they have invited them back again to be on "on centre stage next year. 52 members of the Sydney Club participated and they were all supplied uniforms by Goodyear, which has now become their club uniform. Others can purchase them through the club. 15 tonnes of earth was donated by a local earthmoving contractor, and with careful "handling" the club found the circuit with stood the rigours of the 4 days of very hectic driving. In fact after the show they transferred it back to the North Ryde track. Being only a short and narrow track, they opted to run only three cars at a time. Every 20 minutes a raffle ticket was passed around the crowd and three "lucky" numbers drawn. The winners then ran a heat of 3 laps with the supplied detuned Tamiya Frogs (4 cell battery and gearing changed). The drivers who were men, women, and children, of all ages, left the drivers area with a "goodie" bag containing goodies supplied by Toy Traders and Goodyear. Some "competitors" had never driven an R/C car before whilst others had some experience. Even so the Frogs withstood a considerable amount of less than tender treatment climbing walls flying over the humps and ski jumps, creating quite a spectacle for the crowd which were restrained behind the hay bales and railway sleeper barriers. At the end of the show a

raffle for a Tamiya Frog was drawn by the club, and was won by a woman whose husband had been manning an adjacent stand, and his delight in winning the Frog said Chris assured the club that it was going to a good home. The next club meeting at the North Ryde track saw a lot of the spectators who had been at the shopping centre, and a number of new members for the club.

Chris added that the first round of the ORRCA Shield saw the North Ryde club make a concerted team effort. The team of 15 drivers had been carefully selected and practiced the day prior. They arrived at the Western District Club track all wearing their Goodyear uniforms and erected two tents as their team race headquarters, and also had along some 10 members of the club as helpers. 24 drivers made the finals in round one of the ORRCA Shield and 10 of them were from the Ryde club. All 10 drove Rc10's and subsequently featured well in the final results. Chris believes this true team co-operation, and spirit was an important factor in the club's ultimate performance at the first shield round.

The Queen's Birthday weekend will see the running of the NSW 1/10th State Championships at the North Ryde Club and Chris expects an entry in excess of 150 drivers. Three classes will run, Stock junior, Stock Senior using Yokomo 05R motors and Unlimited. Dawn trading Australian distributors of the Yokomo range of motors is assisting with the supply of the motors for Stock class, and with the current interest in 1/10th racing the high standard of racing being seen in all the clubs, it is expected that this State Champs will be an excellent event. More details are available through your club or from Chris Hebbard at Wings'n Things.

#### RADIO RALLY CLUB OF W.A.

The Radio Rally Club of W.A. was formed about 8 years ago with its members meeting in an old clay pit to race radio controlled off road type vehicles. Secretary Mrs. Val Baileys said that over the last 4 years they have met every Sunday morning on the banks of the Swan river at Patterson Park near the causeway, but as the development of the new casino is encroaching on their site on the building progresses it is expected that the Radio Rally club will again have to find a new site for their racing. At present they have a grassed area with sandy patches and a circuit layout which suits both the IC and electric powered buggies racing in the club. Val said they currently have 37 IC racers and 15 electric, and I would think that this would be one of the few buggy clubs in Australia with this mix of interest. Let me hear from you if your buggy club currently has both IC and electric running on the same day. Val added that they begin at 9.30 a.m. and run till 1 p.m. with the electric buggies having 4 minute races and the gas powered 8 minutes. The club runs a progressive lap scoring system and this applies to both classes, and all members work towards accumulating laps to achieve their bronze silver or gold badges. A bronze badge is awarded when a driver has amassed 500 laps in electric or 1000 laps in gas power and 1500 laps in electric or 3000 in gas power to receive the silver badge. Currently three members hold a silver medal for electric and 7 for gas powered. It is expected that by the end of the year both Ian Catchpole and Ray Simpson will have totalled their 5000 laps to receive their gold badges

#### ST. IVES CUP 1985

52 drivers fronted up for the now annual event run in conjunction with St. Ives Show and sponsored by the Northern Districts Agricultural and Horticultural Society. The weather smiled on us and a record attendance at the show 35,000 made the meet an outstanding success. Spectators lined the fence 6 and 7 deep at times and the racing once again provided more public interest than any other exhibit at the Show.

The juniors provided some very interesting racing, but it was apparent very early that the lad to beat would be young Scott Bocking from the Bankstown Club, he drove beautifully and with the application usually only seen in some of the top seniors and went on to win all his heats and take out the final. His Hirobo was prepared excellently and it paid off.

The Senior Stock was a close encounter between Winston Bartalo and 12 year old Jason Sawtell. Jason, who opts to drive with the Seniors and has done so for some 12 months or more drove with determination and concentration far beyond his years to finally nudge Winston out in the final. Both contestants ran new "Annihilators".

The Unlimited, always the glamour event, was very open racing each of the 1st 2nd, and 3rd, placed in the final winning heats over the two days racing. The Unlimited racing these days with the closeness of driver ability and the speeds they are travelling boils down to the driver who can concentrate the best and makes less mistakes, wins and that's how it went. Peter Philibossian drove beautifully in the final to take it out comfortably from Jeff Greeneger and Greg Harlockall three driving "Annihilators".





A clash of dates with the road cars (N.S.W. 1/12th State Champs) held on the same weekend caused us to miss some of our top drivers in the Unlimited. **Col Grenenger** and **Rick Bartolozzi** being two who were committed to run road cars and to miss the Cup.

Notwithstanding an excellent meeting, well organised and enjoyed by all participants resulted in the Ku-Ring-Gai & Warringah R/C car Club being congratulated personally by the President of the Show Organising Committee on a job well done. Results of St. Ives Cup. 1985.

Junior Stock (Under 16) Scott Bocking 1st. Andrew Nelson 2nd. Kevin San 3rd. Senior Stock Jason Sawtell 1st. Winston Bartalo 2nd. Robert Mawhinney 3rd. Unlimited Peter Philibossian 1st. Jeff Grenenger 2nd. Greg Harlock 3rd.

#### ACT HAPPENINGS

**Craig Ballard** reports that the 1/8th scale drivers in the nation's capital are currently running at the Car Park of the Kambah Health Centre, and have been running Formula 1 bodies until the end of April. They will change to Sedan racing from May. **Craig** added that they were delighted to have **Laurie Campfield** Secretary of the NSWRCRC, visit and race with them recently. **Craig** also added that negotiations are currently in hand with the proprietor of Rose Cottage Inn to consider the prospects of adding a 1/8th and 1/12 racing facility at the grounds of this popular tourist attraction. All reports are that the management of Rose Cottage Inn are very happy with the involvement of the off road racers in the grounds, and are delighted with the patronage and interest that the 1/10th racing has attracted. **Ray Mc Arthur** a member of the ACT R/C Model Car Club along with **Craig** have been appointed ACT distributors for the SG range of cars and accessories **Ray** can be contacted at Canberra Model Car Supplies 2 Kooyong Street Braddon (phone 487222).

#### GEELONG R.C.C.C.

**Sue Bishop** has supplied the following notes on the gas drivers' scene in Geelong.

Due to early 1985 reorganisation of committee publicity slipped somewhat. The following will bring us up to date.

Our 1984 overall Club Champion was **Rob Bishop**. Results of "A" grade were 1st **Rob Bishop** with 27 points driving an Associated RC500, 2nd **Barry Hobbs** with 22 points and **Allen Morgan** 3rd with 20 points, both driving Delta Eagles.

"B" grade 1st **Steve Beesley** 26+ points and **John Cuthbert** second with 26-points both driving PB's 3rd **Jason Hobbs** with 23 points driving an Associated RC300.

#### The 1984 Open (Sponsored) series.

##### Kraft Series (Formula 1 bodies)

1st **Allen Morgan** 26 points Delta  
2nd **Rob Bishop** 24 points Associated  
3rd **Eric Beilby** 18 points Delta

##### XL Petrol Series

1st **Steve Beesley** 28 points P.B.  
2nd **Tom Richert** 23 points Delta  
3rd **Rob Bishop** 22 points Associated

##### K.O. Digi-ace Series (Can-Am bodies)

1st **Dennis Beilby** 30 points Delta  
2nd **Mark Kontjonis** 24 points Delta  
3rd **Barry Hobbs** 16 points Delta

Much enthusiasm has been shown for the "sugar solution" sprayed on the track with **Rob Bishop's** magic garden spray. For those who don't already know it... 2 kilos sugar dissolved in 5 litres water seems to give an extraordinary good amount of traction from the initial race. Wonderful stuff if you don't mind sticky sneakers too!

To allow for computer counting systems our point scoring has been changed to show overall laps plus percentage of last lap.

The first round of races for 1985 are shown below.

#### Formula One Club Series

1st **Rob Bishop** 85.7 laps Associated  
2nd. **Steve Beesley** 69.6 laps PB  
3rd **Tom Richert** 54.2 laps Delta

#### Formula One Open (Un-sponsored)

1st **Steve Beesley** 76.7 laps PB  
2nd **John Cuthbert** 72.2 laps PB  
3rd **Eric Beilby** 68.4 laps Delta

It is good to see some new members joining up. We have also noted certain diehards having a change of heart re their particular brand and even four wheel drives are appearing on the race scene.

We are now looking forward to our sedan season commencing in May.

#### CANBERRA OFF ROADERS

News from this club supplied by **Bob Beniston**.

On 20th April, Canberra Off-Roaders had their first meeting of the second trophy round. This bought together 26 drivers to the Rose Cottage Raceway to conduct what is becoming an out and out competition down to the finish line. The club decided on a point score system over 3 race meetings with drivers dropping their worst weekly score. This makes the end result very close.

The second round started off on a beautiful autumn day, but turned cold during the finals.

About 300 spectators were present, due to a club promotional race at the National Hot Road Show that was held at Easter and a good attendance came out of that publicity.

The juniors contested their heats, all of which were very close. **Adam Beniston** Model Shop Off Road Enterprises Frog fighting all the way with ex W.A. **Chris Hoare** to break the junior lap record to stay in front. A very creditable effort by **Ian Gresky** with his Grasshopper 380, to score well throughout the day this being his first meeting after waiting so long for Dad to buy him one. During the day **Mick Walker**, **Steve Hewett**, who has a shirt with "Sponsored by Mum" **Dave McInery**, **Paul Thincus** and **Robert Murray** all did well. Some of the juniors are now looking for sponsors which, I am sure any business would benefit from the way they handle both the cars and themselves.

Whilst I was talking to some of the drivers at the meeting I remembered a quote from Formula 1 driver Alan Jones who said quote "If a sponsor gives you \$100.00 you have to give him \$200.00 worth back". This also applies to our type of racing so I hope if anybody is sponsored, think of what Alan Jones said.

The seniors, are now starting to get all the good gear on their cars seeing the best racing ever. In Canberra, far out racing the politicians racing for a pay rise. **Ian Bush**, fullhouse Frog, with the new Tamiya motor progressing through this heats to eventually bringing the track record to 15.5 laps from 13.9 laps. This he did in his final heat as I told him he had to do at least 14 to have a place in the final. **Chris Annette**, Puffin Donuts frog, **Bob Beniston** Model Shop Off road Enterprises Dogfighter, **Mathew Carling**, Tamiya motored Hornet all going through the heats without major troubles. The spectators drinking tinnies and eating snags from Rose Cottage Inn barracking for their favourite car this having been brought about by either the fastest slowest most followers in one lap or by the hot pink wheels. After taking the heat scores **Ian Bush** 15.5, **Bob Beniston** 14.7 **Darryl Bush** 14.6 **Mick Kamnacki** 14.6 **Mathew Carling** 14.1, **Chris Annette** 13.7 and **Chris Jamieson** 13.3 making up the final, not a bad effort considering before this race the record was 13.9.

At the start **Mick Kamnacki** failed to make the grid, this left **Allen Yesberg** take his place and then it was on. This race saw **Mathew Carling's** Hornet lead the field from the first lap after



Off-road racing at Rose Cottage Inn.

(Beniston photo)



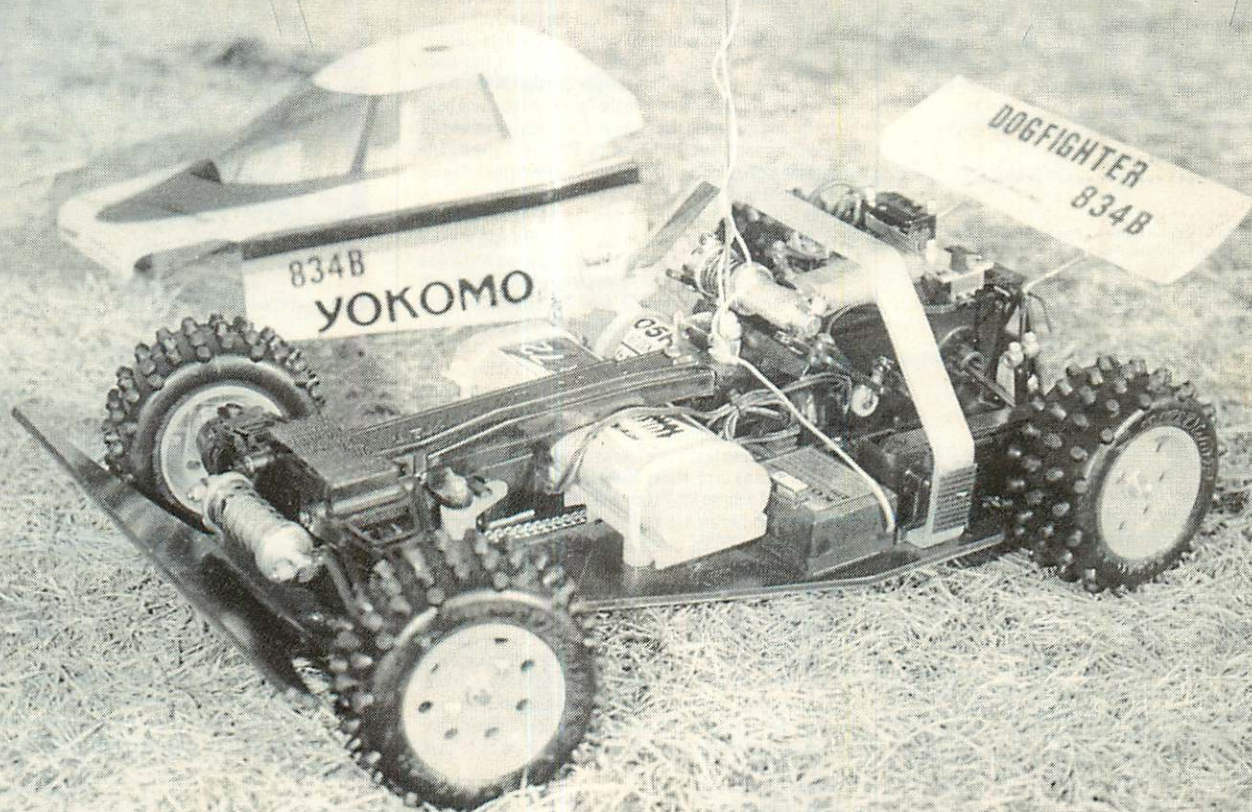
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Beautifully detailed body of Geoff Hall of M.R.C.C.A. — Car Associated RC300 OPS motor and tinted pipe.

(B. Balsamo photo)

Bob Beniston and Ian Bush wanted the same piece of dirt on the first corner, this bought everybody to a standstill except Mathew who bolted away. After the melee was cleared Bob chased Mathew and had the commentator, Mick Bumbrough cheering them on. No more than 3' cover first and second for the rest of the race with the eventual winner Bob on 14.2 Mathew 14.1 Chris Annette 13.9 Ian Bush 12.3 Darryl Bush 11.7 Chris Jamieson 11.4 and Allen Yesberg 9.7.

The next race meeting should be a ripper as Bob Beniston, Chris Annette and Mick Bumbrough race the new Hotshots.

One final word Canberra Off-Roaders are going to try rockets on dirt this is 4x4 7 cells ball raced motors no weight limit, etc etc., Should be interesting.

That's all for now.... don't forget "do it in the dirt"...

#### ROUND 1 Rose Cottage Raceway Trophy

##### Juniors

- 1st Mick Walker: Hornet  
2nd Adam Beniston: Model Shop/DRE Frog  
3rd. Robert Murray: Hornet

##### Seniors

- 1st Bob Beniston: Model Shop/DRE Dogfighter  
2nd Ian Bush: Frog  
3rd Chris Annette: Puffin Donuts Frog.

#### MODEL RACING CAR CLUB OF ADELAIDE

Report from Jeff Boyd.

The first 1/8th scale race meeting for 1985 was held on Sunday the 20th January with some 16 drivers taking part.

As this was also the first race day of the Formula 1 season, concourse was judged by our Race Director Nobby O'Brien (who also does an excellent job running our race meetings for us)

It was good to see such a high standard of bodies turning out for this event, with a win finally going to our "Mr. Concourse", Ray Harrison. Ray has won nearly every concourse event our club has held (both 1/12th and 1/8th) since he returned from Darwin over two years ago.

This time he turned out a beautifully trimmed Associated "Long Horn" body complete with a finely detailed cockpit and driver figure. A very close second was Geoff Hall with a neatly painted "Lotus 80" body professionally sign written with hand painted boxing kangaroo insignia adorning both sides. Unfortunately Geoff's car lacked the cockpit detail of Ray's (so important for overall appeal)

The Adelaide club has a new format for the 1985 racing programme, to make for more interesting results and appears to work very well. All drivers run in two 10 minute heats, with their best score qualifying them for a 20 minute final. There are only two 10 minute heats, with their best score qualifying them for a 20 minute final. There are only two finals run with a maximum of 8 cars in each final (ie if there is 17 or more cars entered on the day, they must qualify 16th or better to run in a final)

Their best heat score is then added to their final score, which means that it is more important to do well in the 20 minute final than the heat. If you can do well in both all the better however the first race day was won by a driver who was 5 laps off top qualifying pace.

The first first race for the series saw good driving from most drivers. At the completion of the heats the top four qualifiers were Andrew Morphett 27 laps, Greg Truman (25.3 laps) Andrew Reade (25.2 laps) and Terry Willshire (23 laps). The Le Mans style starts were used for the finals and has proved to be one of the most effective methods of starting races. The results after a pleasant day's racing under ideal conditions saw the following:-

Name	Best Heat	Final	Total
Dennis Lopic	22.0	46.9	68.9
Rob Morphett	21.0	47.5	68.5
Terry Willshire	23.0	42.1	67.1

#### "GLACE RACING DOWN SOUTH"

The Southern Districts Model Car Club in Adelaide have tried out the sugar solution on their track at the old Lloyds timber yard Lonsdale, and with great success. David Hyde raced at the meeting on the 5th May and reported that this track usually suffers from a serious traction deficient problem and the spraying of the surface with the "glace" mix provide good traction and top racing. This was an Open trophy meeting for saloon cars and attracted 17 entries. They run 3, five minute heats the top 6 going directly into the A final with the following 10 in the B and then the remainder in the C.

The top racing and refueling saw the A final winner Ashley Cox drive his PB Nova first past the chequered flag with 63 laps. he ran an RX7 body, and made only 2 pitsops which was the ultimate deciding factor. The second third and fourth placegetters all completed 62 laps but had made three pitstops. On percentage of a lap Bob Dare was second also driving an RX7 PB car followed by Greg Truman driving a Delta powered Maserati, and Steve Ellison was third driving a PB Alpha with a Frewer Commodore body. On 60 laps in fourth place was another RX7 PB Nova driven by Mike Enright. The B final saw Rob Morphett drive his Associated RC500 with a Maserati body to first place followed by Ray Harrison second and Bob Balsimo third. Manny Stouppos won the C final driving his PB Nova with an RX 7 body and he was followed by Terry Willshire who ran an Associated with a Maserati body. Ben Hyde drove his PB 9s with a Corvette body to third place.

Race director was a newcomer Jeff Smith and he was assisted by well known flag-waver and race director Nobby O'Brien

The season consisted of 4 race meetings with the format remaining as previously described and a Finals day consisting of an "A" and a "B" final of 30 minutes duration each.

Andy Morphett and Andrew Reade dominated the season with a total of 4 first places 3 seconds and a third between them leaving the rest of the field to fight for positions under them.

The results for the following three races were as follows:

Rnd2	Name	Best Heat	Final	Total
	A. Morphett	26.4	53.0	79.4
	A. Reade	25.7	47.3	73.0
	G. Truman	23.0	49.0	72.0

Rnd3	Name	Best Heat	Final	Total
	A. Morphett	25.8	52.8	78.6
	A. Reade	27.2	49.8	77.0
	R. Morphett	24.8	51.7	76.5

Rnd 4	Name	Best Heat	Final	Total
	A. Reade	26.8	55.0	81.8
	A. Morphett	27.2	54.4	81.6
	D. Popplewell	25.4	49.4	74.8

Andrew Morphett raced an Associated and Andrew Reade a PB, Greg Truman a Delta and David Popplewell a Mantua.

Results from the coming sedan and G.T season will be added to these scores to determine club championship points for 1985. These scores are also used to determine qualifying position for the A and B finals. The finals day has no effect on Club championship points as it is purely a fun trophy day and away of signing off the season on a high note.

The results of the finals day are as follows:-

In general our Formula 1 season was very successful and enjoyable. Close clean racing was evident from the onset, with some 17 or 18 drivers entering most days giving the spectators plenty of entertainment.

Our sedan season is about to get underway which, incidentally, we choose to run without wings. We feel the cars look more authentic and find that by selecting bodies and tyres carefully and making some adjustments to the suspension set-up, the cars don't run far off the formula 1 pace. It all boils down to who sets their car up the best... wins.

#### W.A. RADIO CONTROLLED MODEL CAR CLUB

Report from President Rex Wedd.

Things have settled down into the usual activities of club meetings and race days over here since the Motor Show. The only important event being our Formula 1 Championship

#### A Final

1	A. Morphett	79 laps
2	G. Truman	78 laps
3	A. Reade	75 laps

#### B Final

1	A. Harrison	67 laps
2	B. Balsimo	63 laps
3	J. Boyd	62 laps



Formula 1 season begins at MRCCA (Adelaide) Concourse was judged not only on body detail but also chassis layout, neatness, safety detail, Nobby O'Brien judging.

(Balsamo photo)



conducted on our home ground Matthews Netball Centre. The event was run in perfect weather with a good roll up of club members, particularly pleasing as Formula 1 is not our most popular class.

We adopted the usual format of 4 five minute heats with the best heat counting, culminating in an A and B final. The top qualifiers all ran well with the favourite, IIs Perkins, running out the eventual winner, closely followed by Ray Soltoggio second and a new club member Kim Dybing third ( a great effort)

The next major event was the Phoenix 500 Trophy for sports G.T cars at the Matthews Centre (watch for a report next issue) the trophy was donated by a local supermarket some years ago and is eagerly fought for each year.

The P.B. O.S combination is gradually changing over here with Picco motors making a steady inroad along with OPS SG and Serpent cars.

Rex has one interesting 1/8th scale vehicle, it is an O.S. rear exhaust, engined Sprinter, which although he has run it on both grass and concrete as yet has to put it to test on a dirt oval track. Rex has fitted his Sprinter which has a home made bodyshell and chassis with MRC tyres on Rapier hubs. It also has a Roy Moody worm geared diff 5.6 to 1 ratio Delta flywheel clutch assembly and the front end and exhaust system are also scratch built although the shocks are Delta.

We'd like to hear of any other such 1/8th sprint cars in Australia.

I commenced this issues column with the some comments on some of the new clubs we've recently heard of. Regular readers of Aust. Radio Control Modeller and Aust. Car Modeller are aware of many other clubs for all categories which have been covered in these pages. We have also featured in this issue "A View from the Dirt" by a fourteen year old. Back in February we received a letter from Todd Cameron who thought he had a problem which had not previously been dealt with in our pages. I quote "I have the land and soon a track, provided by the council, but no-one to run a club. As I am only 14 years old I can not run a club and deal with the money. side.

After asking the Doncaster/Templestowe Council for some time, about a club and several letters convincing them of the attributes of an R/C Off-road car club. The Council were terrific and agreed to the club. There were several pieces of land which were allocated for use. The one I finally chose is on a main road in full view and does not have any houses in the immediate area so it has easy access and should not have any problems with neighbours complaining of noise levels. The help of the Council did not stop here. They also are laying out money to get the track graded and constructed as well as fencing for the track. At present the Council have the plans and the track is awaiting construction.

My father was going to help me with the management of the club, but unfortunately he died last July, so it is for this reason I need members and hopefully an adult who would not mind helping to run a club. My mum has offered to be secretary but cannot really manage the club as she does not follow the sport. I would be most grateful if you could put something in the magazine telling potential members of the club situation..... Perhaps you would even know of someone in the area who may help. There is definitely the demand for a club in this area as I know of many kids with off roaders. I am anxious to get some competition going with the cars."



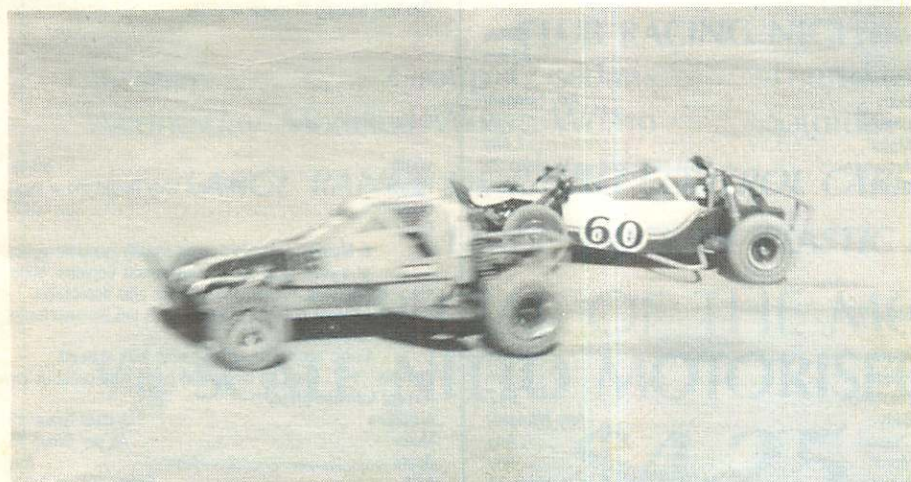
Rex Wedd's sprint car.

Unfortunately Todd's letter arrived during printing of issue No.2. ACM, so we handled his letter by passing on his request to modellers and the trade we knew in his area.

Recently when speaking to a resident of this district on another area of car modelling he commented that the local paper had run an article on a young lad who had started an R/C off-road club in the area, and a match of his information from the paper and the above letter confirmed that Todd had been successful.

Whilst we do not make a general habit of publishing letters this office receives I believe that Todd's efforts are very commendable. I have since tried to contact him and at the time found he was hospitalised and spoke to his mother. She also confirmed that all efforts to establish a club had been Todd's who had begun by putting up posters in local shops etc. and when this did not return the response he was looking for, he approached the local paper, and also advertised a meeting for interested persons at his home. This attracted 33 persons all with tremendous enthusiasm to help Todd get a club going. At this meeting Chris Young was elected president and Todd's mother Kay as secretary. Geoff Owen from Eastern Hobbies has also shown a lot of interest and his assistance has been much appreciated. Mrs. Cameron added that the Council has been extremely co-operative and by the time they hold their next meeting on 5th June, they expect the plans being drawn up to scale with appropriate drainage, currently being undertaken by the council, to be completed along with the club's incorporation.

A truly fine effort by a lad who will be just 15 years old in June, showing us all just what can be done with determination and the right approach. Well done Todd!



ACM columnist, Craig Patterson (60) in company with Chris Toms on the straight at Toronto. (Wood photo)

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# RULES FOR THE 1985 AUSTRALIAN SLOT CAR CHAMPIONSHIPS

For the first time in ten years, the Australian Championship will be held over three rounds spread over the remaining six months of this year. It will also be the last multi round series because from 1986 there will be a single event held at Easter with each of the states gaining the opportunity to hold the event on a rotational basis.

In April of this year representatives from each state discussed the rules which would apply for all rounds held this year. There will be five classes contested, Open, Group 27, Group 20, and Group 15 which will all be sports classes and group 12 sedan. Standard entry fees for each of the rounds will be: \$10 open, \$8 Group 27, \$7 Group 20 and \$5 for each of the group 15 and group 12 classes. At least \$20 from the entry fees will go towards the cost of National trophies. Every

driver that competes will gain points at each round, towards the trophies which will be presented after the completion of round 3.

It is up to the individual track owners to decide whether trophies will be presented for each rounds. South Australia will definitely provide individual trophies and prizes as well as marshalling encouragement and concourse trophies. On this note, any of the raceways holding the Nationals would be happy to hear from companies or business willing to sponsor a round. Any donation, small or large would be gratefully received.

Round one will be held on June 8th and 9th at the Powerehouse raceway crn. Parker and Maribyrnong Streets Footscray Victoria, and the contact is Geoff Little on (03) 391 6235.

Round 2 will be held on August 17th and 18th at G.T Raceway 111 Best Road, Sevenhills N.S.W. The contacts there are Dave and Jackie Myles on (02) 671 7443.

Round 3 will be held on October 12th and 13th at the Slotcar Centre, 384 Goodwood Road, Cumberland Park Sth. Australia and the contacts are Kevin and Julie Wildash on (08) 274 1803.

Programs, rules, nearby motel accommodation and any other information can be obtained from any of the above tracks or call into your local raceway and I'm sure they would be happy to help.

Remember points from each round accumulate towards the National trophies. The more you race the more points you gain. I hope to see you all at the "Aussie Nats".

Julie Wildash.

## RULES

### QUALIFYING

Reverse order of entry. Each driver will receive a few warm up laps and then a 1 minute official timing run. If a driver does not record one timed lap he may come back for a second run.

If he does not record a lap time on his second run, then he will be given NO more qualifying time and must start in the bottom heat.

You may enter and qualify two (2) cars in any class if you like. But by doing this you have to pay double entry fee and after qualifying is over the car you do not choose to run ( the chassis or complete car) must be handed back to race control.

You may choose either one of your qualifying times fastest or lowest.

### PRIZE MONEY

Top Qualifier in each class 5% of entry fee.  
1st - 50% of total entry fee  
2nd - 25% of total entry fee  
3rd - 20% of total entry fee

Prize money % is worked out after \$20.00 is taken out of each class for the Australian Championship Trophies. Also the trophies handed out on the day have to be taken out of the entry fee if they are not donated by the track.

### CAR SPECS

Open  
Width ..... 83 mm  
Height ..... 83mm  
Clearance ..... .047"  
Body ..... Any (Winged)  
Chassis ..... Any  
Motor ..... Any  
Armature ..... Any  
Gears ..... Any

#### Group 27

Width ..... 83mm  
Height ..... 83mm  
Clearance ..... .047  
Body ..... Any (winged)  
Chassis ..... Any  
Motor ..... Any  
Armature ..... Must be tagged up to group 27  
Gears ..... Any

#### Group 20

Width ..... 83mm  
Height ..... 83mm  
Clearance ..... .047  
Body ..... Any (Winged)  
Chassis ..... Any  
Motor ..... Any  
Armature ..... Must be tagged up to group 20  
Gears ..... Any  
Ball Bearings ..... Yes

#### Group 15

Width ..... 83mm  
Height ..... 83mm  
Clearance ..... .047  
Body ..... Any (winged)  
Chassis ..... Must be of brass and piano wire construction (except for nose piece.)  
Armature ..... Group 12 or tagged 15 armature only.  
Gears ..... Any  
Motor

- Must be stock Mura with oilites.
- May contain white dot magnets and or shims.
- You can not cut the can at all.
- Trinity and Champion cans acceptable.

Axle ..... Either 1/8" or 3/32"  
(No ball bearing in motor or axle)

#### Group 12

Width ..... 85mm  
Height ..... Standard body height (no wings)-  
Clearance ..... .047"  
Body

- Must be a standard commercially available replica of a road legal sedan, Greenwood Corvette, Miller Mustang, Kremer Porsche are also acceptable.
- Must not be cut lower than the manufacturers intentions.
- No additional aerodynamic aids allowed.

Chassis ..... Must be brass and piano wire construction (except for nose piece)  
Armature ..... Standard Group 12  
Motor ..... As per Group 15  
Gears ..... Any  
Axle ..... Either 1/8" or 3/32"  
Ball bearings allowed  
The whole of the front wheels shall be visible.



**GENERAL RACE RULES**

1. Front wheels shall be 12mm minimum diameter and shall touch the track at all times minimum front track is 70mm
2. Bodies must be painted with clear or contrasting windows.
3. In the interest of track preservation it is recommended that the car should have no sharp profusions or corners and that the metal gear should not protrude below the chassis.

**POINT SCORE**

1st .....	21
2nd .....	19
3rd .....	18
4th .....	17
5th .....	16
6th .....	15
7th .....	14
8th .....	13
9th .....	12
10th .....	11
11th .....	10
12th .....	9
13th .....	8
14th .....	7
15th .....	6
16th .....	5
17th .....	4
18th .....	3
19th .....	2
20th .....	1

Note:- Any more than 20 entries will receive 1 point each.

**RACE PROCEDURE**

All classes will run equal heats with the top eight lap scores going in to the main.

NOTE:- With the Power House track being only 6 lanes only the top six drivers go in to the mains.

**OPENS:**

**Final**  
5 min. brackets  
3 min. lane change  
2 min. time call (1 per driver)

**Heats**  
3 min. brackets  
2 min. lane change  
No time calls

**GROUP 12,15,20 AND 27**

**Final**  
3 min brackets  
3 min lane change  
2 min. Time call ( 1 per driver)

**Heats**  
3 min brackets  
2 min lane change  
No time call,

In case of a draw for either 1st, 2nd or 3rd in the pointscore after the three rounds, the person who scored the highest amount of points in the first round will be given the series.

In the case of track problems during a bracket, you are to remove your car, report the problem to race control, then you will be given a average lap score for that bracket. The average will be worked out by dividing seven into your lap score for the seven rackets you completed to give your average.

**SCRUTINEERING**

Will be carried out before qualifying and at the start of each final.  
No Pro's to run in Group 15 and 12.

**NSW Pro's**

- B.Bennett
- W.Bramble
- T.Coleman
- G.Cowell
- J.Matthews
- C.Rickards
- M.Walandoun

**Vic Pro's**

- S.Blackburn
- F.Brockmuler
- P.Cole
- G.Gray
- G.Little
- N.Thomas

**S.A. Pro's**

- J.McKinley
- G.Spooner
- D.Traeger
- J.Ward
- K.Wildash

**Old Pro's**

- P.Close

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# POWERHOUSE EASTER TROPHY MEETING

John Mc Kinley

The Easter long weekend saw Geoff Little's Powerhouse raceway Footscray, host racing for Group 20, Group 27 and Open class sports (winged) slotcars. The track, six lanes of 155', is dominated by a car flattering section of fast straights and steeply banked turns. Balancing this is a surprisingly tricky section of tight flat corners closely following each other. Despite the obvious need for a fast motor it is in this slower section that races are won or lost at Footscray.

Mick Psargiannis proposed and sponsored the race, providing generous prizes for the top three in each class. The Victorian Slot Car Association then stepped in, organised the racing and provided trophies and additional prize-money for the placegetters. Unfortunately except for a brief appearance on Sunday Mick was unable to attend. Consequently I would like to take this opportunity to extend to him and the V.S.C.A. thanks on behalf of all of who raced.

The race was an ideal opportunity to prepare for the Nationals, which this year returns to their original three state, three round format. It was a chance to test one's equipment and ability against the best from each state. Practice Friday and Saturday promised that the pace would be furious and this was realised throughout the weekend with lap records falling in qualifying, for every class contested.

## Group 20

Saturday afternoon racing got under way, the group 20 event. Qualifying saw the lap record fall to Paul Orr with a time of 3.81 seconds for a single lap. The heats of group 20 saw five Victorians graduate to the main Paul Barrett, Brett Gray, Russ Gale, Jim and Paul Orr, whilst Declan Moore of South Australia was the only visitor in contention.

The first two brackets saw the lead shared between Declan Moore, Russ Gale, and Brett Gray but Declan retired soon after with a recurrence of the gear problems which had troubled him in his heat. Russ Gale then drew clear of Brett Gray now closely followed by Paul Orr, Peter Barrett and Jim Orr continued to lap well but were sufficiently off the pace to preclude them from outright contention.

Places remained largely unchanged until late in the final bracket when race

leader, Russ Gale's motor smoked, leaving him to watch as what had been a comfortable lead was overtaken firstly by the eventual winner Brett Gray, and then only one lap later by Paul Orr leaving Russ in third place at the conclusion of the race.

## Group 27

Sunday saw both the group 27 and open contests with racing getting underway in the morning with the 27's. Qualifying saw the lap record fall firstly to a time of 3.20 by Greg Spooner, using the Slot Car Centre's new Vector I chassis and finally to Bob Wilson's 3.12 with his own perimeter chassis. Geoff Gray had looked certain to get in on the record breaking posting 3.24 on his only lap before contact problems ended his run.

The heats saw a surprisingly scrappy contest between the fastest qualifiers in which a plague of crashes ruined the chances of most to qualify to the main. Only Bob Wilson and Greg Spooner were the successful from their heat, joining Russ Gale, Geoff Little, Paul King and John McKinley in the field for the main.

The first bracket of the main John McKinley pulled away to a clear lead over Paul King and Russ Gale while Greg Spooner appeared to have clinched last by missing most of the bracket with a broken pillow block (rear axle mount). These positions remained pretty much unchanged through the fourth bracket with Bob Wilson and Geoff Little staying ahead of Greg Spooner but making no headway on the three leaders.

The fifth bracket saw unprecedented place swapping, Paul King plummeted from third to last place while Greg Spooner climbed from last place to replace Russ Gale in second. John McKinley held first place by more than 30 laps with an average lap score after a track malfunction on his lane. Russ Gale fought back to repass Greg Spooner and secure second place by a mere six tenth of one lap.

## Open

Open qualifying that afternoon again saw the lap record fall. Once again it was to Bob Wilson this time with a lap of 3.01 seconds. Also interesting were the deliberately slow times of some drivers hoping to avoid the shambles that the fast heat had been in the group 27 race,

this tactic proved unnecessary as there was no repeat of the earlier performance. Other highlights of qualifying were

provided by Joe Tindal demonstrating how to get ten laps and a cloud of smoke from an 18 turn 25 gauge armature and Paul Travis launching similar equipment into the wall some ten feet off the floor.

The open heats saw many drivers suffer equipment failures, at one stage in their heat, only Wayne Bramble and Greg Spooner remained on the track. The six drivers who managed to qualify for the main were Wayne Bramble, Doug Blundell, Bob Wilson and John Fuga of N.S.W., and Greg Spooner and John McKinley of S.A.

At the end of the first bracket of the main, the lead was shared by Wayne Bramble and Greg Spooner from John McKinley, John Fuga, Doug Blundell and Bob Wilson. The next bracket saw Wayne Bramble edge clear of Greg Spooner whilst Doug Blundell dropped to last place. These positions remained constant until the end of the fifth bracket which concluded with Wayne Bramble holding a ten lap lead over Greg Spooner, four laps ahead of John McKinley and John Fuga now on equal laps, Bob Wilson and Doug Blundell had fallen even further behind.

The final bracket saw John McKinley unable to keep up with John Fuga who also passed Greg Spooner whilst his car was off the track with body damage, Wayne Bramble meanwhile increased his lead, to win by twenty laps from John Fuga second and Greg Spooner third.

Thanks should also go to Wayne Bramble for providing a cash prize for the best turn marshal of the weekend. This is a largely overlooked but extremely important facet of slotcar racing. This award was won by Paul King, a result which would surprise no one who has seen him marshal.

Following the trophy presentation a meeting was held to standardise rules and classes for future Nationals. These rules as agreed upon by representatives from each state are published elsewhere in this magazine. They are also available from your local track. Should you have any interest in competing in the Nationals I urge you to check soon and ensure your cars comply with these rules, as they may be different to the rules you race under in local competition.



**POWERSHOUSE  
Easter 1985**

**GROUP 20**

Name	Laps	O'l Lap Time	Team	Chassis	Motor	Armature	Tyres	Gears	Ratio	Body	Controller	Resistance	State
Brett Grey	220.0	4.24	Proto 1	Proto 1	Mura	New Breed	Gray	Delrin	11:43	S'set Le Mans C'pe	Parma	.8ohm	Vic
Paul Orr	219.0	3.18	Mick	Blue Eagle	Mura	New Breed	Camen	Sonic	11:42	Koford Shadow	Parma	.8ohm	Vic
Russ Gale	215.0	3.08	Shed Still	Shed Still	Champion	Champion	Blue Eagle	FAAS	11:42	Pro-Slot Mirage	Parma	.8ohm	Vic
Peter Barrett	204.0	4.60	Barrett	Slick-7	Mura	New Breed	Blue Eagle	FAAS	11:43	Pro-Slot Mirage	Parma	.8ohm	Vic
Jim Orr	188.0	4.51	Mick	Blue Eagle	Mura	New Breed	Camen	Sonic	11:42	Koford Shadow	Parma	.8ohm	Vic
Declan Moore	96.0	3.96	Hotslot	McK.3rail	Mura	New Breed	Camen	FAAS	11:43	S'set Le Mans C'pe	Parma	1 ohm	S.A.

**GROUP 27**

Name	Laps	O'l Lap Time	Team	Chassis	Motor	Armature	Tyres	Gears	Ratio	Body	Controller	Resistance	State
John McKinley	414.0	3.37	Hotslot	McK.3rail	Koford.508	Camen .500	Camen	Sonic	11:42	S'set Le Mans C'pe	Parma	.8ohm	S.A.
Russ Gale	379.7	3.43	Shed Still	Blue Eagle	Hex.512	Koford.500	Sonic	FAAS	11:42	Pro-Slot Mirage	Parma	.8ohm	Vic.
Greg Spooner	379.1	3.20	Hotslot	Vector 1	Koford.508	Camen.500	Camen	Camen	11:42	Sunset Moonee Coupe	Parma	.5ohm	S.A.
Geof.Little	368.0	3.39	Proto-1	Proto-1	Camen .512	Camen.500	Camen	FAAS	11:42	Pro-Slot March	Parma	.8ohm	Vic.
Bob Wilson	360.0	3.12	King R'way	Wilson.P'metre	Hex.512	Koford.500	Camen	FAAS	11:42	O/S Ferrari	Parma	.8ohm	N.S.W.
Paul King	323.0	3.75	Hotslot	Spooner 2rail	Koford.510	Pro-Slot.496	Camen	Camen	11:42	S'set Le Mans C'pe	Parma	.8ohm	

**OPEN**

Name	Laps	O'l Lap Time	Team	Chassis	Motor	Armature	Tyres	Gears	Ratio	Body	Controller	Resistance	State
Wayne Bramble	414.5	4.38	Camen Aust	Bramble 3 rail	Camen	Camen 18T25	Camen	Camen	8:43	Camen Lancia	Bramble.7ohm		N.S.W.
John Fuga	394.5	3.09	King R'way	Sonic	Camen.512	P.F.P.K	Camen	Sonic	8:43	O/S Ferrari	Parma	.7ohm	N.S.W.
Greg Spooner	390.6	3.37	Hotslot	Vector 1	Koford.508	Camen Gr27	Camen	Camen	11:42	Sunset Moonee Coupe	Parma	.5ohm	S.A.
John McKinley	388.6	3.39	Hotslot	McKinley 3 rail	Koford.508	Camen Gr27	Camen	Sonic	11:42	S'set Le Mans C'pe	Parma	.7ohm	S.A.
Bob Wilson	357.2	3.01	King R'way	Wilson P'meter	Camen.508	Green 18T25	Camen	Camen	8:43	Camen Lancia	Bramble.7ohm		N.S.W.
Doug Blundwell	315.5	3.08	Camen Aust	Hansen Special	Camen.518	Camen 20T26	Camen	Camen	8:39	Camen Lancia	Oun		N.S.W.



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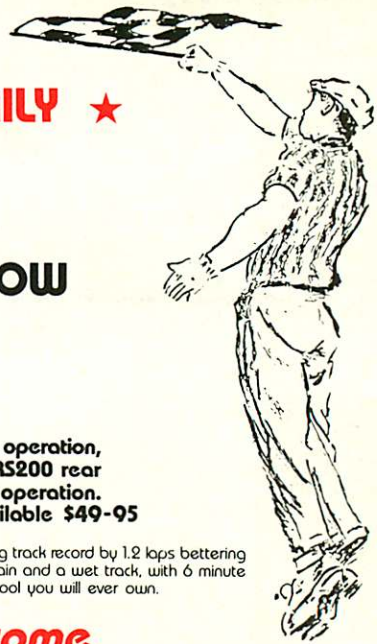
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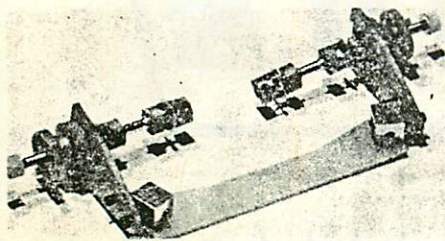
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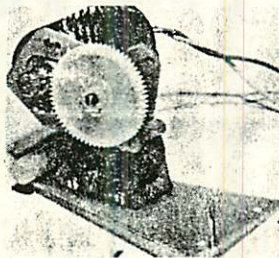
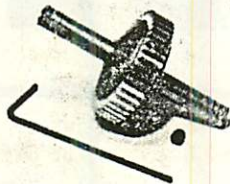
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Unlike our competitors, we don't change Buggies everytime a new buggy hits the market. There are many original "Taipans" about that for a small outlay were converted to the "Taipan" MK11 and then again by adding the new 4X 400 4w.d. have become "Annihilators". Add the cost of these changes over three years against buying new kits and have them outdated as soon as the manufacturer releases another, some as many as six in the last couple of years and you will find that buying new kits and replacing breakages will far outweigh the initial cost difference, by buying quality and engineered performance. When you buy a "Taipan" you are buying on off-road system with a guarantee of service and a parts back-up from "Pit Stop" or from any of our Authorised Dealers.



## KIT REVIEW

# M.I.P. 4X 400

Jack Grenenger



Who would pick it for a 4 W.D.?

(Grenenger photo)

Over the last twelve months or so, the advent of 4WD buggies from some manufacturers has seen many disappointed enthusiasts, who rightly so, have reasoned that the 4WD should be the way to go, but alas what people failed to realise is one very important fact. Some manufacturers are only interested in the mass market, with buggies built to a price, while one or two more knowledgeable hobbyists have managed to get their 4WD operating reasonably successfully, reliability and not being able to get 6 minute racing plagued the 4WD. scene.

If you are interested in top competition racing - there is no cheap way.....you get what you pay for.

One of the latest 4WD. on the market is the 4X 400 4WD. kit. This unit, the brain child of Eustace Moore of Moores Ideal Products (M.I.P) California U.S.A., is a masterpiece of simplicity, precision engineering and keen knowledge of the requirements of the serious racer.

Like ourselves Eustace decided several years ago that the R.C.H. type front end, or the Tamiya Rough Rider or Sand Scorcher type was the most trouble free, and effective front end to run on a buggy, the back end was where the problem became apparent and when R.C.H. brought out their mono shock system this revolutionised the buggy

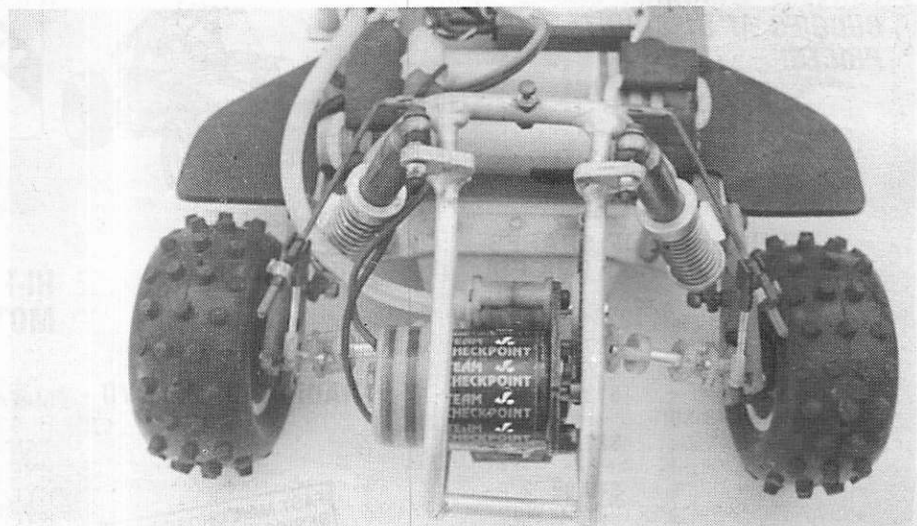
scene in the States and over here. Eustace still trying to perfect a buggy rear end, finally came up with the IRS 100 (independant rear suspension). I had the first of these in Australia, but the couplings were aluminium as were the bearing carriers and problems developed

with them snapping off of the drive bolts holding the flexi drives. The IRS was soon replaced by the IRS 200 made of a nylon type material impregnated with fibreglass, it soon became apparent that the drive bolts were not to be screwed in too tight, about a 1/64th clearance made this unit reliable and much more predictable in behaviour.

Eustace in the meantime was working on a 4WD adaption and when in the States in May '84 we saw a proto-type and some drawings, Pitstop decided to develop our "Taipan" MK11 around this IRS 200 rear end using the RCH type front end.

The 4X 400 4WD was originally scheduled to be released in December in the States and we were assured we would have them in stock by early January. However manufacturing hold ups etc. put the release back and then we had a customs work to rules strike so it was February before we saw them.

This 4X 400 WD. unit, or kit converts a "Taipan" or any buggy using the I.R.S.200 rear end, and the R.C.H. type front end, into a most competitive tool. Loss of power through drag is negligible, added traction is unbelievable. Our own MK11 "Taipan" lost about 2'(600mm) in speed on the straight 125' but in its first outing bettered its own and outright track record by 1.2 laps actually beating the record



Rear view showing IRS200 suspension. Note sway bar used on Mk. II Taipan was eventually removed for 4 W.D. and resulted in better performance.

(Grenenger photo)



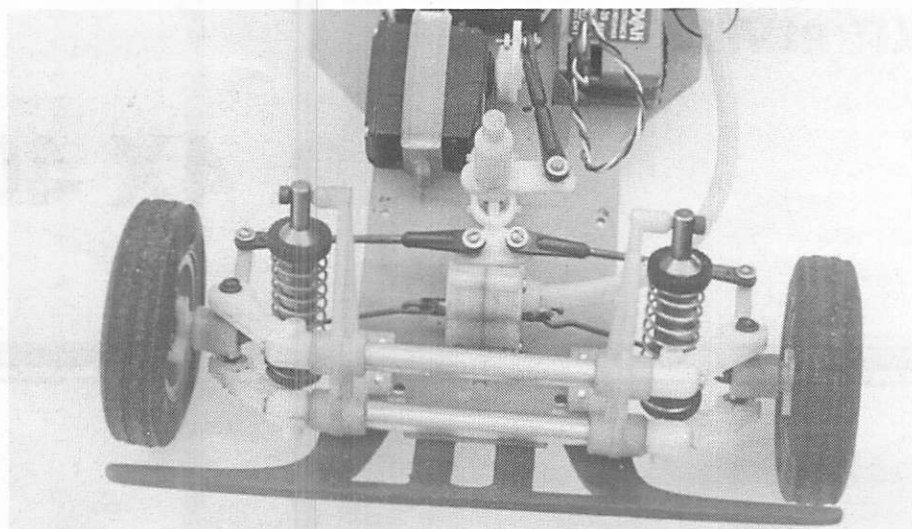
19.5 laps in every race. The race day weather was cloudy, dry, and dusty then rain came so the days racing included a wet muddy track. We used our own Reedy modified off-road motors and using good race pack batteries got between 6.45 to 7 minutes running.

The secret of this amazing unit is the drive shaft. It is a cable from the rear gear box, to a small gear box mounted at the front of the buggy. The shaft enters the side of the front transmission and drives a pinion in mesh with a special clutch set up, that allows front wheel assist only when needed. The traction and handling is exhilarating. By disconnecting the cable, you can, if desired, run two wheel drive only. One amazing feature of this unit is we didn't have to change gear ratios drastically, on the track we normally run 8.6 to 1, we found 9.1 gave us all we wanted.

Another pleasing feature of this unit is tyres, although at writing we have not had time to do much experimenting and M.I.P. suggested Holiday Buggy front tyres and Holiday buggy rears, we didn't like the look of the fronts so we ran R/Rider fronts with Holiday buggy rears on the other end.

We have now run these at buggies at four race meetings, and have found little to complain about, in fact it has far out shone our brightest hopes.

At a recent trade fair at Toronto (near Newcastle) a special meeting was held in which 120 entries were received 46, in Open class, 40 in Junior Stock under 16, 30 odd in Senior Stock.



View of front and showing small front transmission, and drive shafts to hubs and axles.

(Grenenger photo)

We had only one 4 x 400 4WD, entered in the Juniors, a 12 year old and he won every race including the final. In Senior Stock there were two entered both qualified for the finals. In open seven were entered, seven qualified for the final and that is how they finished 1 to 7 setting track records all day.

At the recent ORRCA Shield meeting held on a very rough coarse (many buggies were damaged) 5 entered in Open 4 got into the finals and finished 2nd, 3rd, 4th and 5th, and they were one of the buggies that did not break.

The complete buggy can be purchased from Pit Stop or authorised dealer, custom built... Price \$750 less radio speed controller and motor.

As I said before, I believe this is the best piece of engineered racing equipment to hit the market so far, but remember it is not everyone's cup of tea, it's a finely tuned piece of racing equipment and must be treated as such.

Review car supplied and tested by Jack Grenenger of Pit Stop R/C Cars and Accessoires Balgowlah NSW 2093.

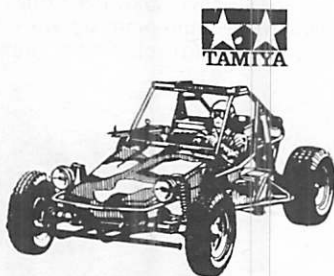
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# HIROBO ZERDA

Tony Stott

### FEATURES:-

Although I confess to not having studied the original Hirobo buggy in detail, I do know that the Zerda has better located front springs, shockers, and more substantial front hubs stronger chassis and ball races everywhere – now THAT is the way to upgrade a buggy! Incredibly, the recommended retail price is not much higher than the original car, making the Zerda the cheapest, competitive 4WD available, as most others available in Australia need, at least additional ball races.

### APPEARANCE:-

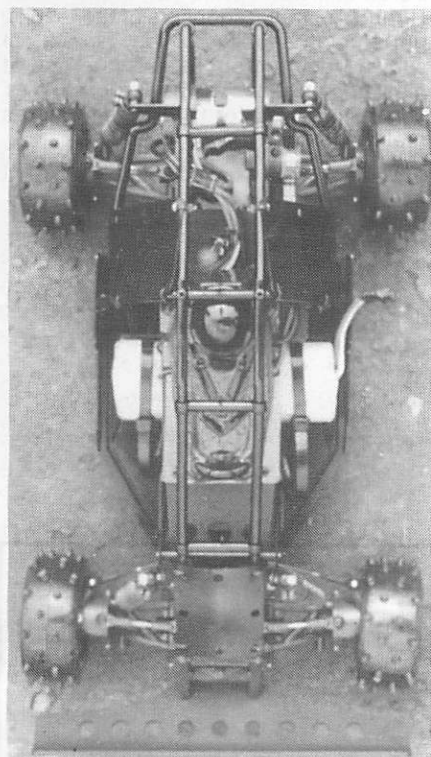
What can one say about the Zerda except that its open rollcage looks easily the most realistic buggy on the track, although the lexan driver looks around 1/7 scale ( or else Hirobo saw a photo of the reviewer!!) The big driver is not a waste of space though ( him or me!) as he has a three speed printed circuit speed controller inside,(him not me) his bulk keeps dust and water away. The Zerda thus continues the Hirobo tradition of being very reliable in the speed controller department on typical Aussie dust bowl race tracks.

Following on the dust proof scene, the Zerda comes standard with a lexan cover over the primary drive belt (from motor pinion to first reduction pulley). This was an optional extra on the original car.

Wheels are lighter, one piece types, and the studded tyres are perfect on

allbut super slippery tracks, where the older model tyres seem to have a slight edge. Weight of wheels and tyres is exceptionally low, which of course helps handling, as the "ideal" buggy should have zero weight wheels and tyres, which is of course not possible.. the Zerda comes closest so far.

Handling:- The Hirobo has superb suspension, and with 4WD is almost effortless to drive very fast on slippery tracks. Even on high traction surfaces, the car has no handling vices, although some ratbag drivers, not mentioning any names Mr. R/C Editor, prefer the hairy slides required by most 2WD buggies. Personally, I like a quiet life, and the handling of the Zerda is more appropriate for my age group! Seriously though, the first few runs with the Zerda were a bit scary, because everyone seemed to be jamming on their brakes, in front of me! The entry speed into corners is breath taking, as a momentary back-off on the throttle sees the tail come out, and bang back on full throttle and off you go ... now that's my kind of driving. I won't pretend that I left my Zerda in stock condition for long, because I have never done that with any buggy. But the following modifications cost a grand (keep reading) total of only around \$50, so I don't think they can be considered outrageous especially when some other buggies cost more than three times as much!

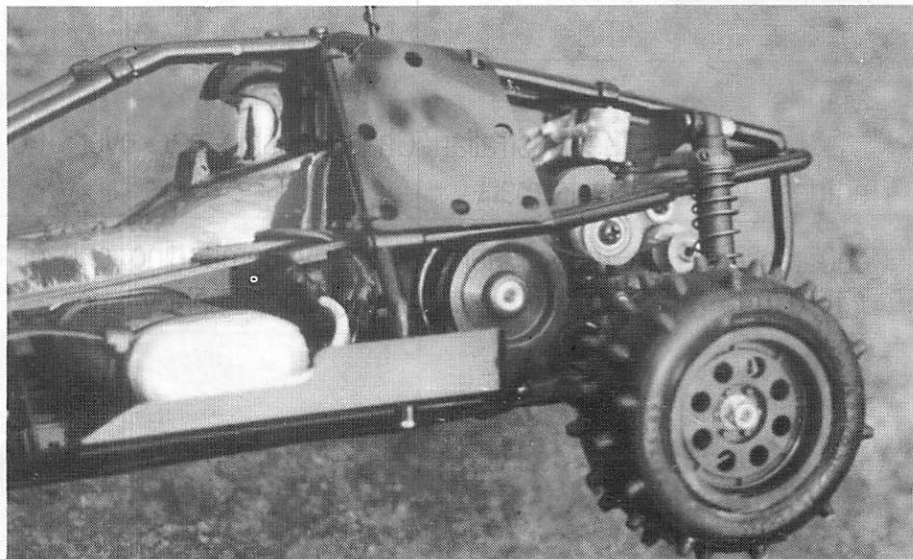


One of the most enjoyable aspects of writing for ACM, is that I get the opportunity to build, drive, and develop lots of exciting radio controlled cars.

This review makes it two four wheel drives in a row, and I'll say right now that 4WD is the way to go, in gas cars and off-road electrics at least ( no opposite lock!!! I'll stay 2WD... thanks, R/C Ed.)

Hirobo has the distinction of releasing the first off-road racing 4 WD in Australia, with the Rock-n-City 44BB, which, while interesting was thought of by the Sydney racing crowd to be too delicate for cut and thrust of competition and hard to get to last 8 minutes.(only in NSW)

However, times change in this case from 8 to 6 minutes, and all of a sudden Hirobo is in the ball game. To further gild the lily, Hirobo makers of superbly engineered R/C helicopters, put its engineers to work, and revised the 44BB to create the Zerda. The name might sound like an Iron Curtain country town but the car is very much an example of good ol' free enterprise!





Motor relocation. Australian and NSW Senior Stock Champion Mark Mason pioneered a simple conversion for the motor, which involves moving the motor to the front of the rear diff, and running gear drive instead of the primary toothed belt. This has three main advantages.

1. Fantastic choice of gearing, using Schumacher gears from the 1/12 scale scene. (with a few pinions and a few spurs I have a choice of around 12 gear ratios between 8 to 1 and 9.3 to 1)

2. Better weight distribution, a mid engine layout minimises pitching on humps and bumps.

3. Less friction. The original belt has to work very hard in the standard layout, and usually gets quite hot. This represents lost power. When running a hot motor, this belt is really being tortured, especially enclosed in its dust proof cover.

Mark can supply the mounting plate, spur gear hub and instructions for around \$20 while one set of gears won't set you back much more than \$12. If your budget is limited, buy a set giving 9 to 1 and you'll last the race distance comfortably.

Chassis Strengthening. To fit the motor up front, the radio tray needs cutting just behind the driver. This weakens, the normally excellent overall stiffness of the Zerda, so some strips of reinforcing material are needed on either side of the main belt channel under the chassis. I bought some carbon fibre sheet and cut it



out, but some drivers have used duralium, 2mm thick epoxy glass fibre, or even (no joke!) titanium, but the result is the same—to stop the belt hitting the top of its channel by stopping the chassis from flexing.

Performance with these mods, with the rest of the Zerda in stock condition except for my trusty Jomac motor with very hot wind armature, is stunning! At a recent race meeting I started from the back of the grid (a wheel came undone in qualifying! (and it passed all the other cars by the first corner! In another race at another club, I passed 59 cars in 6 minutes... as I said before, most other buggies seem to have their brakes on going into corners. 4WD off-roading

requires a whole new driving technique, as the traffic really becomes the biggest challenge. In order to illustrate in empirical terms just how effective 4WD is, at my home track at Hornsby MOB the lap record with my trusty Frog, was 17.8 laps. On my first race with the Zerda, I clocked 22.5 laps even though I got tangled with other cars 3 times during the 6 minute race.

Conclusion:- As you can see, I like the car! What really appeals to me more though, is that the benefits of Hirobo's engineering are priced within the reach of the average young buggy enthusiast and even a full house unlimited class Zerda still won't send you broke. When Hirobo Australia, suppliers of the test kit, get enough supplies of the Zerda, I am sure a goodly proportion of the grid at most competitions will be Hirobo 4 WD's. The racing scene for 1985 is going to be a real humdinger!

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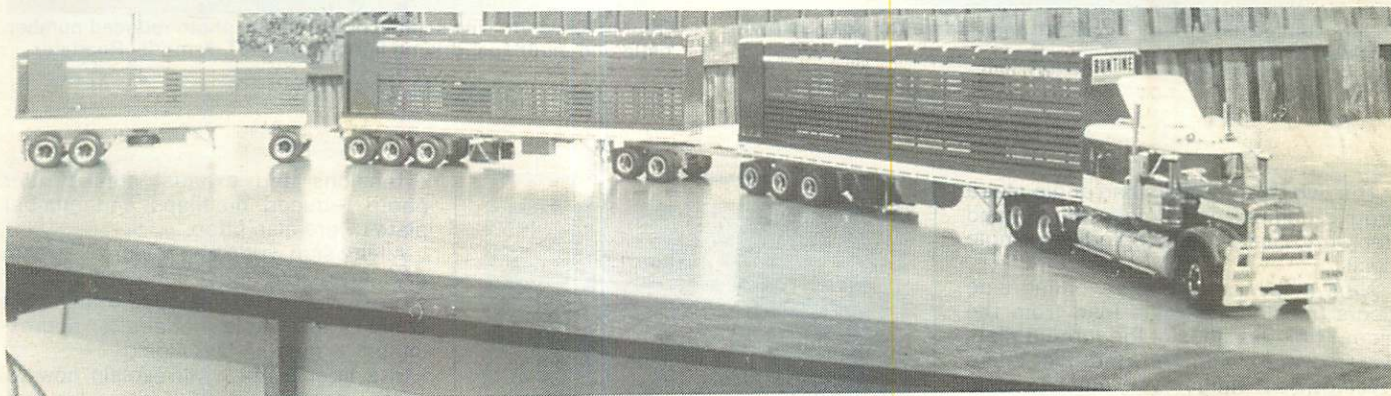
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# TRUCK MODELS

Colin Farnham



To introduce myself to the pages of ACM I will give you an insight to my modelling career.

Car and truck modelling has taken up about 18 of my 38 years of age the last 9 years being the most productive, building about 40 trucks in a variety of configurations. Some winning in shows and some in "Trucking Life" magazine.

Also I build all types of 1/25 scale cars from the odd muscle car, to street machines custom and street rods (approx 100 built). I was, along with Michael Gregg instrumental in starting the "Geelong Model Truck Club". Michael and I also started "Geelong Auto Modelling Supplies (since been sold) which manufactured and sold by mail order fibreglass bonnets and cabs of Australian trucks in 1/25 scale along with kits and auto modelling related parts.

Being an ex truck driver (because of injury) I lean more to building truck models along the lines of company trucks seen on Australian roads.

Thus my first and hopefully not last model in the pages of Australian Car Modeller.

This W model Kenworth of the green and white of Buntine's of the Northern Territory was a long project mainly because of three trailers.

So that's where I will begin. 4 AMT flat-tops and 1 ERTL trailer were needed to build these 3 stock crates.

First 1 suspension was cut in half and joined to the existing bogies to give 2 tri-axle suspensions. Both were finished as per instructions.

Next using the back part of the ERTL extendable (scale 30 ft.) I fitted a shortened pair of AMT main rails along with the ERTL bogie suspension and built the rest as per instructions.

The fourth AMT flat top gave up its suspension for the building of a dolly for the second trailer, the second dolly a single axle unit, came from the old AMT kit tandem vans.

Then came the building of the actual stock crates.

Putting the local hobby shop under pressure with his Plastruct stand approximately 38 lengths of TB1 and TB2 sheets of 30 thou. sheet plus angles, channels and I beams. Angles were glued around the edge of each trailer, flat stock was cut to size for the ends of each trailer and a small jig was made to bend the 35 bows need to do the three trailers.







Photo reduced mud flaps, ringfeder rams horns for dolly safety chains.



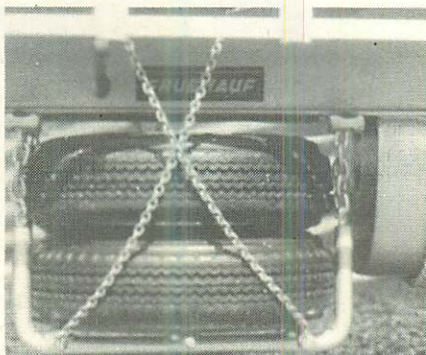
Front of Kenworth with scratch built bull bar, photo reduced number plate and mudflaps, driving lights from AMT. A model Roadster.

The two larger trailers had angle glued around halfway up to make the second deck, the smaller trailer being only single deck.

Next step was to make working side doors (most road trains load from the side). Then the sides of the three trailers were covered with a new product to me "Billings Boat Timber" very much to scale and really looks the part with the woodgrain showing through the green and white paint.

Next it was detail for all trailers. The front trailer had a belly tank fitted (for those long hauls) it was made from imitation steel coils in the AMT flat top kit. This was suspended by chain (again in the kit). Spare tyre racks were then made using chain to hang them, tool boxes and fresh water tanks were also added. later on lights, signs, Ringfeders, dolly safety chains, airlines mudflaps and number plates.

The prime mover for this load had to be special, so a Revell Peterbuilt was dug out, the bonnet discarded, a narrowed AMT KW bonnet was fitted up to the Pete cab, the interior was converted to R.H.D., fitted with a C.B., stereo first aid kit, fire extinguisher, overnight bag and 1/25 scale magazines, log book.



Belly tank and spare wheel carrier.

(Farnham photo)

The green and white truck is set off with red pin striping using "Letraline" ( part of the "Letraset" range) sign writing on truck and air foil is in "M n J" water decals ( Model Railroad shops).

The chassis and motor are straight out of the box only extra fuel tanks were added the motor has minimal wiring heater, radiator, etc., once the bonnet and cab were fitted all external accessories were fitted including wireless and C.B. ariels, airfoil, bullbar, chrome plated brass tubing was used for air cleaner

extensions and exhaust stacks. Later photo reduced mudflaps and number plates were also fitted.

All the sign writing on trailers is "Decadry" (available most larger stationary stores) overall I was pleased with the outcome of the whole model after approximately 4 months of building .

In a later issue I will explain how to photo reduce to 1/25th scale for that added realism for your model.

Till next time, happy and productive modelling.

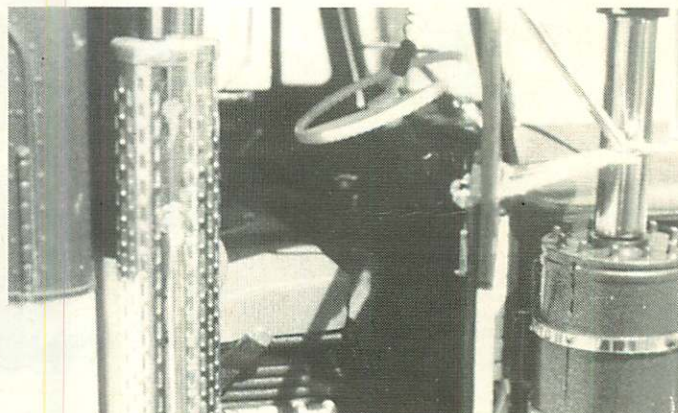


Map of Australia painted in permanent pen. "M n J" water decals for signwriting.



Left hand side overnight bag 1/25th magazines on seat, first-aid kit.

(Farnham photo)





# MODEL VEHICLES SWAP MEET

Gerald Fitzsimmons

"An outstanding success": This was the general consensus of opinion from the forty-odd model car dealers who attended the first Model Vehicles Swap Meet held at the E.G. Whitlam Recreation Centre at Liverpool, NSW on Sunday 24th March 1985. This was the best and most well-attended of any model collector's market ever held in Australia and was a clear indication of the growing interest in the hobby of collecting model cars and old toys.

Approximately 50 tables were booked out very quickly by collectors and dealers for this occasion, and the organisers have intentions to let out another 15 or so spaces for the next one, due to the incredible demand by enthusiasts who missed a space in the first one. The success of this particular event was over night, but a result of the steady promotion of model car collecting by some of the well known dealers, including Model Cars Australia, Automodel Exchange, Dianne's Models, Down Unda Models, Dave Barry's Discounts, Twentieth Century models and many more. These dealers in obsolete, diecast, tin and plastic vehicles were all there plus plenty of "one day" dealers selling their old toys and collectors trading their surplus models.

Refreshingly, the event was restricted to current-type Yesteryear and Days Gone models, which sometimes seemed to be the case at earlier model swap meets at Greens Motor Museum. These popular models certainly made their appearance but there were also literally thousands of old Dinky Toys, Corgi Toys, Matchbox Series and old tin plate toys, as well as harder-to-find brand names like Micro, Spot-on, Tekno, and hundreds of others. Specimens on most tables ranged from Mint Boxed to Chipped and Damaged, so there was always something for every collector, from the fastidious buyer to the keen restorer.

Trading was brisk right up until closing time at 3 p.m. and there was often new stock appearing due to members of the public bringing in old models to trade or sell. One chap who'd come "out of curiosity" was so surprised at the prices good specimens were fetching, went home and brought back some mint and boxed Micro Holdens from the 1950's to trade. These items were later sold for over \$100 each. A loyal supporter of all

the swap meets Barry Wells, turned up a pre-war empty box for a set of Dinky Toy lorries, complete with colour picture on the lid and in almost new condition. He told me he was going to use it for swapping purposes only, but when I offered him \$50 for it, quickly changed his mind! There were quite a few surprises; the Models of Yesteryear Y-25 James Neale van seems to be emulating the success of the Y-12 "Arnotts Biscuits" vans of two years ago. The few James Neales on view were attracting offers of up to \$50 each only three weeks after their initial release. Other new Yesteryears on view at the swap meet were the Motor 100 (which was released on the local market in April) and the "Canada Post" van (released in March), and these models generated a lot of interest. Whereas the "Canada Post" seemed to be hard to get, here it was readily found at \$9.50.

Several visiting overseas collectors commented that this swap meet was on a par with some of the better English events (there are at least five per week some where in the United Kingdom) and many were amazed at the variety and quantity of scarce models and toys that had been turned up in the Sydney area. Others were pleasantly surprised that prices down under were literally "down under" in comparison with some of the astronomical prices being asked for obsolete models in England and America. To be fair, you may find that models in less than mint condition are a bit cheaper in England, but mint and boxed Dinky and Corgi models are getting to be twice or more the price you would find in Australia for the same items. In fact, many local mail order dealers are now selling good quality items back to the British!

Twentieth Century Models were offering an extensive range of good condition Dinky Toys and Corgi Toys of all types ranging from Military and Commercial Vehicles to Sports and Aircraft as well as their own limited edition Fimcar metal model Holdens. Some of the Dinky Toys included mint and boxed Guy vans with "Spratts" and "Golden Shred" advertising and some nice early Foden trucks, always keenly sought by commercial vehicle fanatics. Model Cars Australia had a large range of exotic overseas white metal cars from Western and Brooklin, demonstrating a quality of model engineering

that you wouldn't find in your local toy shop. They also had their popular Dinkum Classics range on view. Dave Barry as usual seemed to be offering good discount prices on current models. Other dealers had stocks of obsolete plastic American car kits, twenty years old and still in their boxes waiting to be made up. For those willing to spend the money, first series models of Yesteryear from 1956 onwards could be purchased if you were quick enough!

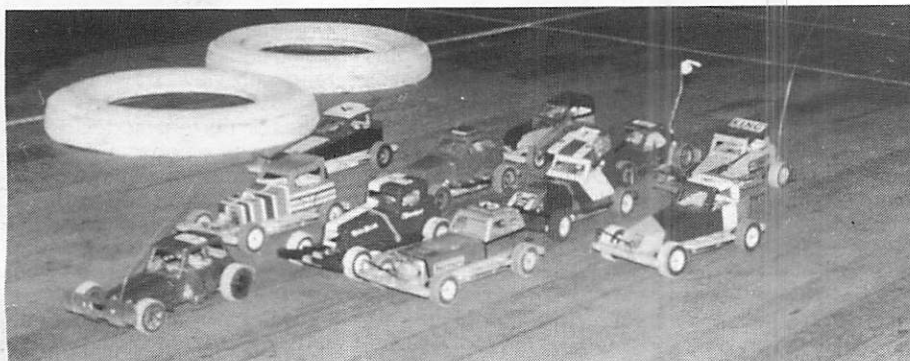
Unfortunately, the event was marred by a thief or thieves doing the rounds and it was very early in the day when I was warned by one of the organisers to be on the look out for the pilferers. I didn't lose anything this time (although I have been unlucky at previous events) but fellow collectors Ross Agnew and Gus Priem had models taken and Linda Simpson from Down Unda Models told me that someone had stolen one of her "Motor 100" Yesteryear vans with Limited Edition certificate. These cretins, who always have to have something for nothing, have spoiled events for years in overseas countries. At least one thief was spotted doing his dirty work and we will all be on the look out for this particular character at the next event.

Most collectors commented that the E.G. Whitlam Centre itself is a top venue, being spacious, well-lit and comfortable. Also, the Liverpool location is very central, about three quarters of an hour's train ride from Sydney. The next swap meet, which everyone expects to be bigger and better, will be held on the 28th July 1985, followed by a further gathering on 10th November at the same place. The organisers, The Australian Model Swap Meet Association, have decided on an initial run of three of these events per year. They believe that this number is appropriate to maintain collectors' interest and to allow time for the regular dealers involved to build up a sufficient range of newly acquired stock and thus maintain the variety and quality of models that was evident on the 24th March 1985.



# OVAL TRACK SCENE

Colin Smith



1/12th stocks in Combat.

(Colin Smith photo)

Having bought this particularly fine magazine (got to start like that to please the Editor) you are undoubtedly interested in model cars, be they radio controlled of the 1/8th I.C variety 1/12th electric, slot cars, or static scale. However all these have got one thing in common – a wheel at each corner and a lump of plastic or polycarbonate stuck on the top to add a bit of glamour and to give you something to paint. Its very nice to see a scale model of your favourite driver/car combination even if the term scale is stretched to its absolute limit on occasions, however more of that later, being one of the biggest culprits. O.K. so we have denegated our beloved little beasts to their basics and that subtle eye catching appeal namely the body. Having visited a few tracks and listened to probably the younger and newer members of our hobby, its not what goes under the body shell that counts but what is visible that is the all consuming fact. "I drive a BMW 635 or 636 or 637" if there are such animals seems to be the comments, not I drive an Associated with Schumacher Front end and diff, Frewer tyres and a Parma speed controller" Associated? Ye if there's any bits left from his original kit. Where's all this leading you may well ask. Well, just consider how many classes or categories there are to Radio Controlled Car racing. You have got the 1/8th scale for Circuit Racing and now 1/8 buggies both for I.C engines. There is 1/12th scale circuit racing for electric motors (not engines as the younger members of our club insist on calling them) and the very popular, 1/10th electric buggies. If I have missed any I hope you will let me know. Magazines can only cover those events or classes to which some poor scribe can

get to and send in a report. If you open a European or Pommy magazine you will straight away notice two additional columns. The 1/8th stockcars for I.C. engines and their smaller counterparts the 1/12th electric version.

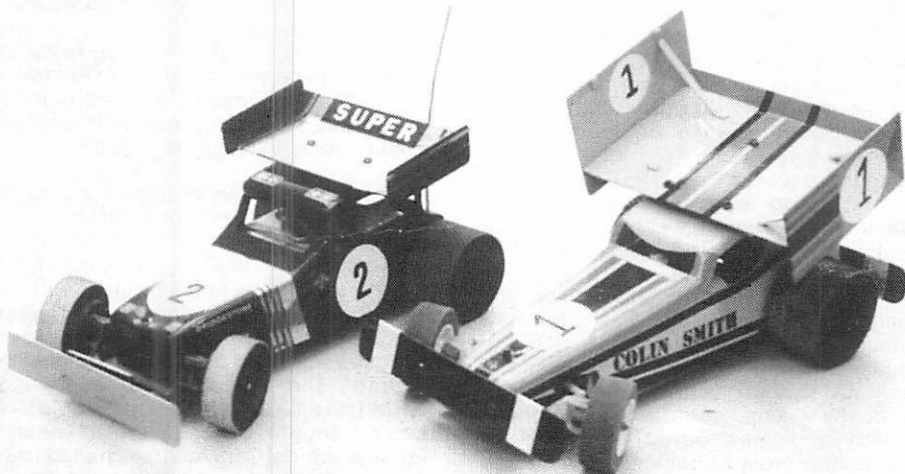
Why? you may well ask- so what! in a lot of cases, well strange as it may seem but dotted around the country side are small full size tracks catering for capacity crowds nearly every weekend. These are for the 1:1 scale fanatics who enjoy racing against each other in motor cars but who are basically limited by finance. At least that's how oval track racing started. Oval track, speedbowl, speedway, Indianapolis 500, Daytona 500 call it what you will the tracks are all basically the same. A circle split in the centre, pulled apart and joined by a couple of

straights. Of course the Yanks have to go one better and bigger by increasing the length of the straight and putting banking on the corners in an effort to get the cars faster and faster and faster until one disappears up its own exhaust pipe,... but its still oval track.

Well, this is what this column will hopefully be about. Oval Track racing, but radio controlled variety.

Next, I suppose is what type of cars use these oval tracks. Unfortunately my own knowledge is based around Melbourne so I hope somebody out there will bombard me with photos, of other types of racers if I have not included them.

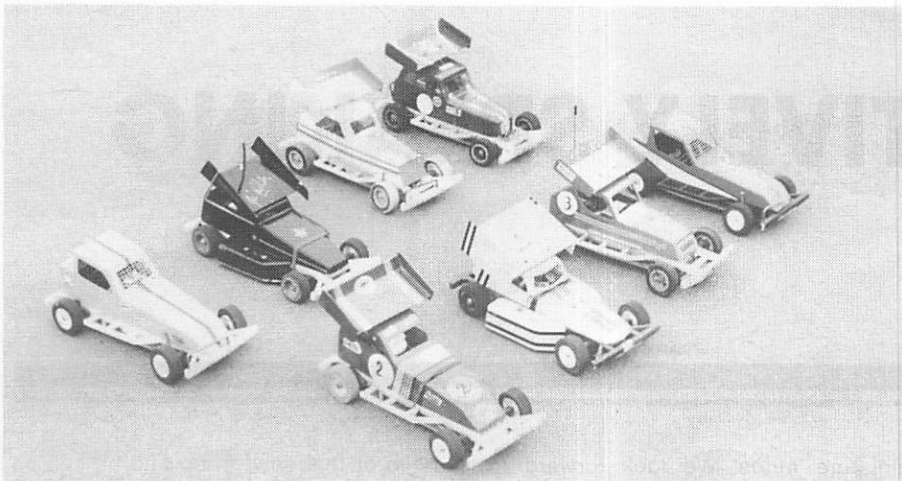
First and foremost for sheer speed and excitement must be the Sprint Car .. the mind boggling spectacle of a front engined V8 popping a wheelie or mono down the straight can only be matched by the ear splitting noise associated with these speed machines. A couple of 1/12th scale sprint car models are currently under test by W.R.E.C.K. members. We have developed our own rules for these and will do a feature later in the year. Photo 1 shows a line up of our most popular racer the stock car. I understand these compete in South Australia but in Melbourne the closest I have seen is the Hot Rods. However more of those later. Photo 2 shows a pair of what we call super modified.. our attempt to build something as indestructible as the stockie but utilising parts from a circuit racer. A full description and plan will be in the next edition so I will not say



Super Modified (1/12th electric) No. 1 by Colin Smith, No. 2 by Ian Eddy.

(Colin Smith photo)





drivers tried to mount the trailer left standing in the middle of the track.. then while the truck was moving. Lionel Smart even managing to pull a tyre off while doing so ( Car No.3) (Photo- 1-4 )

Photo 1 is a line up of stocky drivers. The truck, yes I'll send a plan later in the year, is made using stock (oops punned again) parts designed and lashed up in a week. Two version I.C. and electric but its a crowd puller. Fully independent suspension all round and corners as if on rails.

Typical grid formation.

Rear (L to R): Geoff Davis, Rodger Sharp, Trevor Ross, Nick Eddy; Front (L to R): Ian Eddy, Colin Smith, Lionel Smart, Dave Russell.

(Smith photo)

anymore till then. Just one thing perhaps.. they go like "bats out of hell" to coin a phrase.

Back to the full size racers and drawing on my limited knowledge there are Bangers, Sedans and Super Sedans and of course Midgets.. however where are the models?

From memory I can recall Jomac or Jerobee producing a 1/10 midget racer or was it a 1/12, anyway there must be some dotted around so how about some photos... be daring and take the shell off and photograph them nude!!! I also know there are few 1/8 I.C. sprinters about sporting Ron Moody bodyshells 'cos he gave me a couple of names when I bought my own wheels from him (must build something for them one of these days) but unfortunately I lost the letter so again how about it fell'a's... a couple of photos of the car in all its pristine glory, plus all the interesting bits underneath. Strange that, but the interesting bits are always underneath other things!! not forgetting what makes it tick. Actually what I am trying to say is bombard me with photos, descriptions of all and any oval track racer, and if you enclose a SAE I will even send the photos back. Send to Colin Smith, 6 Evans Court, Vermont Vic. 3133 (Phone 03 874 3480)

The Wantirna Radio Electric Car Club (W.R.E.C.K.), were privileged to do a demo at a fete for Ringwood High School and had a ball. A very good turn out of drivers, Colin Smith, Ian Eddy, Nik Eddy, Lionel Smart, Geoff Davis, Richard Hopkins, Rodger Smart and Dave Russel ensured a virtual non stop display.

Demo's included stock car racing then buggies URGH!! over ramps but they tended to spend time back in the pits except the Mardave Apache which ran all day without fault. Next was the caravan racing... a great crowd pleaser, followed by balloon bursting..small water bomb balloons filled with air and tied to the bumpers at the back. Rodger Sharp was the winner of this one with racing forgotten he had a ball nipping in and out of the track tyres taking very sharp (ooh pun) evasive action as the rest of us ganged up on him. It was finally left to the Big Beast (Truck) to pop his balloons to the great delight of the crowd, the truck was put to good use .. ramp jumping .. well it is as fast as a stock car and then the



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# COLLECTIVELY SPEAKING

Bev Scott

Collectors are invited to use this column to "speak" to other collectors, in other words to communicate. If you belong to a club or group, we would encourage you to advise of your activities, swap meets, meetings exhibitions displays etc. If you are an individual collector and you are searching for something or anything to add to your collection or indeed start out on this fascinating and rewarding hobby we encourage you to "advertise" your requests in this column. If, for security reasons you wish to remain anonymous your request will be met, however as commercial dealers have the opportunity to advertise in other areas, we will not publish in catalogue form dealers listings as such.

Our intention is to promote the fascination of collecting and indeed stimulate communication between established clubs, groups, and individuals. We await your news.

To set the ball rolling I've sought out several of Australia's collectors who were keen to promote their hobby.

Dudley Schultz of Shorncliffe Queensland told me that there is a group of die-cast collectors in the Brisbane area who meet on an occasional basis to swap, buy and sell models and generally chat on their favourite subject. This group have no formal structure but would welcome visitors or other interested collectors. Dudley would be pleased to hear from other collectors in Queensland. His address is 27 Swan St. Shorncliffe 4017 (07) 269 6036. He is well aware of the need to know of modellers in your area, as he first found when his interest was kindled some 6 years ago. At that time he was staying in Sydney whilst a family member was hospitalised and he passed away some of the idle hours browsing in antique and second hand stores, and was mainly attracted to old toys or more specifically old model cars. On his return to Brisbane, by now the obsession for miniature autos well and truly running in his veins, he began to look for models locally, and advertised in the local press for models. This proved relatively successful and by also seeking out particular toy and hobby shops slowly added to his collection, which in the main part consisted of early Matchbox. In more recent times he has specialised in the lesser known manufacturers particularly the early Australian produced models. Dudley is also a keen restorer of

miniature autos. We look forward to further news from Queensland collectors.

Melbourne it seems has been better catered for over the years, to begin with via the Australian Model Car Collectors Club. In more recent times the Melbourne Collectibles a group dedicated to collecting all manner of objects was formed, however Paul Portelli a member of that group has found that the group now mainly consists of model car enthusiasts. Many of these collectors interests originated in model railways, as they sort out vehicles, to complete their layouts. At the monthly meetings held at the Scout Hall Tyne Street, Box Hill collectors have the opportunity to buy and sell and swap and display individual models or particular aspects of a collection. No subscriptions are charged by this group but \$1 donation covers expenses on the evening. Paul added that the intention of the group is to meet with people of a common interest and enjoy the exchange of news and views on miniature autos.

One of the members recently took part in the 1934 Exhibition, part of the Victorian Bi-Centenary celebrations, this collector has an excellent collection of model cars, and aircraft from that era.

Women, said Paul, are also encouraged to come to these meetings and whereas not too many years ago collecting model cars did not hold much credence, today whole families are enthusiastically involved and the collecting of die-cast models and miniature automobiles has made its mark amongst the collectors of perhaps the more widely recognised areas, such as stamps dolls coins etc. If you would like to know more about this group you can contact Paul Portelli at 37 Fureaux Grove Bulleen 3105. (03) 850 1933 8(a.h.)

For some eight years Ray Bush ran the U.K. Matchbox club and produced an internationally distributed newsletter. Mr Peter McCutcheon of Matchbox Australia tells us that Ray has now retired and unfortunately has also decided to disband the Matchbox Collectors club. So as not to disappoint the many collectors in Australia, a new organisation, licenced with and approved by Matchbox Australia has been formed. It is the intention, via a monthly newsletter, to keep Matchbox collectors up to date on new releases, special promotions, and generally to stimulate interest in collecting. Tom Mathieson, is the man at the

helm of this new group and he can be contacted at P.O. Box 70 Five Dock 2046 (Tel: 02 713 2044) Subscription to the Association is \$25 which includes the six issues of the newsletter.

Matchbox's philosophy is to promote collecting from a very young age, and with this mind a Matchbox Junior Collectors Club has been formed. The concept was developed to promote the collectability of Matchbox products, in particular the 1-75 range, and is primarily for the child aged to about 12 years old. Contact your local dealer, if you or a member of your family would like to join the Matchbox Junior Collectors Club. Remember the application form to join this club must be stamped by a retailer or the membership cannot be processed.

The Lledo Days Gone series arrived on the Australian market late 1983, and by August 1984, the Australian Lledo Collectors club was established. This followed the success in the U.K. of Days Gone and its Collectors Club and interest in collecting this series in Australia. In keeping with the criteria established by the British club, the Australian club, produces a regular newsletter which details new release, model variations and information and illustrations for the Days Gone enthusiast. We understand that the British newsletter, now more a magazine features colour illustrations, however the Australian issue guarantees to stimulate enthusiasm in collecting. If you would like to join Australian Collectors Club which has approval of the Australian distributor for Lledo, Capricornia Pacific, contact Rod Gardiner P.O. Box 57 Wyong N.S.W. 2259. (Tel: 043 251542)

Sometime back the Australian newsletter included a line drawing inviting club members to design a "club livery" for it. Aside from winning the honour and glory of having your design manufactured the winner who incidently was Peter Chiricuta of Prospect Sth. Aust, won a Guildford Horsesrawn Fire Engine with black boiler. As an ardent collector, no doubt knows, only 288 were manufactured for world wide distribution so certainly it was a valuable prize. I spoke to Peter who was delighted that his design of gold body, brown roof, and chassis with aboriginal drawings in earthy browns and reds, had won and added that at last indications this model was scheduled for production in England in June. It is therefore expected that club members will be able to procure their numbered



certificate (coinciding with their membership number) in July. In keeping with Lledo's policy this model, will also be distributed world wide, although only Australian club members will be sold numbered certificates.

### SWAP MEETS COMING UP

Saturday 27th July Exhibition Centre Canberra

Sunday 28th July Whitlam Centre Liverpool N.S.W.

Newcastle 18th August at the Showgrounds

We await news of confirmation for other swap meets in Australia.

Future issues of ACM will see reports on swap meets in Sydney (Chatswood) and also on 31st May-1st June at the Royal Melbourne Showground, as well as those listed above.

A model search service is available and is offered by Dave Barry. Dave is prepared to search out and have reserved any particular model that a collector may require, from overseas sources. Contact Dave Barry at P.O. Box 56 St.Peters NSW 2044 (phone 02 557 880)

Perhaps your not a model car collector yet, but can't resist procuring the obscure.

I've noted in several dealers' lists the large Coronation Coach by Lesney. Issued in 1953 one of Mok-Lesney's earliest projects it is a die-cast metal souvenir of Queen Elizabeth 11's Coronation. The model is 16" long and is not to be confused with the much more common smaller coach. Several of the

exquisite gold models, consisting of carriage with Queen inside, pulled by 8 white horses, 4 of whom have seated outriders, and considered an investment item, have recently been offered in Sydney at between \$250-300. Although we understand at least one recently changed hands, enquiries with Sydney dealers could locate this connoisseurs piece.

Although not a die cast product I noted in Gerald Fitzsimmons 20th Century Models April catalogue, a very rare Revell kit (plastic manufacturer) for collectors of Beatles' memorabilia, issued in 1964 a set of 4 Beatles' kits (presumably of George, Paul John and Ringo) and Gerald has in stock the Paul McCartney kit in almost mint boxed condition \$90. For more information contact Gerald at 6 Lantana Macquarie Field 2564 or 02 605 2206.

Message Motoring Bookshop, undoubtedly stocks Australia's most comprehensive range of automobile books and that includes those for the model enthusiast also.

Fred Vogel proprietor has advised the following new releases for the model car enthusiast, which are now available. For sometime Message Motoring Bookshop was locate in the Hordens Building Sydney, however from June you will find these books on the shelves at 152-156 Clarence Street Sydney.

"Collecting The Tin Toy Car" 1950-170. Dale Kelley.

Lavish publication covering over 300 post-war toys with informative text. 500

colour and black and white illustrations. large format 200 pages... \$41.95

"Danhausen's World Model Car Book'85" Comprehensive well illustrated guide to all the world's model kits and die casts. English text. 200 b&w illustrations Soft Cover \$15.50

"Les Dinky Toys et Dinky Supertoys Francais" Jean-Michel Roulet. Complete listing with illustrations of all French Dinky Toys manufactured from 1933 to 1981. French text. 100's Colour and B&W illustrations. Large format. 406 pages. \$79.95

"The Hornby "O" Guage System" C&J Graebe Volume 5 in the Hornby Companion Series. Covers period from 1920 to final years in 1960's. Colour and B&W illustrations. Large Format 336 pages \$84.95

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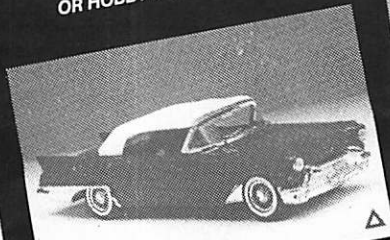
Another excellent little Handbook is available for Lledo Days Gone collectors. "The Lledo Days Gone Collectors Guide and Evaluator"... compiled by Ray Doding and is considered invaluable to the serious Days Gone collector. It features all known castings and colour variations produced up to January '85 together with drawings and ready reference tables and U.K. evaluation guide. Available from D.Barry P.O. Box 56 St.Peters 2044.

*Age d'or*

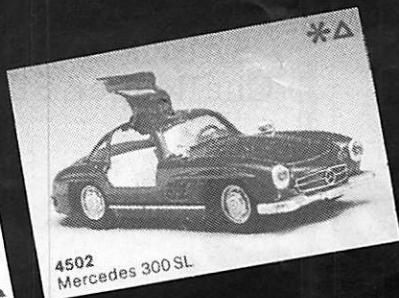
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# ADDICTED TO MINIATURES

Bev Scott

A background entrenched in the motor scene of Europe, when Ferrari, Alfa Romeo, racing, testing, not to mention wheeling and dealing, was the order of the day, and the association with some of the world's greats in motor racing, is perhaps Bob Rusconi's excuse, (if one is necessary), for collecting automobile miniatures.

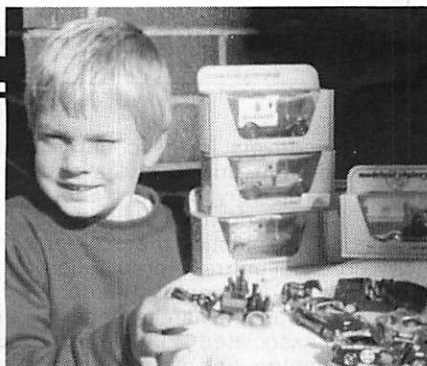
Having moved from the European scene, Bob found that it was impossible to stifle his love of those cars, so he began to collect them in miniature, seriously in the late seventies. To begin with, the models of cars he had been associated with in Europe, the first being a De Tomaso Pantera GTS, and then the Porsches and Alfas followed, as his collection, primarily in 1/43 die cast grew to the extent that by 1982 he had amassed some 4,500-5,000 models.

Bob saw the hobby of collecting model automobiles grow. More and more collectors, many who had previously collected stamps, antique toys and other valuables, saw model cars as a more durable commodity, and by the early 1980's many families, as well as individuals were actively involved in collecting model cars, particularly 1/43 scale.

At about this time Bob took a close look at his large collection and decided to part with some, particularly those which he had duplicated, and as a result "Automodel Exchange" was born. The disposal of some of these models then afforded him the opportunity to concentrate on his love of Ferraris which has been the main theme of his collection. Not only the popular prototypes for Bob, his collection of hand made, white metal models, also includes a number of the rarer Ferrari models, some of which are no longer in production. Regular trips back to Europe enables him to add to the collection which includes models from Polestil, Mebetoy, Mercury, Solido, Dinki and Corgi.

Bob considers the term "a complete collection" a very theoretical phrase, and believes that it is very difficult to say any one collector has obtained every model ever produced, within that theme. However his Ferrari collection although it does contain some of the harder to procure models, the attitude of collecting only the model that he likes, rather than all those produced has enable him to get the greatest pleasure from his collection, which has steadily grown.

It's always hard to select a favourite model, however after some thought Bob decided that a Bosicar, a hand made very well detailed white metal model may be the one. One of the very early models in his collection a little Mondial from the Italian manufacturer Colibri is also



Bob's son with several models

probably the rarest model he owns being one from a very limited run of possibly only a few hundred.

Bob displays part of his collection at his showroom at Gladesville, however recently he was invited to display his collection at the Ferrari Owners Club Exhibition at the Maritime Terminal Arrival Hall in Sydney. His miniature collection, set amongst their full size prototypes attracted a lot of interest.

The Goodyear Motor Club at the Macquarie Shopping Centre (Sydney) was another opportunity for Bob to promote the pleasure of model collecting, and the other side of his collecting interest, that of Matchbox Yesteryear. Bob found that at the Goodyear happening the Minor 1000 was very popular and he sold a surprisingly large number of this model a replica of a "Spot-on" model.

Concentrating on the hard to get and out of the ordinary Matchbox models, including the very difficult to procure

code 2 and pre-production models has added a further challenge to his collecting addiction, and Bob sees these models as having real investment value. Bearing in mind that as a dealer, Bob has access to all new releases, the temptation to select, for his personal collection, from every release or shipment is certainly there, and before long he would be back to a very large collection. Any one who has ventured into the land of either Yesteryear or Days Gone knows that to keep up with all the models as they are released is very demanding, and indeed rewarding, without seeking out and verifying production variations, faults, limited editions etc. In fact he believes that concentrating on the rarer Yesteryear range will be the main objective of his collection in the future.

As a major dealer in the Lledo range, he saw an excellent opportunity to introduce his children to the fascination of collecting, and the relatively new range of Days Gone models gave him the chance to start a collection for them beginning on the ground floor.

A dealer in the model automotive world, collectors can find Bob at either the Gladesville office and showroom, or from Thursday to Saturday at the Parramatta Automodel Exchange 354 Church Street. There you will also find a limited range of Dinki, Corgi, Solido, and Vitese models as well as Days Gone and Yesteryear. And if you aren't a collector yet, I'm sure your enthusiasm will be stirred by a visit.

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# RAY'S 1/12TH SCENE

Ray Wood

## HOW TO IMPROVE YOUR WIN RATE

The top drivers in the country have totally different driving styles and set their cars up very differently to each other, but they do have a few things in common. They practice, they experiment, they do excellent race preparation and they have a good mental attitude.

You can run the latest Delta Super Phaser or Associated 12is with all the top line gear, motors, and nicads on board, all properly race prepared but unless you practise and constantly improve your driving ability then all will have been in vain.

You don't find Keke Rosberg jumping in his Williams on Saturday's qualifying for the first time that week! No, he probably did a few hundred kms trying different tyres, spring and damper rates, wing positions, gear ratios, camber castor etc etc. hour on hour of driving around the track to find the best combination and the fastest and smoothest lines around the lap. PRACTICE!! It's really the only thing that can get you more laps in the eight minute time period.

You know yourself that if you have say one practice run then three qualifying heats and a final on a club race day, by the third heat your usually just starting to get it together. Imagine if you did say five runs before the heats then you would see some results. If you can get an hour at the track mid week then better still. Just get more practice somehow.

When I practice I use only practice batteries which are my worst sets. Don't use your good sets, they should be asleep somewhere waiting for race day with a 100 ohm resistor connected to keep cleared of a memory.

Before we go any further anything I write is my view only and is not necessarily to be taken as gospel. Listen to everybody's tips then throw them up in the air and use the ones that you like. But do try different things. Experiment!

When you run at the same track each week you usually know after a few months racing on that track, roughly what tyre compounds to use front and rear. I use Factor 15 Suntan lotion ( any white creamy type) rubbed well into the rear tyres to increase the traction when I race so in practice I disregard that luxury and

concentrate on smooth use of the throttle to stop the rear end spinning out. So come race time the use of the lotion adds more traction and helps you not to spin so much.

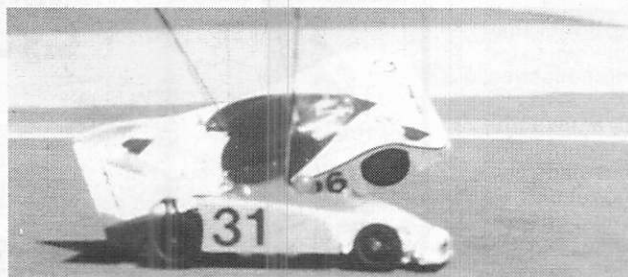
Don't forget to keep switching the tyres side to side to compensate for the one sided wear your car creates going around the same track the same way run after run. Your outside tyres (right side on an anticlockwise circuit and vice versa) will wear considerably more than the inside.

During these practice sessions try different castor angles on the front end and note how zero degrees castor and three degrees or more affects the handling of your car. Only you personally trying these things will ever really teach you these and other very useful bits of info'. Play with Camber too if your car permits it as well as roll rate. Stiffer front roll bars or stiffer front springs will help stop oversteer tendencies if your car tends to spin easily. Try every variable on your car, within reason.

Don't forget gear ratios. They are the secret to getting your car to scream out of low speed corners, being as quick as possible down the straight and ( if you don't spin out half a dozen times during the race) dumping a lap after the flag. All motors are different, to the extent that I've seen two Reedy Modifieds (same batch) need ratios of 12:48 and 14:48 respectively to get the same performance, so find out what ratios suit your motor best.

As well as the mechanical side of the car don't forget that it is a projectile, hopefully pinned to the earth's surface doing 70+ km/hr real speed. So if you don't think there's much affecting your cars handling aerodynamically then next time you're travelling at 70 k's in the family sedan hand your 1/12th wing from your car out of the window and feel the changes of both drag and downforce created by different angles of attack (very technical term, but you know what I'm talking about) Your whole body and wing are an integral part of getting equal traction front and back and of having your car speed swiftly and stably down the straight.

Without going into too many highly detailed subjects like motor cleaning, gear meshing, soldering ariels, servo maintenance, speed controls etc etc Let's just say that all the guys and girls (like 1/8th star Debbie Preston) at the top, do a full dismantle and rebuild



Who said the wife (26) and I (31) don't fight.

(Wood photo)



between race days in order to know that everything is checked and working at least at the start of the racing and hopefully at the end too.

You have to race prep your car to "win" standards. Peter Brock spares no effort to get his Commadore together and neither should you, if you want to win.

Come race time hopefully all this work and time will pay off for you but still there's the race itself. The car that does the most laps in the given time is the winner, not who's in front of who on your part of the track. Get your attitude right. Race the clock, not other cars. If someone comes up from behind on you quickly then he's obviously going faster so let him past when it comes time don't fight him for the corner because if you touch then you will probably both lose half a lap. Also if you are just getting your driving skills together don't freak out because of high speed traffic passing you. Just stay around the outside half of the corners so the faster cars can jump in on the inside line. Find your own pace and stick to it. As your skills improve then so will your results. I'll leave you to enjoy your 1/12th racing with a few sayings to think about. To finish first, just you have to finish. It's not what you drive but the way you drive it.

It's only a game.

#### 1/24TH SCALE R/C CAR

If you thought getting those servos, receivers, nicads and motors into a 1/12th car was a labour, take a look at a 1/24th scale Parma Cheetah. On a thin glass fibre chassis is a motor the size of a large servo drive motor, a receiver, servo and Micro Futaba Electronics Speed Control all powered 5, 250m/a/h nicads. The cars rely on chassis flex for suspension and are designed to run on wooden floors.

They are quite fast relative to their size and as there are no hot-up bits or hot motors available it makes for a very cheap form of R/C racing.

All you need is a small hall or large room with a wooden floor or something similar, lay out a track with a long rope and you're in business. The rolling chassis with

motor and body will set you back about \$60.

If this interest you John May of Speedscrew Products in Sydney (02) 6633660) is the man to contact for cars etc. and maybe you could help John and his friends to get a regular meeting happening in Sydney.

#### LAP COUNTING

Every now and again we find ourselves racing at an event where good racing and a good social time is had by all except that during the long day there has been a couple of lap score protests and some people get hot under the collar and leave at the end of the event grumbling "it was rigged" or something similar. This should not happen.

Our R/C sport is a leisure time activity when we drag in some unpaid (and usually un-thanked) volunteer "slaves" who are worked to the bone all day and then face the hassles of answering to a protest on their lap scoring.

Most clubs these days have access to a video camera and recorder (you'll probably have someone with one in your club) they are fairly familiar to us all. It takes little effort to place a camera on a tripod in a spot to view the finish line and maybe the last corner and to have it on continually for the duration of the racing or at least the finals (depending on power supply) viewing this one area of the track.

Use this as a back up to your usual lap scoring routine and if then a protest arises the race can be viewed back through the camera (or a monitor if that is feasible) in the same amount of time it took to run the race itself.

Hey presto! Foolproof lap scoring. You can use the same tape over again next time and you'll find everyone will go home happy that their lapscores were their lapscores.

If you think that using a video or some other back up lapscore method is a bit too extravagant for your next big race meeting then maybe you should just insert a clause into the rule for such an event saying "No Protests Entered Into". Simple Eh?

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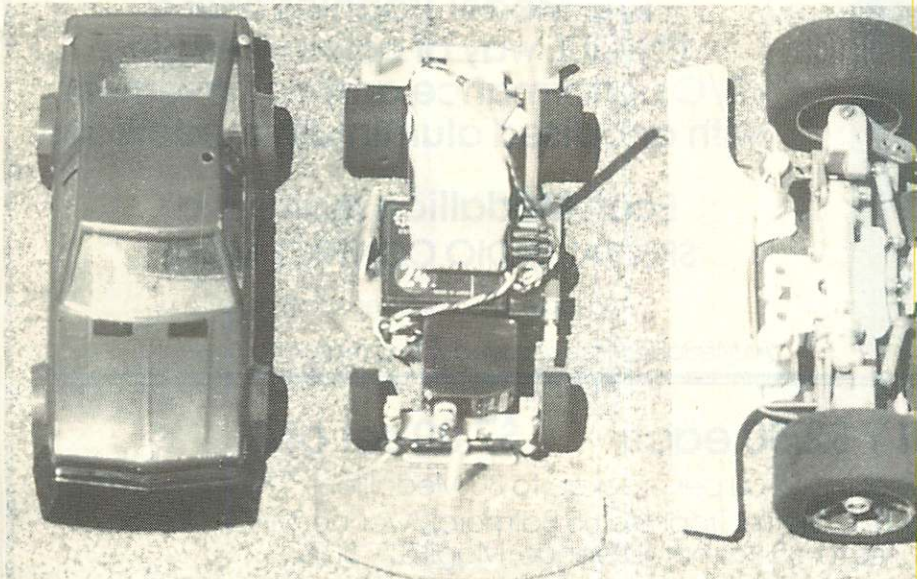
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# AROUND THE WORLD

Craig Patterson

I realised when I was speaking with one of my suppliers in Michigan recently how narrow a view of the American scene we get. Just about everything we hear refers to California - or to be even more specific, Southern California (So-Cal or Los Angeles).

My mate Dennis from Michigan makes carbon fibre axle pins for Tamiya front suspensions (the set of 4 pins weighs less than one steel pin) and he's a keen 1/10th racer. Well Michigan at this time of year is extremely cold, even snow bound. So they race indoors. That's right, off-road indoors in a gym. Patches of sand on the floors, carpet and wood as surfaces, plus lots of jumps. Big, long jumps. Dennis said they've developed suspensions that handle jumps where the cars clear over 15 feet.

And they have a minimum weight limitation of 4 lbs. He said that if a car isn't set up just right, then they bounce and roll end for end like 4 wheel basketballs. The cars are largely still based on Tamiya Rough Rider etc. because the Cox (Kyosho) Scorpions never made it big in the Mid-West. Even now they still find it hard to get a good supply of interesting kits and parts.

Then I have another contact in Georgia. They race outdoors. 4 minutes and 7 cells for open, 4 minutes and 6 cells for stock. The hot car at the moment is the Hirobo 44B with many mods., and the motor swapped to the front of the gearbox and driven through a 1/12th type pinion and spur set-up. The arrangement is pretty well identical to the conversion kits that Mark Mason is putting together here in Sydney. Mark's having a lot of success with that conversion both on the 44B and the new Zerda.

So there's a couple of spots we don't hear a lot about.

Now back to So-Cal. The winningest car at the moment is the Yokomo Dogfighter in Open (4WD) class. The modified (2WD) class is equally being dominated by the RC10 and the Stock (2WD) class is still owned by the Cox (Kyosho) Scorpion. They still don't like the Tomahawk over there.

My contact (John Gudvangen) also commented last week that the average entry is 80 to 100 cars then 40-50 of those will be Frogs or Hornets, it's true they don't win much (if anything) but they are still THE popular way into the sport and are obviously giving just as much fun and pleasure to Californian racers as to Australians.

Not with standing the above, the most recent Championship round in L.A. was won by a HIGHLY modified Hirobo. I've seen pictures of the car and it's as much like a Hirobo as the M.I.P. car is like the Rough Rider it was based on.

Speaking of the M.I.P. car, the new 4WD models are just making it onto the race tracks now.

The latest from Japan is the new Mugen 4WD 4 wheel steering car. Called the Bulldog its belt driven with 3 (count them) 3 differentials. Although we haven't seen much of Mugen cars in Australia their 1/12th road cars have always been beautifully made, so I'll be very interested to see a Bulldog in the flesh (as it were).

And of course at the Sydney Toy and Hobby show we saw a production sample of Tamiya 4WD shaft drive Hot-Shot, Very interesting, with long soft suspension travel and big mono-shocks front and rear. Quality?.. it's made by Tamiya and that says it all.

Two more Japanese contributions to the 1/10th wild life collection are the AYK Buffalo and Bobcat. Two new body styles on AYK's latest 2 WD. It looks like a lighter weight version of the already trim Sidewinder.

Incidentally I hear the AYK Sidewinder is doing very well in some English clubs at the moment. I haven't seen a lot of these cars racing in Australia yet, but they certainly look to be a first-class bit of design and construction.

Actually, I believe that at the moment we can get access to at least 10 top class 1/10th scale kits in both 4WD and 2WD. Virtually every one is well designed and well made and there are good quality racing accessories available for most as well. So don't think there's only one car capable of winning races just because its winning at your club. Mind you if I had to choose a car that HAD to be run straight out of the box with no mods allowed, the RC10 is the only one to choose. BUT it's 2WD so don't expect to beat the 4WD's

on slippery surfaces AND it's the most expensive.

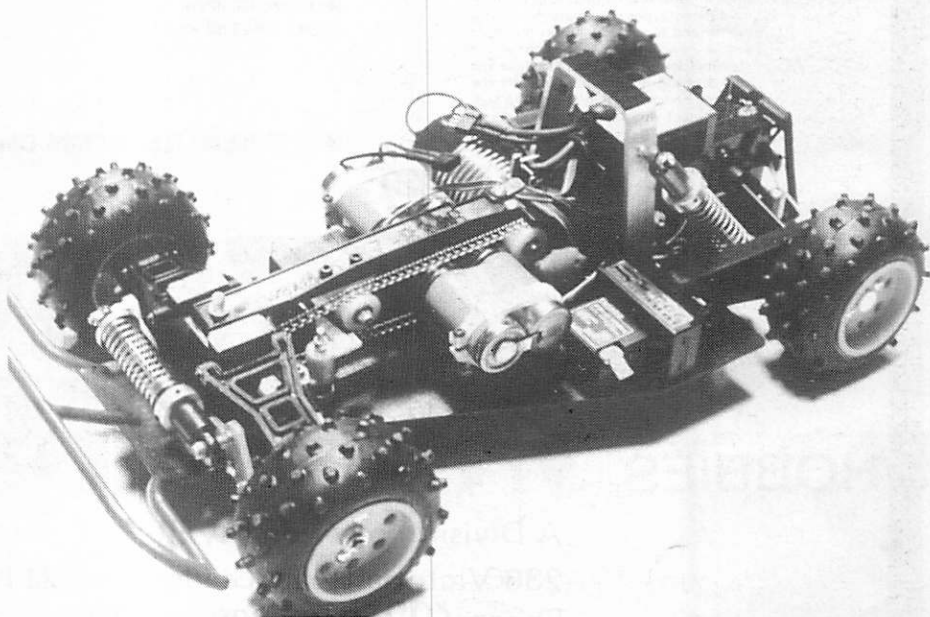
Just as a By-The-Way prediction I think all the winning cars in 2 years time will be 3 Lb 4 WD cars.

Finally I see that the first reasonably representative off-Road World Championships are being held in the U.S.A. in July of this year. Run under I.F.M.A.R. rules, all races will be of 5 minutes duration with 7 cells for the Open cars and 6 cells for the rest. I'm not a fan of 7 cell racing (more expense complications etc ) but I do believe that the sooner everyone adopts an International race time the better. 5 minutes seems to be it.. so let's go for it. Then manufacturers all over the world will then have a common basis to work on. 1/12th has become a truly international sport because of the internationally accepted rules.

One of the pleasures of travelling a bit and importing parts is that I can sometimes collect interesting and unusual items. I decided that this year I want to regularly race 1/10th so I put together a box of good bits and David Pointon (S.A. State Off road champ.) offered to build me a state-of-the-art Dogfighter.

It has a D&D carbon fibre chassis, all the good Delta bits, lightweight Pro-Line tyres, Parma shocks, Futaba radio gear, plus many of Davids own beautifully engineered little extras. All assembled to his impeccable standards. Its early races have shown it to be bullet-proof, fast and superbly driveable. It jumps like no other car. The only problem as they say is the rusty nut at the wheel.

That's all for now . Good racing.



Craig's Dogfighter, hot-up bits everywhere

(Wood photo)



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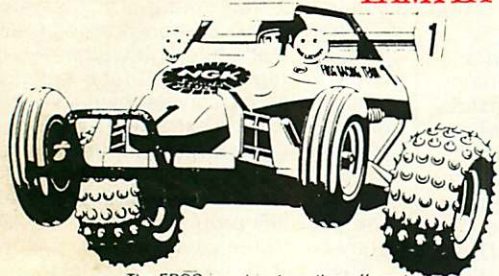
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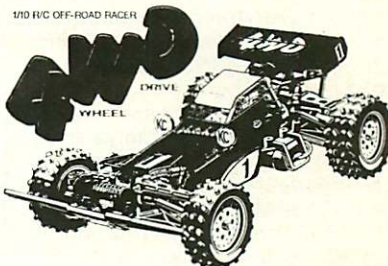
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The Hotshot comes with the famous Mabuchi RS-540S motor, and the kit provides two different gear ratios for competition flexibility. Running power is from a Tamiya regular 6V, 7.2V or 7.2V racing pack Ni-Cd battery, which mounts at the lowest point on the vehicle for quick changes and the best center of gravity. A 3 step forward and two step reverse, heavy current speed controller, plus two aluminum heat sink covered dropping resistors. Semi-Pneumatic low profile tires and light weight wheels maintain shape during hard cornering, and the new block pattern tread resists wear, but provides tremendous traction. Ball and thrust bearings in the power train maintain proper gear separation for long lasting high power.



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# ELECTRIC EARTHMOVING

Tony Stott

## SYDNEY INTERNATIONAL TOY FAIR

My old friend Glenn Martin and I really got to see the Sydney Toy Fair from a different angle, as we had the job of driving a fleet of Tamiya cars, comprising Frog, Hornet, Fast Attack Vehicle, Wild Willy Pajero and 1/12th scale Porsche 956. What looked to be a buggy freak's dream come true, soon came down to earth on day one of the four days as temperatures reached 38 degrees in the shade! As we didn't have any shade we were soon a nice shade of lobster red!

Still, it was most enjoyable driving all the different cars at the request of hobby shop owners from the whole South Pacific area, and we met lots of interesting people. The cars simply took our merciless punishment on the boiling tarmac and ramps (the Porsche accidentally made a few journeys over the ramps!) without problems. The Frog wore out two sets of tyres during the four days, as did the fantastic Porsche, which was my favourite on the adjoining (closed) road. While there, we met with Mr. S. Tamiya son of the founder of the Tamiya Plastic Model Co., and he proudly showed us the only 4 WD Hotshot in Australia. My driving role prevented me taking any photos of the Hotshot, but I will be receiving my test car before you read this and will be able to give a full report in ACM No.4. I managed to sneak a quick drive of the Hotshot on carpet, and can say that the suspension and drive appears to be excellent. As an example, it is possible to go from full forward to full reverse without wheelspin, just an incredible amount of suspension movement as the weight transfers to the other end of the car. Hotshots look like being pretty popular in 1985. Australian importers Toy Traders have hinted that a "Super Hotshot" might be following by the end of the year... this gets more interesting all the time!

## HORNSBY

I mentioned last issue about the Hornsby Off Road Buggy Club, at Kenley Park Normanhurst. Well, things are going very well, considering that everyone is a newcomer to buggy racing. If enthusiasm is any indicator, the Hornsby Mob will soon be a force to be reckoned with in interclub races. The photos show how easy it is to set up an off-road track, and you might be able to see the loose bark and leaves on the infield, which

effectively prevent wayward cars rejoining the track at dangerous speeds. If the club is still using the track when it hosts the last ORRCA shield round in October, earth banking will be added to make it even safer.

It is a little disappointing that I only got one enquiry in response to my offer to assist with setting up a club, but as Wayne Noble came all the way from Orange to Sydney to see me, I must say that he won't have any difficulty getting a good club going in Orange, as he has enough enthusiasm for half a dozen clubs. Anyone in the Orange district should contact him at Orange City Cycle Centre rear 180 Summer Street, Orange (Phone 063 620477)... straight away... he deserves to succeed.

## STAR WARS

I've been into buggies for 4 years now, and thought I'd seen it all, until I met Ian (Ace) Martin! Ace (well he told me to call him that!) builds science fiction models for movie makers etc., and as the photo shows has a vivid imagination. If you look very carefully at the photo, you just might recognise the Mitsubishi Pajero body underneath the "galaxy battle wagon" top half. Modifications were made from polystyrene card, and Ace showed me his sketch book of other weird and wonderful



"Ace" Martin's Pajero with sawn-off (?) gun barrel.

creations which in general were even more way out than the Pajero! He has obtained a Tamiya 1/16th scale R/C tank and has ambitious plans for that, which I don't doubt for a minute! Good luck to you Ace, it is always great to meet up with true modellers combining different facets of the model car scene.

## ORRCA NSW INTERCLUB SHIELD RND1

With teams limited to 15 cars per club, the bigger clubs formed team selection committees and ran selection race meetings. Smaller clubs like Hornsby simply ran all the members they could find! The result was a collection of 88 buggies at Western Districts, and in general a three way battle between the RC10, the MIP 4 WD and the Hirobo 4WD. The results show that the RC10 drivers took out the three classes, but by no means dominated the proceedings as both the MIP's and Hirobo Zerdas put down strong challenges considering their smaller number present. It is hard to contemplate just how hot competition will be when a big dose of Tamiya Hotshot is added to the off road pudding! In unlimited class, if you were one lap off the pace, you had no hope of making the final and 1/2 a lap off was good for fifth place. In other words you can't afford to sneeze!

Yours truly has his usual hard luck story to tell (see Hirobo Zerda test this issue) but gains some comfort from the fact that each time the "problem" arose, the car was pulling away from a very talented field, due in no small way to the incredible motor put together by local expert Brian Stickland. It is perhaps an indication of the improved chassis design of modern buggies weighing only 1500 g or so that the wind on my Jomac armature was set aside by Brian a year ago as being for the "hot" to last six minutes, yet even when driving four wheels via the Hirobo's toothed belt, the battery would just last the distance, and in Brian's RC10 run for even longer.

## MODEL WORLD PARK

Keeping to our off beat theme this issue, I must tell you about an interesting destination for those readers planning a holiday in the Foster-Toncurry district on the NSW Mid North Coast.

Model World Park is located on Minumbah Road, Nabic 2312 (phone 065 541133) and was established by two modellers, Noel Wilson, and Peter Harris (Noel founded the Warringah Radio Control Aircraft Society in Sydney before heading north) Noel and Peter have created a modeller's paradise, with R/C flying field (complete with demonstration flights twice a week) 7 1/4" gauge miniature railway, 1/12 scale Australian pioneer village (endorsed by the Australian Bi-centennial Authority and U-drive



R/C yachts electric power boats, and soon to be added buggies. For further enjoyment there are also pony rides, hedge maze raft rides etc all set out in a low key setting of around 50 hectares.

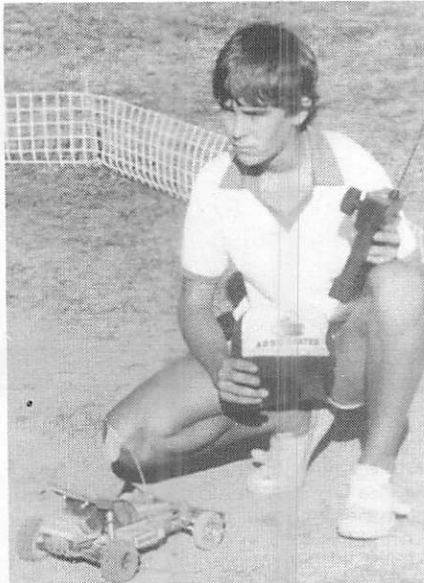
During my visit with family, I must say I was impressed, as it is obvious that the Park is operated with "tender loving care", and Peter was driving the sightseeing tractor as well as serving afternoon teas at the Park's open air restaurant!

Plans for 1985 include staging of "battle displays" using a 6 metre(!) R/C destroyer, 3 metre torpedo boat and R/C submarine on one of the three lakes, as well as possible R/C off road meetings.

The dedication of Noel and Peter and their wives to developing a superb modellers' delight is best illustrated by relating that they lived in tents on site for the first 18 months, preferring to build the Park before their houses. I thoroughly recommend that you arrange your next holiday schedule to include at least a day at Model World Park it sure makes a refreshing change from the cloned overseas entertainment complexes springing up around the country. So far more than 35,000 visitors have enjoyed the features on offer at very reasonable prices.

### DOGFIGHTER GETS MORE TEETH FROM DELTA

The Yokomo Dogfighter as supplied in the kit is a bit disappointing, because the initial supply of wheel bushes weren't up



**Top qualifier and ORRCA Shield Unlimited class winner, Paul Jones, makes it clear which team he drives for ...**

to the job, while the sprocket to the front drive lost teeth a bit too readily. Therefore, it is nice to know that US specialist company Delta is now making a full range of bullet-proof parts which transfer the Dogfighter into a race-winner. These parts are brought into Australia by Eric Beilby of Vega R/C Systems (47 North Valley Road, Highton Vic 3216 Phone 052 439642) and by now should be available through all hobby shops handling Dogfighters.

Delta parts include:-

Slip clutch. This prevents stretching of the drive chain. Rear Shock Mounts for Delta or Kyosho shocks converting from mono-shock to individual units for each wheel. Hardened steel axles and U-joints. Ball bearings (20 required for complete car), Hard coated aluminium pinion gears - 10-16 teeth, lightweight glass fibre chassis, as well as other goodies.

The first Dogfighter to hit the tracks with all these items (and more!) is run by Craig Patterson. I watched it on its very first run, and I must say it is very impressive, although Craig cheerfully admits that he will take a while to adapt to the different driving style required for a

super fast 4WD. In next issue I hope to be able to provide an in-depth review of this almost forgotten contender which in California is absolutely dominating the racing at the moment.

### READERS QUERIES

Yep, we do get letters, and hope you will oblige by writing in with your questions. remember if you send a stamped self addressed envelope you will be sent some ACM stickers for your buggy so Let 'em all know that you support Australia's only dedicated model car publication!

Albert Chin of Werribee in Victoria has a Super Champ, and has a few questions, Can he fit another speed controller? Yes Albert, but I found the stock unit to be quite O.K. provided you keep it clean at all times. As usual with printed circuit board, or resistor speed controller dust is your biggest enemy, and ideally the speed controller should be sealed in a lightweight plastic box to keep the yuk out. If you can't work out a satisfactory method to achieve this, you'll have to clean up the contacts and board, every run, with a typewriter pencil shaped rubber and (or very fine emery cloth. If you have been using your Super Champ for 6 months or more, it might well be time to buy a new speed-controller, as resistor speed controllers wear out pretty quickly, and should really be considered to be a consumable item (just like tyres). You ask for gearing giving better acceleration than that available from the stock 15-70 gear combination. Here Albert, we come to a basic dilemma as this gearing equates to 9.33 to 1 overall yet most buggies in NSW run gearing of around 8.5/8.8 to 1 which in theory should give slower acceleration and higher top speed. I'm afraid that the only way to make a Super Champ or any car accelerate faster is to increase the power to weight ratio, by either fitting a ball raced motor or stripping weight off. A combination of both would seem worthwhile. To lighten the car consider these alternatives... fit lexan body in place of standard item, remove case from standard Tamiya humpback battery (or fit

## ATTENTION OFF ROAD RACERS

When the flag drops...



### FRIDAY NIGHT IS RACE-PREP NIGHT

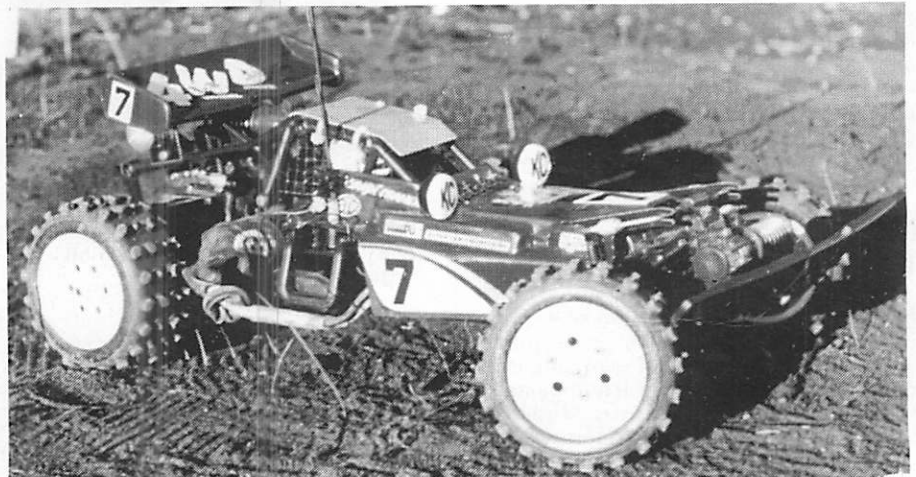
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Tamiya 4 W.D. Hotshot

(Ray Wood photo)



racings pack) fit voltage regulator to dispense with receiver batteries, fit carbon fibre front axle pins, relocate radio gear on base chassis to eliminate radio tray replace as many steel bolts with aluminium ones, etc etc. In summary I would suggest that the above modifications will quite simply be too expensive in relation to the gain in performance. If you really want to go faster, it is hard to avoid the conclusion that you would be better off to buy a new generation buggy perhaps a Tamiya Hornet if you are on a very tight budget, or a Hirobo Zerda 4WD or a Frog. For informal running around though, your Super Champ should continue to give you reliable service for a long time, without any major expense.

Albert also asked the most popular question of all. Which are the best ni-cads to buy in relation to power versus

endurance? I can't give you a clear answer to this one, apart from saying that Sanyo yellow jackets are very popular with top racers, Tamiya Racing Packs are made by Sanyo too, Kyosho batteries are good AYK also, and Saft are in there too! One sure thing though, batteries work best without too much covering, Tamiya hump packs are better if you carefully prise open the plastic box, and cover the cells with electrical tape or heat shrink. This allows the cells to cool quicker and gives you an earlier indication if they are being overcharged. In the box, the batteries are really in trouble by the time you can feel the heat on the outside! Sorry I can't give you a simple answer Albert, but your Saft batteries are very good, with a slight bias towards endurance rather than power output, but I wouldn't rush out to buy Sanyo yellows if

I were you, because by comparison, they are a little bit expensive and do not tolerate mishandling through overcharging as well. For Sanyo yellows you should really use an automatic voltage sensing charger or digital volt-meter monitoring.

I hope that information is a help to Albert and other readers, keep the queries coming, 'cos we can all learn more about electric earthmoving!

Which leads me to an explanation - the name for the column is obvious when you watch a race on a loose track from the outside of the corner - our buggies can really dig out even hard packed earth, often to the dismay of the club track maintenance committees! See you in ACM.NO.4



Panoramic view of Hornsby MOB's track at Dartford Road, Normanhurst, the infield is really loose leaves and bark, making progress across the opposing traffic very difficult. The same marshall occurs twice due to "time lapse" photography!

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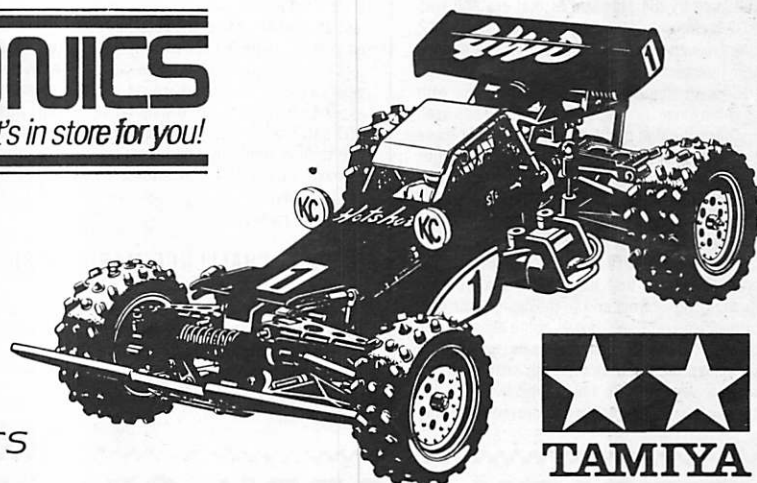
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# AUSSIES IN THE GROOVE

Bev Scott

For many, slot car racing has meant visiting the nearest commercial centre for the occasional drive or taking part in a commercial centre's club racing programme.

However some may remember that before what has become to be known as the "commercial boom" of slot centres in the mid sixties, there were a number of clubs in existence in Australia, who had developed a high standard of competitive slot car racing.

The editor of this magazine, was a member of one such club, the "Roadrunners," in Adelaide which not only had a membership of over 100, but also competed against the three or four other very active clubs in Adelaide during the 60's. The commercial boom, in part, and the diversion of many members to other interests saw the Roadrunners' membership decline in the early 70's and ultimately disbanded. One of the clubs which participated in the racing programme of the 60's was the Milluna Modellers club, and we are pleased to report that after 25 years this club is still operating.

Allowing for some self indulgence and reminiscing I contacted Ron Inwood stalwart of the Milluna club and whom we had known in the 60's, after seeing a handbill in an Adelaide Hobby shop.

Ron had joined the Milluna Modellers in 1963 when they were located at the Parafield aerodrome. The club had been founded some three years prior by Ross McLennan. The track was quite small even by the standard of that era and was designed for 1/32 racing only. Membership grew and after 12 months or so they moved to a garage at the rear of a service station at a major intersection at Northfield and there the club remained for 18 years, competing on a regular basis with 1/32 cars. Ron is the longest standing member and has seen many members pass through the club. The club's last move was to an old air-raid shelter at Prospect but in recent times the track which had served the club for well over 25 years was sadly in need of extensive renovations. Although only a handful of members remained it was decided to build a new track. 1/32 cars now have wider tracks and modellers were becoming restricted in the type of car they could race on the 3" lanes. It was considered that the original track design provided plenty of racing interest and so the design with only slight modifications was retained. However the construction undertaken by only about 6 members, saw up to date techniques, including recessed braid and custom board surface providing a very smooth finish. The live strip lap counting system used for many years had proved to be very

effective and this was transferred to the new track. Ron said he was amazed to see the zeal and enthusiasm that members showed in building the new track. A number worked 2 and 3 nights a week forfeiting their race nights to see it completed. The result was a new track of 66 feet, 3 1/2" lane space and 4 lanes built in three sections to allow for movement in and out of the current premises and assembled without any disruption in the surface. Although the circuit is similar the increased length and improvement in the surface has seen some very quick times put in already. One member Ian Edge who has been racing with the club for about 5 years has put down an equal lap count for all four lanes, something that was not possible on the old circuit.

On completion a couple of months ago it was decided to run a six week practice period, and then commence the club pointscore series, which usually runs in two six month programmes. Ron assures me that although membership numbers are much lower than the times we remember the spirit of Milluna remains and he would welcome any who would like to rejoin the Milluna modellers club or any who would like to see what club racing is all about. Ron can be contacted at 14 Cleaver Ave., Pooraka (phone 262 1028)

On the subject of reminiscing we would like to hear from other slot car enthusiasts who would like to tell us about the early days of slot car racing in Australia. Like Ron I'm sure there must be others who have remained in the scene over the last 25 year and whilst the younger racers it seems, have the edge on the older fellows when it comes to driving skills and reflexes, I'm sure there must be many still actively involved, who can offer expert advice as a result of their valuable experience. Aside from the Milluna club in South Australia the 60's saw many clubs blossom right around Australia and we'd like to hear from any still operating. Send your slot racing memoirs to P.O. Box 304 Mt. Barker. 5251.

The revival of interest has seen the rekindling of the interstate rivalry familiar to the racers of the 60's.

## S.A. VIC. CHALLENGE MARCH 1985

Challenges between the South Aussies and the Vics have been quite regular again in recent times as well as the NSW drivers attending meetings in Victoria. The establishment of a true National series is a welcomed move and the standardisation of rules will no doubt stimulate more enthusiasm in the competition.

Continuing the challenges already entrenched in the veins of the Vics and South Aussies the Victorians crossed the border on the weekend of March 9,10,11 and met at the Slot Car Centre to battle for the honours. Sedan racing commenced the weekend on the Saturday followed by group 15 sports. The day concluded with a fireworks display and live band disco. The sedan was won by Mike Bailey with 196.4 followed by Adrian Smethurst on 196.3 with Paul Bouzitis third on 195.5. Group 15 was won by Dennis Miller with 224.6 George Nesterzuck 221.9 second and Adrian Smethurst 219.4 third. Sunday saw the popular wompies and group 27 racers do battle and the high standard of competition was thoroughly enjoyed by all. Greg Spooner won the group 27, final with 281.7 followed by Dennis Traeger with 278.9 and Ward with 265.6

## FAIRFIELD HOBBY CENTRE NEWS

Watch this column next issue for a report on the King 4 hour which will be run at the King raceway Fairfield on 19th May. At the time of publishing race director Wayne Bramble said he had received entries from 11 teams, and that included 2 from Victoria and one from Queensland. Each team will drive for 1/2hour on each of the 8 lanes, and there will be special awards for team with a maximum laps on a particular lane. The sponsor of the event is Quality Trophies Tattersall Road Blacktown NSW.

The current track records at the King Raceway are

Open Wayne Bramble 2.87 seconds.  
Group 27 Wayne Bramble 3.23  
Group 20 Charles Laczina 3.29  
Group 12 Charles Laczina 4.93  
Womp womp Warren Jackson 6.23  
Mod womp Warren Jackson 6.20

## MT.GAMBIER NEWS

Peter Francis manager of th Mt.Gambier Raceway tells us that they have moved the track from the rear of the premises to the front of the building. They are holding race meetings every Tuesday night commencing at 7.30 p.m. and 10 drivers race regularly in group 15 and open class.

Sunday also sees open scratch and handicap racing commencing at 2 p.m. For more information on slot car racing at Mt. Gambier see Peter at the circuit at 93 Commercial Street West or ring him on 255 429.

# ANNERLEY HOBBY CENTRE AND MODEL CAR RACEWAY

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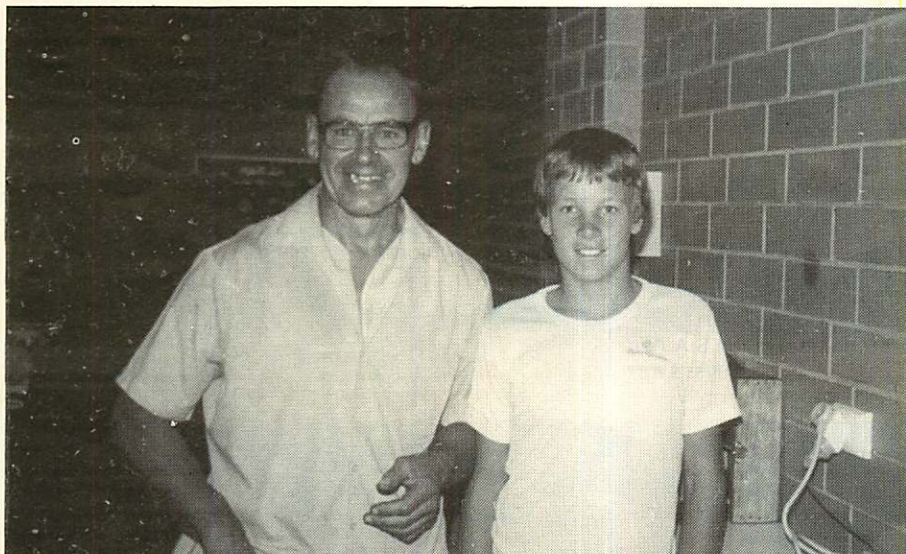
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Jim Orr and son, Paul.

(Wildash photo)

## ANNERLEY HOBBIES SLOT RACING

The Annerley Hobby Centre is perhaps one of the oldest of the operating commercial slot car centres in the country, originally opening during the sixties. Regular race meets are every second Sunday evening from 6.30 p.m. till 10 p.m. for 1/32 scale and wompies and modified wompies i.e. with group 20 motors and winged or airdam bodies. Carlo Ammendola told us that May also sees the commencement of a 6 round series with prizes and trophies to be won, and there will also be the occasional group 20 and open class races along with a 1/24 sedan using group 15 International motor.

## 20TH ANNIVERSARY RACE G & D. HOBBY CENTRE

Reported by Geoff Cowell, proprietor of G.D. Hobby Centre, Parramatta

The race was held over the Easter weekend at the G.D. Raceway, 263 Church Street Parramatta (2nd floor)

I would like to thank all the entries and their families and friends for coming along to make it a successful weekend.

We had 58 entries which is a very good roll up.

Congratulations to the 3 group 20 runners who have lowered our track record, which had been held by Toby Lee for the last 4 years.

Also congratulations to the first three place runners in the open event for they broke the race record which had been held by Wayne Bramble for the last 4 years.

Special congratulations to the 14 year old Kelvin Pilgrim who is the youngest winner of the Match Trophy which was inaugurated in 1970. A special effort.

And as promised in the last issue of ACM, the celebrations which followed the racing were enjoyed by everyone.

Geoff and Daphne Cowell wish to thank all the slot racers who participated and helped them celebrate their 20th anniversary.

### RESULTS:-

#### 360 Sedans

1st. Darrell Cartwright	120 laps
2nd. Peter Cameron	114 " 103'
3rd. Ryan Smith	114 " 31'

#### FLEXI CARS

1st. Graeme Lambie	123 " 134'
2nd. Darrell Cartwright	123 " 46'
3rd. Charles Laczina	116

#### GROUP 12

1st. Charles Laczina	215
2nd. Paul Ashley	207
3rd. Graeme Lambie	205

#### GROUP 20

1st. Jorg Johnson	298
2nd. Charles Laczina	296
3rd. Kelvin Pilgrim	274

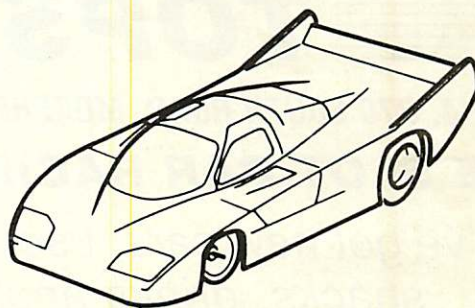
#### OPEN

1st. Kelvin Pilgrim	493
2nd. Charles Laczina	490
3rd. Charles Richards	489

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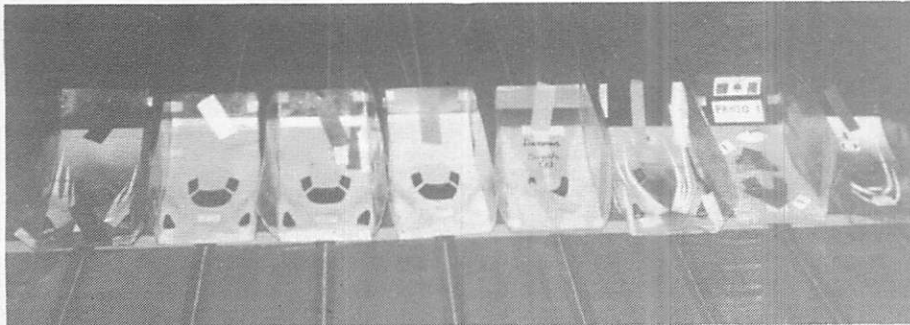
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The cars on the start-line for the commencement of the final in the S.A./Vic. Challenge at the Slot Car Centre, S.A. (Wildash photo)

## VICTORIAN REPORT

Supplied by Geoff Little.

At the time of writing three rounds of the Victorian Championship have been run with **Geoff Little** coming in victorious in all three, Geoff at present leads the championship on 60 points from **Geoff Gray** on 55 points. In B grade we have a similar position with **Peter Barrett** clean sweeping the three races to lead with 60 points from **Barry Gibson** on 55 points. C grade sees another member of the slotting Barrett family, Scott leading with 55 points from **Michael Howlett** on 53 points.

Easter saw the running of the interstate challenge race sponsored by **Mick Psarigiannis**, the Australian distributor for Pro-slot products. Racing was fast and furious with both the Open and Group 27 lap records falling to **Bob Wilson** with 3.01 seconds (open class) and 3.12 seconds in group 27.

The racing however saw current **Australian Champion Wayne Bramble (NSW)** come in first in Open class and **John McKinley (SA)** victorious in group 27, Victoria managed one victory for the weekend that being in group 20 where **Brett Gray** was victorious closely followed by Paul Orr. Congratulations are extended to those drivers and indeed all who participated during the weekend. (Full report elsewhere in this issue.)

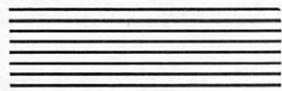


The finalists prepare for the start in the S.A./Vic. Challenge at the Slot Car Centre, S.A. (Wildash photo)

The group 27 record was lowered even further during qualifying for the 3rd round of the Victorian Championships held on 5th May by **Mick Psarigiannis** with a time of 3.04 seconds. It looks as though the magic three second barrier will be broken very soon. Mick used a Proslot Perimeter chassis powered by a Proslot Hex set up, with a Proslot "X" armature and Alpha Products Matra body.

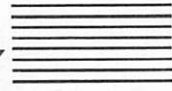
Next round of Victorian Champs will be held at the Geelong track on May 26th.

Finally anyone interested in racing slot cars can contact either **Geoff Little** in Melbourne on 391 6235 or **Geoff Gray** in Geelong on (052) 48 4235.



# TOPSLOT

# MODEL RACEWAY



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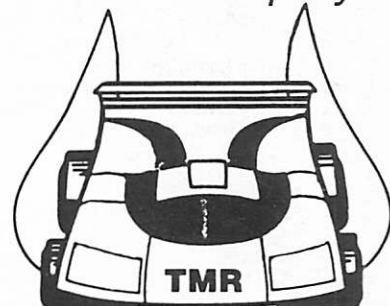
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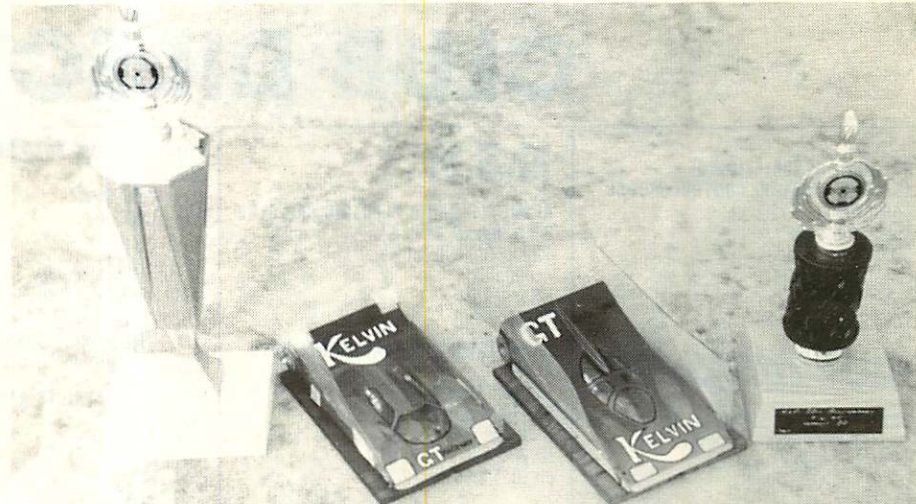


## SLOT CAR CENTRE (SA) ENDURO

Reported by Julie Wildash Sunday 21st April was highlighted by blistered trigger fingers, desoldered motors, broken guide clips frayed tempers and four hours of endurance driving. Seven teams of four drivers raced in the Slot car Centres first group 12 enduro for the year. The Valiant dealer Team entered two teams lead by Greg Spooner and Paul King and their brass oriented cars were spectacularly presented with gleaming finely detailed purple and white "charger" bodies. of course such refined body presentation could only have come from the talented John Ward of "Award Winning Bodies" fame.

Okay so much for the "unpaid plugs". The enduro as I guess any endurance race is, was plagued with the usual motor, body and chassis problems. The winning team comprising Ken O'Dea, Chris King and Mike P and Darren top scored on 4 lanes and were easily the most consistent team with a score of 1847. Second place went to Paul's Valiant Dealer Team. The car handled well but threw a turn on the armature 5 minutes into the first bracket. In spite of this they completed 1778 laps. Third place went to Kev's team with 1624 laps. George's team overcome two desoldered and one burnt motor to place fourth with 1586 laps. The other V.D.T car run by Greg's team performed well to take 5th place with 1525 laps. Sixth place went to Dave's team with 1488 laps and seventh, to Adrian's team with a score 1350.

Thanks must go to Dennis Miller for his organisation of the enduro and it was due mainly to his efforts that it was a smooth running event.



Kelvin Pilgrim's cars, with which he won the Match Trophy and placed third in the GP20.

(Colwell photo)

Round One of the Topslot Model Raceway's points table finished like so, with close results in two of the three groups.

Group 12 Sedans		
1st.	Pete Morton	495 points
2nd.	Justin Hurd	470 "
3rd.	Cal MacLean	465 "
Flexicar		
1st	David Vaughan	340 "
2nd	Pete Morton	330 "
3rd.	Graeme Bridgeman	290 "
Womps		
1st.	Pete MacGregor	445 "
2nd	Justin Heard	370 "

The present round of racing has now grown to include group 15 international sports. This is the class to be in, being the only new track record being broken. It now stands at 4.21 held by Pete Morton. It won't be long before this will be under 4 seconds. When new group 15 armatures arrive from America. In the third round group 20 and group 27 sports will be included in the programme as sales in this area have steadily increased. This will be published when available.

A marathon event of interest coming up at the time of going to press is the T.M.R 1500 Enduro. This is the follow up of the first enduro held on this track the T.M.R. 1000. The idea is for group 12 sedan with Australian bodies to race for 15 minutes on each lane until 1500 laps are clocked up. The first team to reach the magic 1500 wins a place on the TMR Coca Cola Enduro Perpetual Trophy.



Geoff and Daphne Colwell congratulate Kelvin Pilgrim on winning the 1985 Match Trophy held at the G. & D. Raceway, Parramatta.

(Colwell supplied photo)

## NEW COUNTRY SLOT RACING CENTRES IN S.A. & N.S.W.

Two new slot centres have opened in the past few months both in country areas. In western NSW in the large township of Orange now boasts the Orange Model Race way operated by Alan Dunkley at 155 Peisley Street Orange (phone 063 631 228). There you will find a 40 metre 8 lane track and full hiring facilities as well as all supplies for the racer. The centre which incidentally stocks radio control cars, aircraft and boats, has organised racing on Monday and Friday nights with qualifying commencing at 6.30. Alan said the track of the latest banked design has seen some exciting racing already and as the track is open 7 days a week he can offer racers full service and assistance.

The Riverland district on South Australia's stretch of the River Murray now has its own slot racing centre. Mid January saw the opening of a slot centre at Glossop, at Mc Gilveray Road. Shaun Brauer is the proprietor. He runs organised races for all groups every Friday night and is currently seeing some 30 drivers compete on the 165' 8 lane circuit. Shaun says the track built and design by himself is basically a figure 8 with some humps and bumps. The Riverland Raceway is running a driver of the year award based on amassed points during the year. In 1/32 Womp Casey Venemar currently leads the score and in 1/24 Paul Parotta leads. The centre provides full racing equipment sales and spares as well as having hiring facilities and is open 7 days a week from 2 p.m. till late. We understand that several of Adelaide's regular racers recently visited the Riverland circuit and we look forward to hearing more from the racing scene at Glossop.

### GROUP 12 ENDURO Slot Car Centre 21/4/85

Name	Team	Chassis	Motor	Armature	Tyres	Gears	Ratio	Body	Problems	Laps
1 Ford	Team 5	Steel & Piano Wire	grp.12	Standard	Camen	Cobra	8:32	Ford G.T. 2dr.	Misaligned side pan	1847
2 Valiant Dealer Team .05	Team 3	Stock BrassKar	grp.12	Standard	Camen	Cobra	8:32	Charger E49	None	1778
3 Holden Dealer Team 1971	Team 7	Adam Miller Steel	grp.12	Standard	Camen	Cobra	8:32	Torana LC GTR X-U1	Broken Guide twice	1624
4 M.H.D.T. '785'79	Team 1	Brass & Steel	grp.12	Standard	Camen	Cobra	9:34 & 8:34	Torana RSX	Lost motor(2), Burnt motor	1586
5 Valiant Dealer Team 25	Team 2	Modified BrassKar	grp.12	Standard	Camen	Cobra	9:34	Charger E55	Chassis problems twice	1525
6 Team Amscol	Team 6	Modified BrassKar	grp.12	Standard	Camen	Cobra	8:32	H Q Monaro	Broken lead wires twice	1488
7 M.H.D.T '80, '82, '83, '84	Team 4	BrassKar	grp.12	Standard	Camen	Cobra		Commodore SS Grp.3	Motor Out(3) Broken wires(2)	1350



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