

AUTO

Modeller

October 1980 Price 60p
Vol. 2. No. 7

Incorporating

M radio control
MODEL CARS



MARDAVE'S STOCK CAR

SLOT DRAGSTERS

BRUMM IN CLOSE-UP



M radio control MODEL CARS

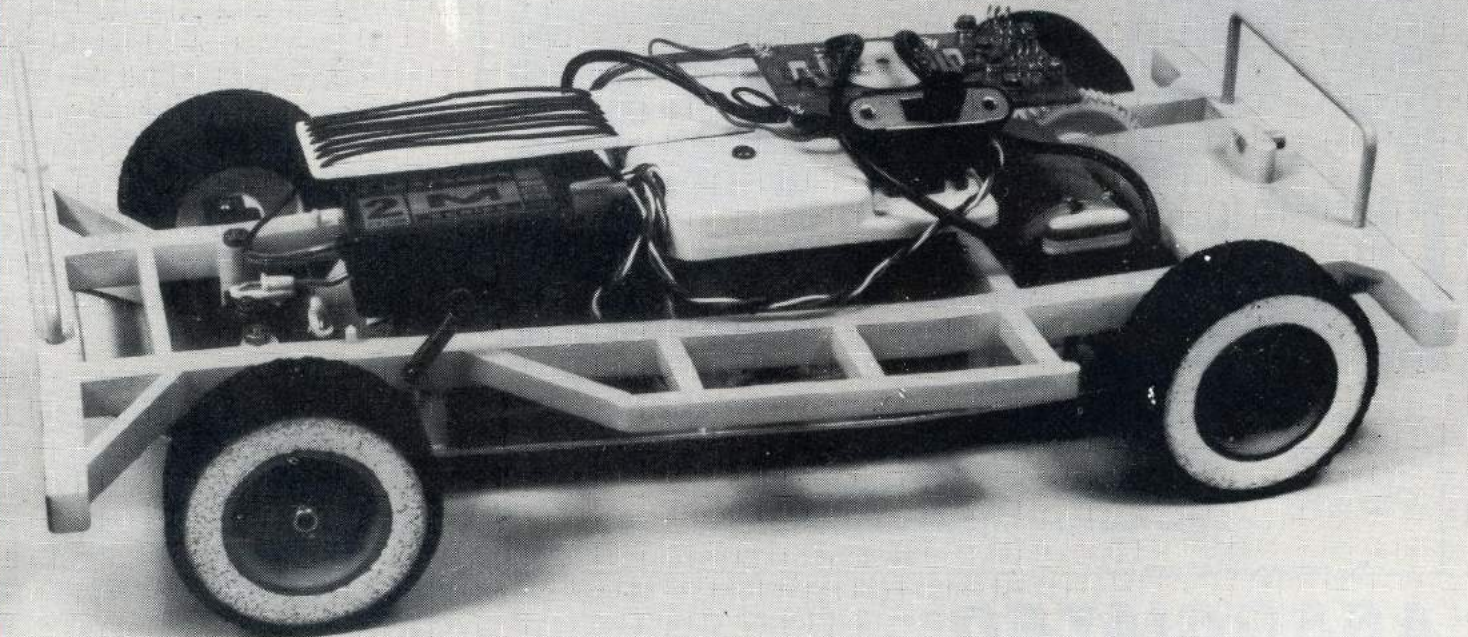
**NENE RADIO CAR GRAND PRIX
BREAKING IN THE COLT
CLUB & TRACK REVIEW**



MARDAVE'S

ELECTRIC

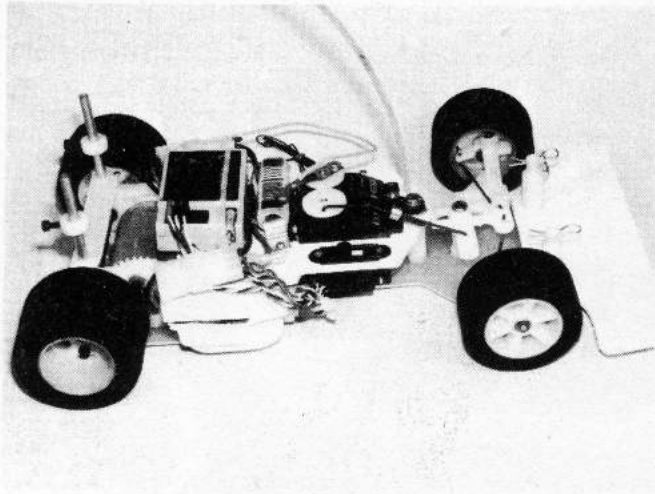
STOCKCAR



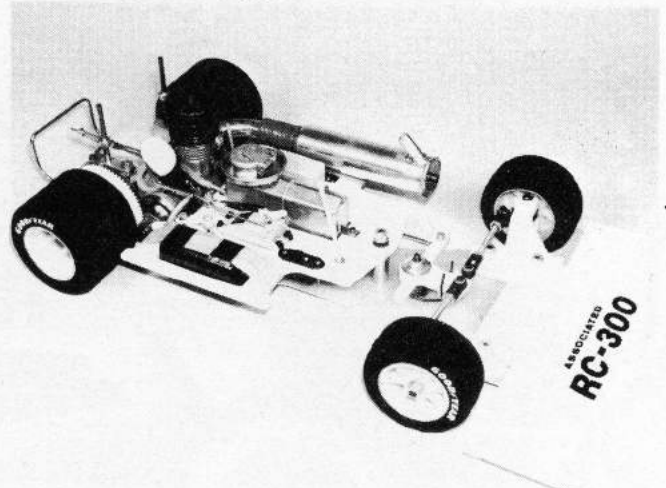
ASSOCIATED

Most teams have one or two Super Drivers. We believe our cars handle so well it enables more drivers to become Super Drivers EASIER and QUICKER. JOIN THE SUPER DRIVERS.

RC12E 1/12 ELECTRIC



RC300 1/8 GAS



| | |
|---|------------|
| Western Regionals Thorpe Raceway, 200 entries Expert Stock Class | |
| 1. Mike Lavacot | Associated |
| 2. Curtis Husting | Associated |
| Expert Modified Class | |
| 1. Bill Jianas | Associated |
| 2. Mike Lavacot | Associated |
| 3. Curtis Husting | Associated |
| Amateur Stock Class | |
| 1. Derek Coopersmith | Associated |
| Amateur Modified Class | |
| 1. Derek Coopersmith | Associated |

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

| | | |
|---|------------|---------|
| WORLD CHAMPIONSHIPS GENEVA, SWITZERLAND | | |
| 1. Phil Booth | PB | England |
| 2. Bill Jianas | Associated | USA |
| 3. Chuck Phelps | Associated | USA |
| 4. Fujio Sasuga | AAT | Japan. |
| 5. Naoki Ishihara | Road Ace | Japan |
| 6. Rick Davis | Associated | USA |
| 7. Jeff Rod | Associated | USA |
| 8. Ronnie Ton | Serpent | Holland |
| 9. Dave Martin | PB | England |
| 10. Curtis Husting | Associated | USA |



Birmingham
1/12 International race

**BIRMINGHAM 1/12
INTERNATIONAL RACE
198 ENTRIES!!!
9,000 SPECTATORS!!
WALLY BAILEY is Top
Qualifier in BOTH Stock
and Modified Classes and
WINS Modified Class with
his ASSOCIATED RC 12E
car powered by a REEDY
Modified motor.**



Debbie Preston

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

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

New Associated 1/8 diff. available soon.
New Associated 1/12 diff. available NOW!

ASSOCIATED

1928 East Edinger, Santa Ana, CA.92705, USA

Available from IRVINE ENGINES

Horses for Courses ...

WINNERS of the Volvo sponsored European Grand Prix, the major event of the continental racing calendar in Formula and Sports/GT were Ronnie Ton and Peter Bervoets respectively driving their own mutual brainchildren the latest Serpent cars. Nobody could wish for nicer people to win (barring our own special joy in a British win!) and they have fought on continuously over the years winning some, losing some, but always in the best traditions of good sportsmanship. Chasing them home in both cases was our own Bob Errington driving the well established PB9 International. The latest independent suspension cars performed well but not so sensationally as their drivers might have hoped.

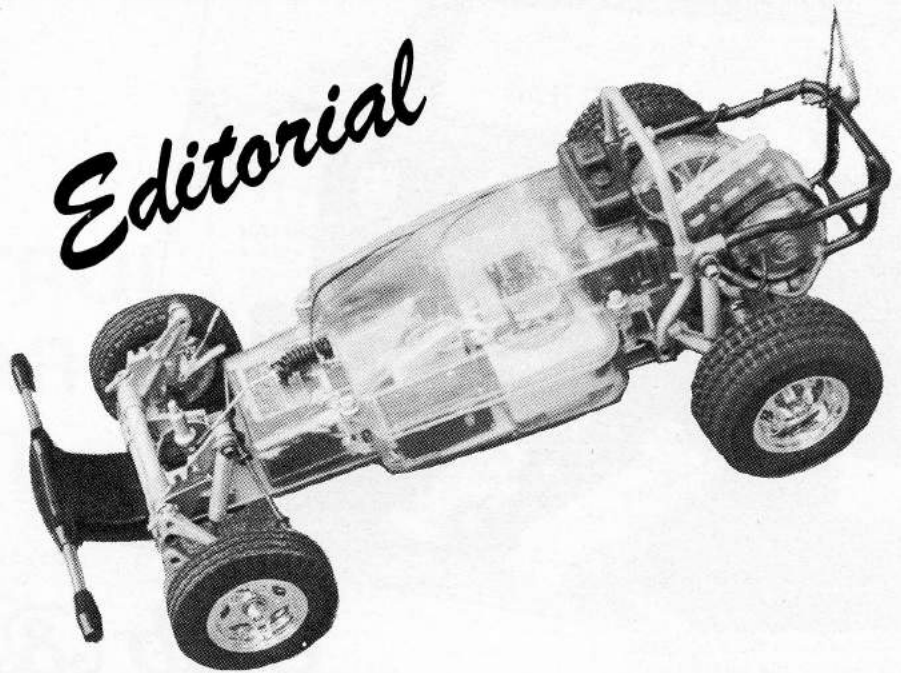
This all goes to show a healthy state of competition at top levels. Phil Greeno with his PB/Greeno Special scored a splendid double win in Holland at the beginning of the season in Holland-Serpent's own country; Guilio Gherzi took the Monaco World Cup with his SG car a month or two ago. Is there an answer? It must surely be horses for courses with a need for very different set-ups in preparing for races on widely different circuit layouts and track surfaces. The Dutch, Italian and, of course, American cars are setting up with weight well within the wheelbase. Originally rear-end loaded British custom has been gradually moving towards bringing weight a little more forward. Then we have the latest all round springing still to be really tried out and the introduction of a whole selection of differentials.

A final thought on this subject is on the latest PB Colt. Having just built it, one must ask, what does it lack? Why should it not, in its modest low-priced trim, win a lot of races? On circuits with good traction it will. Mark my words. It will.

Growing Up ...

FAST GROWING INTEREST in "off road" racing amongst the electric fans has triggered off speculation on how long before 1/8th scale electric racing becomes a possibility. Already we have the fascinating Tamiya Roughrider Buggy showing its paces as a demonstration effort at meetings,

Editorial



Tamiya's Roughrider "off road" car in 1/10th scale. The most promising of the bigger cars, lightly reviewed in Auto Modeller July Issue, now the subject of a two part in-depth feature in our esteemed contemporary Model Maker (September & October).

indoor and out. This is 1/10th scale ... going up. Then there are the novel Eleck Graupner motor cycles that require a fairly high degree of skill but appeal immensely to not only the spectators but to all motor cycle riders who fancy they can do a Kenny Roberts in small size. These are 1/8th scale ... going up. Tamiya also have a sidecar combo in 1/8th scale. Graupner have shown a 1/8th scale electric car at the last two German toy fairs. Robbe has shown an experimental SG in this format. I know that a number of manufacturers have been running trials with their versions of this kind of car.

Agas ago I published drawings for one based on Mardave and PB parts. Problem is of course the short duration of the run with quick charge ni-cads. Our German contemporary *Auto Modell Technik* has given speeds of up to 80 kph with their tests but with a vast number of ni-cads. The breakthrough is near.

The Motor Farce ...

THE MOST CONTROVERSIAL aspect of the 1/12th electric racing scene must be the method of ensuring that drivers in the standard class are keeping to the strict letter and spirit of the rules with regard to their motors. Elaborate and sometimes laughable arrays of

equipment have been in evidence to check motors are "standard" but as I have remarked in the past some are more standard than others. It is even possible to get standard motors that have been factory selected and differ in no way externally from the run of the mill.

There are only two ways to ensure complete fairness: (1) For Race Directors to include a motor in entry fee and hand out motors to entrants from their stock, just as "official" fuel is provided for r/c aircraft in pylon racing; (2) To rely on our old friend Ohm's Law and increase heat times so that any advantage in a special motor is lost by running out of power. The 7-minute heats at recent Malvern Meeting (see next issue) did much to demonstrate this.

All Editorial Enquiries, Publicity Material and Review samples should be addressed to:

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Editor, RC Model Cars
P.O. Box 30,
Hemel Hempstead,
Herts, HP1 1NL.



Professional Music Services Car Racing Team — the only sponsors also running a team? Left to right: Neil McLeod, Ron Wylie, John Milne (who now works for AMPS) and Mick Lammiman, resident expert.

Club @ Track Review

MOST IMMEDIATE AND IMPORTANT thing to mention is our Club List. This has been prepared from information supplied over several years. Some clubs may have changed their secretaries, their nature, or their circuit and failed to mention the fact ... for that reason there may be some inaccuracies in our list. Please point them out promptly, and above all, if your club does not appear do something about it. Information we need is: name of club; secretary's name; address and telephone number (if any); activities (i.e. electric 1/12th ic 1/8th or whatever), membership position, if members welcome or full-up with waiting list; circuit or regular meeting place; subscriptions; adult and junior. That's for a start. When you are organised a regular mention of interesting activities will be welcome. Send us the sort of thing you would like to read about someone else.

Tibshelf R/C Racing Car Club

*Secretary: Ray Heffer
24 Back Lane,
Tibshelf, Derbys.*

In our last report in Issue No. 16 we wrote of this year's non-Grand Prix meeting at Tibshelf. Secretary Raymond Heffer gives his version of reasons for the cancellation:

"A number of our members including myself attended last year's AGM with no thought of holding the British Grand Prix. A number of drivers present persuaded us to put in for the event, which we did, and Tibshelf won the vote.

By the end of January last, we had not heard anything from EFRA. We understood that a questionnaire would be sent to us, which had to be returned to them. They would then decide if the circuit came up to their requirements. The chairman of 1/8th scale suggested that we go ahead with the organising of the event as planned and if any foreign visitor wished to enter, they would be welcome. Therefore the meeting was to go ahead and up until the day

of cancellation of the event, no word was received from EFRA.

The British Grand Prix and the invitation meeting on 4th and 5th of October were cancelled by us after the disgusting display after the 6hr. Marathon on 13th May. The sponsor was still present when the teams north of Tibshelf disputed the lap counters' final result. The ensuing scene was both humiliating and upsetting, not only to the lap counters but to the rest of Tibshelf members. The ironical part about the whole fiasco, was that the lap counter was still switched on, and not one of the complainants had the decency to go into race control to see the result for themselves.

The integrity of Tibshelf was put to the question, and after a committee meeting we felt that there was no other course to take.

In future we would be pleased if any information with regards to Tibshelf be printed that it is verified first".

Professional Music Services, Grimsby, Model Car Racing Team

*M.D. Ron Wylie
4 Freeman Street
Grimsby*

Just what are music services doing in the club feature? Well, first of all they have a car racing team, and there is a picture to prove it. Formed in 1979 it consists of drivers Ron Wylie, Neil McLeod and Mick Lammiman — the last named being the most expert. Cars in use are Serpents, with AMPS diffs and pipes, OS or OPS engines and Futaba or MacGregor r/c. They have gathered a fair shelf-ful of trophies and stand on handicaps between 10 per cent and 30 per cent, operating mainly in northern open meetings and the Academy Northern League events. They also have a sponsored driver in the shape of that well-known pirate-bearded figure Paul Pagdin.

What is of special interest to clubs is that they can make available P.A. systems and ancillary equipment mostly "free of charge" and can give tuition in the art of using same

(Yes please! So many club "favourite sons" at the mike sound like the worst period of railway accounting).

Kent Wheelspinners

*Secretary: M. Spurway
94 Melody Road
Biggin Hill, Kent.*

Once again this club in the heart of Ted Longshaw country has lost its racing circuit but has had the good fortune to seize upon another which should be in racing operation by the time this appears. New track is situated at Hobblingwell Park, Orpington and racing will take place on Sunday afternoons. What members would really like is a bit of ground to buy or long lease where they can build their own permanent circuit. Money is available for such a project and the love of the club to anyone who could put them in touch with the owners of such a piece of ground in the South London/Biggin Hill area. They would be delighted with any bit of terra firma from rubbish dump (ex) upwards.

Chesterfield Auto Racing Society (CARS)

*Secretary: Malc Webb
1 Blyth Court
Mansfield, Notts.
(Mansfield 640796)*

The club is now operating in the Goldwell Rooms, Chesterfield on Wednesday nights — this being the biggest hall in the area with a ballroom type polished wood floor giving a total track length of about 120 yards. In the quiet season average club attendance drops to about 55, but a normal night attracts some 80 members. Their recent 3-hour event run in conjunction with local model traders Pepperdays had a 13 team entry the race being won by Spectron Developments Team. A recent club purchase has been a Mini Computer and Printer — and everyone knows what that costs!

Current interest is towards Rallycross run outdoors and members are now running and competing in events of this type. Immediate event — which will also be a little too late for this issue to announce — takes place on September 14th at The White Hart, Walton and will be their own Open Rallycross meeting sponsored by Tamiya. Other exciting events are in the pipeline.

Edinburgh Radio Model Car Racing Club

*Secretary: Mrs Janice Robertson
Treasurer Philip S. Cottrell, MRCVS
12 Quarryfoot Green
Bonnyrigg, Midlothian EH19 2EJ*

Founder Philip Cottrell reports this electric car racing club as now at full membership of 31 drivers, who race on Tuesday evenings at Portobello Town Hall. The hall is square with a large raised stage (5 1/2 ft tall) as a drivers' podium. It is hoped to increase the number of meetings and arrange some interclub events. Visitors are welcome to come along and see racing for themselves in the Edinburgh area. Philip has also developed a novel fourwheel drive "scratch built" which has been holding its own, and better, against local talent with Associated, Antares, Gemini and other cars. Perhaps we can reveal all in a future issue.

Now to the main item: the club list. Do let us have clubs omitted and corrections to this list:

RADIO CONTROL MODEL CAR CLUB LIST

Arranged in country order with names and addresses of secretaries or other contact.

Clubs marked with asterisk (*) have their own purpose built circuit. Other markings indicate club interest ie:

IC = 1/8th glow plug powered cars in operation.

E = 1/12th electric operation.

S = 1/8th i.c. stock cars.

AVON

Bath R/C Car Club
Secretary: Mrs K.D. McLaren,
12 St Marks Road,
Widcombe,
(Tel: Bath 20121)
Bath, Avon. E

BEDFORDSHIRE

Mid. Beds. Electric Car Club
Secretary: S. A. Samuel,
19 Swan Lane,
(Tel: Sandv 82636)
Sandy, Beds. E

Open University R/C Car Club

Secretary: John Bicknell,
2 Kimberwell Close,
Toddington, Beds.

BERKSHIRE

Maidenhead Electric Car Club
Secretary: Roy Price,
55 Queen Street,
(Tel: 37295)
Maidenhead. E

BUCKINGHAMSHIRE

Aylesbury Electric Car Club
Secretary: Bill Burkinshaw,
14 Mowbray Road,
(Tel: Aylesbury 21676)
Aylesbury, Bucks. E

CAMBRIDGESHIRE

St Neots Model Car Club
Secretary: L. Bradford,
7 Grebe Way,
(Tel: Huntingdon 214823)
St. Neots, Cambs. E

Lilford Park R/C Model Car Club

Secretary: Andy Digby,
44 Milton Avenue,
Eaton Ford,
(Tel Huntingdon 215736),
St. Neots, Cambs. IC *

CHESHIRE

Wrexham Model Car Club
Chairman & Acting Secretary: Gordon Taylor,
"Henley",
Rookery Drive,
Tattenhall, Cheshire IC *

Tameside Radio Model Car Club

Secretary: Roy Johnson,
Romiley, Stockport,
(Tel: 061 430 4144)
Cheshire SK6 3JP IC E

CORNWALL

Roarin 20s Model Car Club

Secretary: C. J. Woolf,
7 Wheal Leisure, Close,
Perranporth,
Cornwall TR6 0EY IC

Truro & District Model Car Club

Secretary: Dave Wellington,
9 Polwhele Road,
Truro,
Cornwall TR1 1RF IC

DEVONSHIRE

Torbay Radio Auto Club

Secretary: Bernard Portis,
23 Maridon Avenue,
Paignton,
Devon TQ3 3NY S

East Devon Radio Control Club

Secretary: Giles Jackson,
78 Exeter Road,
Exmouth, Devon. E

DERBYSHIRE

Derby R/C Model Car Club

Secretary: G.M. Lowndes,
358 Sinfyn Lane,
Sinfyn Moor Est.
(Tel: 26741)
Derby DE2 9LT E

Tibshelf R/C Racing Car Club

Secretary: Ray Heffer,
24 Back Lane,
(Tel: Ripley 872805)
Tibshelf, Derbys DE5 5LN IC *

DORSET

Weymouth Radio Car Racing Club

Secretary: Kevin Murray,
32 Spring Avenue,
Rodwell,
Weymouth,
Dorset DT4 8XA E

ESSEX

Wickford Radio Electric Car Klub (W.R.E.C.K.)

Secretary: Colin Smith,
79a Mill Avenue,
(Tel: Wickford 63702)
Wickford, Essex. IC E

GLOUCESTERSHIRE

Gloster Throttle Benders R/C Car Club

Secretary: Roger Coates,
128 Golden Vale,
(Tel: 713607)
Churchdown, Glos. IC S E

Northavon Model Auto Club

Secretary: N. Bathe,
1 Homefield,
Shortwood,
(Tel: Nailsworth 2303)
Stroud, Glos. S IC E

HAMPSHIRE

Andover R/C Electric Racing Club

Secretary: C. D. (David) Godfrey,
33 Springfield Close,
(Tel: Andover 62950)
Andover, Hants SP10 2QR E

Bournemouth Radio Auto Club

Secretary: Bob Errington,
19 Archdale Close,
(Tel: Bournemouth 524524)
Bournemouth IC *

Southampton R/C Model Car Club

Secretary: D.G. Ferndale,
19 Oxford Street,
(Tel: 0703 29223)
Southampton SO1 1DJ IC E

Solent Electric Car Club

Secretary: Mick Langridge
17 Cooks Lane,
Southbourne,
(Tel: Emsworth 71472)
Emsworth, Hants PO10 8LG E

I.O.W.

Skryrders Model club (R/C Car Section)

Secretary: (Cars): J. Nicholls,
115 St. Edmunds Walk,
Wootton,
(Tel: 883 120)
Isle of Wight. IC

KENT

Haywards Heath R/C Stock Car Club

Secretary: Pete Bryant,
33 Quarry Road,
Tunbridge Wells,
(Tel: Tunbridge Wells 30207)
Kent TN1 2EY S

Wheelspinners

Secretary: M. Spurway,
94 Melody Road,
Biggin Hill, Kent. IC

Canterbury R/C Model Car Club

62 Elm Grove,
Uplands Park,
Bromesgrove, Worcs. IC

Maidstone & Medway R/C Electric Car Club

Secretary: Steve Watkin,
41 Chart Place,
Wigmore,
(Tel: Medway 0634 264006)
Gillingham, Kent E

LANCASHIRE

Heywood & District R/C Car Club

Secretary: R. E. Racey,
79 Furness Avenue,
Heywood,
(Tel: Heywood 621487)
Lancs OL10 4UP IC E

Preston & Broughton R/C Car Club

Preston Model Centre,
2 Fylde Road,
(Tel: Preston 51243)
Preston. IC *

Liverpool Tigers MCC

Chairman: Pat Noone,
18 Radstock Road,
Elm Park,
Liverpool 6 IC

LEICESTERSHIRE

Leicester R/C Model Car Club

Secretary: J. Elliott,
116 Dominion Road,
Glenfield,
(Tel: Leicester 874683)
Leicester IC *

Midland Electric Radio Car Club

Secretary: George Godfrey,
174 Cedar Road,
Earl Shilton,
Leicester LE9 7HG E

Radio Stockcar Leicester

Secretary: Stewart Busby,
72 Rosamund Avenue,
Braunstone,
(Tel 898683)
Leicester S *

LINCOLNSHIRE

Boston Radio Car Club

Secretary: M. Green,
59 Brand End Road,
Butterwick,
Nr Boston, Lincs. IC

MERSEYSIDE

Wirral Model Car Club

Secretary: Dave Vine,
8 Seaton Road,
Wallasey,
(Tel: 051 639 8306)
Merseyside L45 5HJ S E

MIDDLESEX

Ally Pally Electric Car Club

Secretary: Jane Adams,
79 Northumberland Road,
North Harrow,
(Tel: 01-866 5945)
Middx. HA2 7RA. E

MIDLANDS

Coventry R/C Model Car Club

Secretary: Clive James,
49 Sherlock Road,
Chapefield,
(Tel: Coventry 74105)
Coventry CV5 8EX S E

South Birmingham Model Car Club

Secretary: Tony Stephenson,
522a Haslucks Green Road,
Shirley,
Solihull, West Midlands E

NORTHAMPTONSHIRE

Nene Radio Car Club

Secretary: Colin Spinner,
52 St Johns Avenue,
(Tel: 0604 84943)
Northampton NN2 8RU E

Northampton Model Car Club

Secretary: Bob Hemphill,
16 Sandhills Road,
Whitehills,
(Tel: Northampton 0604 845256)
Northampton E

NOTTINGHAM

West Burton R/C Car Club

Secretary: Keith Davies
37 Grove Coach Road,
(Tel: 0777 703527)
Retford, Notts. IC *

Chesterfield Auto Racing Society (CARS)

Secretary: Malc. Webb,
1 Blyth Court,
(Tel: Mansfield 640796)
Mansfield, Notts E

OXFORDSHIRE

The Gladiator Model Car Club (Oxford)

Secretary: Alec Hudson,
2 York Close,
(Tel: Bicester 45601)
Bicester, Oxon. E

SOMERSET

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

Wessex R/C Car Club
Secretary: I.M. Russell,
88 Seaton Road,
Yeovil, Somerset E IC

Frome Electric Car Club
Secretary: D. Chedgy
1 Church Street,
(Tel: Frome 2139)
Frome, Somerset E

Taunton Radio Auto Klub (TRAK)
Chairman: Mike Lewis,
3 Longmead Close,
Hoveland Park,
(Tel: Taunton 85543)
Taunton, Somerset IC

SURREY

Aldershot Model Club
Secretary: Tom Hamilton,
Cross Farm School,
Gresham Way, Frimley Green,
(Tel: Deepcut 5842)
Camberley, Surrey IC *

Isleworth Electric Car Club
Secretary: Bert Hocking (E),
39 Pemberton Road,
Ea. Molesey, Surrey.

Chessington Radio Car Club (CRCC)
10 Northcote PNE,
Polwork,
(Tel: 01-399 2635)
Surbiton S

SUSSEX

Sussex Advers 1/2 R/C Electric Car Club
Secretary: Gerry Hooper,
12 Bramble Crescent,
Durrington, Worthing,
(Tel: Worthing 62013)
West Sussex. E

Southern Radio-Car Club
Secretary: Peter Wooldridge,
6 Patricia Avenue,
Worthing,
(Tel: Worthing 49934)
West Sussex BN12 4NE S

Sussex Radio Auto Club
Secretary: Dave Heighes,
310 Portland Road,
(Tel: Brighton 419279)
Hove, Sussex IC S

Sussex Electric Car Club
Secretary: Bill Owen,
16 Bridgemere Road,
Eastbourne,
(Tel: 0323 29028)
East Sussex BN22 8UB E

STAFFORDSHIRE

Potteries Area 1/12th R/C Electric Car Club (PATS)
Secretary: B. Stanyer,
Hill Cross,
Fowlers Lane,
Light Oaks, Milton,
Stoke on Trent ST2 7NB E

SUFFOLK

Ipswich R/C M.C. (Electric Car S)
Secretary: S. Ward,
269 Main Road,
Keogrove, Ipswich,
Tyne & Wear E

North East R/C Car Club

Secretary: J.W. Clarke,
19 Oswald Terrace,
Gateshead,
(Tel: 771132)
Tyne & Wear IC

WARWICKSHIRE

Stockcar Racing England
Secretary: Paul Dudley,
Moat House Works,
Kings Coughton,
(Tel: 0789 762519)
Nr. Alcester, Warks. S

Salisbury R/C Car Club
Secretary: N.A. Sherry (I/C),
44 Queen Alexandra Road,
Salisbury, Wilts.

Swindon Electric Throttle Benders Club
Secretary: Jan Korda,
Swindon Model Centre,
2 Theatre Square,
(Tel: Swindon 26878)
Swindon, Wilts. E IC

WORCESTERSHIRE

Wychavon RC Club
Secretary: Bob Mayhew,
Blackmore End Cottage,
Hanley Swan,
(Tel: Hanley Swan 783)
Worcester IC

YORKSHIRE

Keighley and District M.E.S. R/C Stock Car Section
Secretary: J.M. Varley,
10 Briarwood Avenue,
Riddlesden,
Keighley, Yorks S *

Rotherham Electric Car Club
Secretary: Phil Maxfield,
40 The Brow,
Brecks,
(Tel: Wickersley 5055)
Rotherham, S. Yorks. S65 3HP E

Radio Stockcar Association,
Hon. Secretary: J.M. Varley,
4 Bowood Drive,
Sandbeds,
Keighley, W. Yorks. S

Yorkshire R/C Model Car Racing Club
Secretary: D. Louth,
25 Hastings Terrace,
Bradford BD5 9PL IC *

Wombwell M.C.C.
Secretary: Chris White,
56 Wharfedale Drive,
Burncross, Chapelton,
(Tel: Ecclesfield 65547)
Nr. Sheffield IC *

Cleveland R/C Model Car Club
Secretary: Ken Rigby,
1 Topcliffe Road,
Thornaby,
(Tel: 0642 583244)
Stockton-on-Tees, Cleveland IC E

SCOTLAND

Aberdeen Radio Car Club
Secretary: Graeme Murray,
35 Claremont Place,
(Tel: 0224-51959)
Aberdeen IC *

Clyde Model Car Club
Secretary: N.D. Whitfield,
69 Strathblane Road,
Milngavie,
(Tel: 041-956 1786)
Glasgow G62 8HH E

Strathclyde MAC
Secretary: John Wilks,
43 Lilac Hill,
Abronhill, Cumbernauld,
Glasgow, G67 E

Forth Velley Electric Racing Car Club
Secretary: Martin Wallbank,
42 Priory Road (E),
Linlithgow,
West Lothian

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MARDAVE'S



ELECTRIC STOCK CAR

MARDAVE WAS THE FIRST FIRM to market a kit for r/c car racing in England way back in 1970. Under the direction of Wes Raynor it was, and still is, essentially a family business with the worthy object of providing the lowest possible priced reliable equipment. The latest Mardave presentation is the 1/12th electric stock car and its variant, built on the same basic lines a midget racer as running on shale circuits in the USA. Once again it is offered at a price substantially below the 'going rate' for such a product, making use of some parts from the company's established electric car in this scale but showing no evidence of cheese-paring in the specification.

Main parts of the kit are: a chassis of nylon which incorporates the side nerf bars; alloy undershield; 05 motor; 4-cell nicad pack; wheels and tyres; steering crossbeam, steering blocks and stub axles; rear axle; printed circuit speed controller plate and accessories; ABS bodyshell; charging leads. Plus sundry nuts, screws, bolts and so on to complete the job. Instructions are not elaborate but adequate.

Motor

First task is to secure the motor which has first had its gear attached to the nylon chassis. Then slip the rear axle in place, at the same time sliding the large white nylon gear into the slot in the chassis so that with the axle in place it mates with the small gear on the motor. Satisfied that mesh is correct tighten up the Allen screws on the gears. Screw nuts and washers to axle at this stage or you may mislay them!

Tyres & Wheels

Early on in the proceedings I always do the messy job of gluing tyres to wheels. I

use an old palette knife to dip in the Evostik tin and spread on hub, suitably roughened up with glasspaper, and one tyre at a time. Slip the tyre smartly onto hub and check that it is accurately aligned. Hubs are slightly wider than tyres so locate them all to come to the edge of the hub where the centre part with the hole in it is **shorter**. This leaves all wheels with the fixing nuts just not protruding beyond the tyre edge. Note that with stock cars all the wheels and tyres are the same and can be swapped round as in the family car. You will probably smear some glue on the tyres and wheels but this can easily be removed with a rag dipped in lighter fuel. Sticky fingers can be cleaned the same way, but wash hands in soap and water afterwards to prevent any soreness with dainty hands.

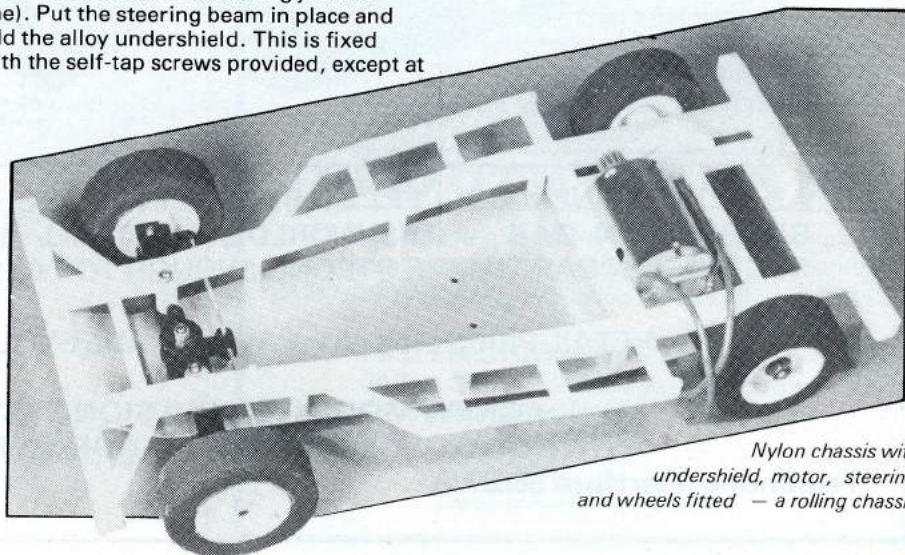
Steering Unit

Steering unit will have the servo saver screwed in place on the steering crossbeam. Unscrew and cut off the two outer holes in the arm (leaving just the one). Put the steering beam in place and add the alloy undershield. This is fixed with the self-tap screws provided, except at

the front where two long bolts go through shield, crossbeam and come out through the chassis. The nuts should be on top. Stub axles can be pushed through the steering crossbeam and fixed with nuts provided. You will find two ready bent up in long U-shape wires in the kit. These fit on servo saver (short bend) and steering arms (long bend) one each side, and will be found to be just the right length to provide a very slight degree of toe-in which makes for better steering. It should not be necessary to fit anything on them to hold them in place, but if you are extra careful you can obtain 'trees' of about a dozen little plastic keepsafes that slide onto the ends. You now have a rolling chassis.

Nicad Box & Servo

Cut out the top and bottom pieces of the nicad box with scissors, shaping down to the impressed line. Drill the two holes in each part for the retaining bolts. You will see that there is plenty of room for two



Nylon chassis with undershield, motor, steering and wheels fitted — a rolling chassis.

more nicad cells if you wish to operate the car as a six-cell drive as mentioned later.

The top part of the nicad box has an extension piece to hold the servo on which speed controller board will rest. Cut out a hole to take the servo, starting by drilling a few holes in the part which will be waste and then inserting the point of a pair of nail scissors to get the cutting out started. Follow the lines you will already have ruled round the base of your servo using it as a size pattern. Do not make too sloppy a fit, and secure to the plastic platform with self-tap screws. Remove the output disc on the servo and put aside for the moment.

Put the servo in the hole made in the box top — preferably it should be to one side so that is room to locate on/off switch to radio beside it. Servo can either be fixed with double sided tape under the flanges or with self-tapping screws and grommets. Printed circuit already has a hole in it to go over the servo output shaft. Stick a piece of double sided servo tape in which another hole to clear the output shaft has been cut on the top of the servo, and attach the PC board to servo top with the resistor coils facing towards rear of the car, that is directly over the motor.

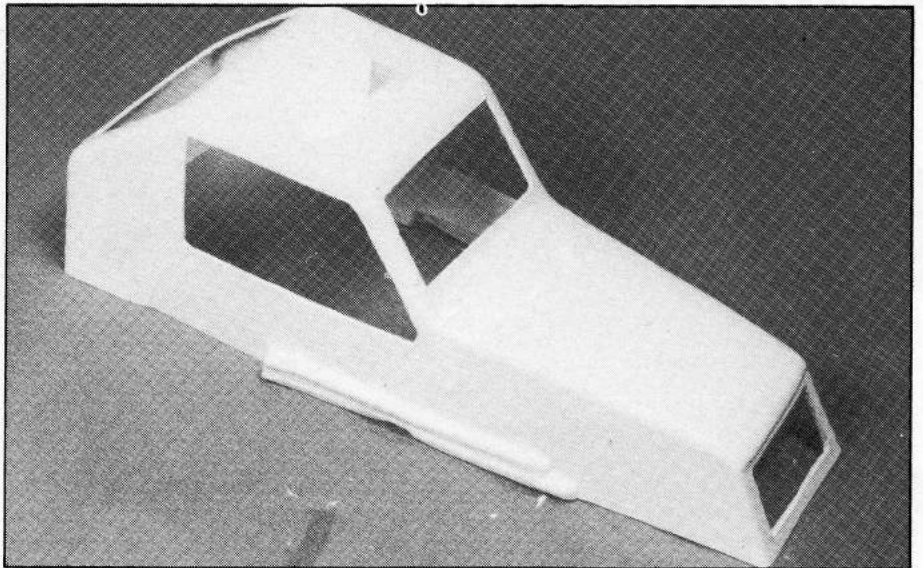
Charging

We shall soon be wanting to make some running tests to fit steering and speed controller so nicads should be given a 20-minute charge since they do not come charged. Using the charging lead supplied connect up to 12 volt accumulator with the crocodile clips, positive (+) red lead to positive on accu. and negative black lead (-) to negative on accu. Unwind the protective tapes on the nicad leads and clip the smaller (baby crocodile) clips to red and black leads. If you already possess a quick charger with ammeter or similar recording dial this can be linked into the circuit to show you how things are going. Some of the more sophisticated charger units will turn off the current automatically when nicads fully charged — but you would not need to read this if you had already got that far into the hobby!

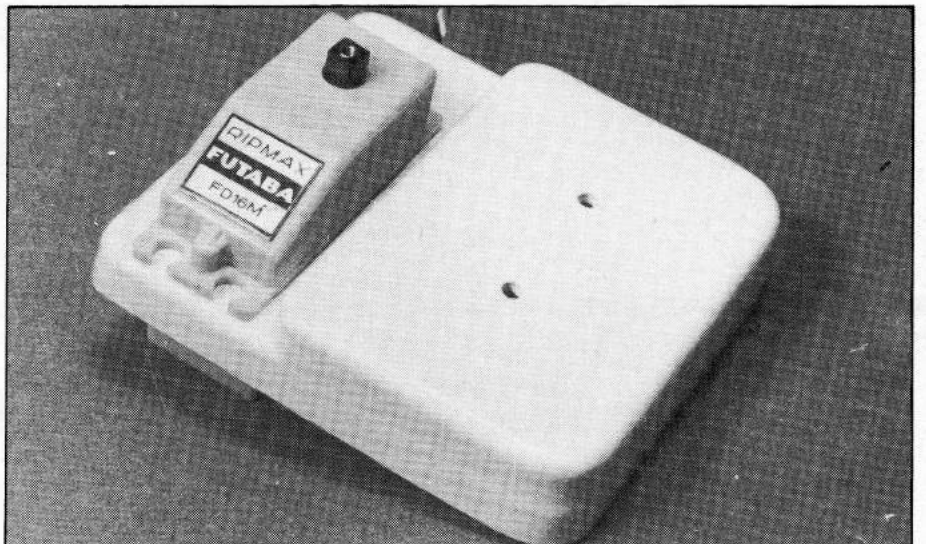
With charging done take the little wiper contacts and solder one lead from the motor to each close up to where the slots to hold the screws attaching them to where they will be screwed to the servo output disc. Leads from the nicads are to be soldered to the PC board, one on each side where little dots can be seen.

Body

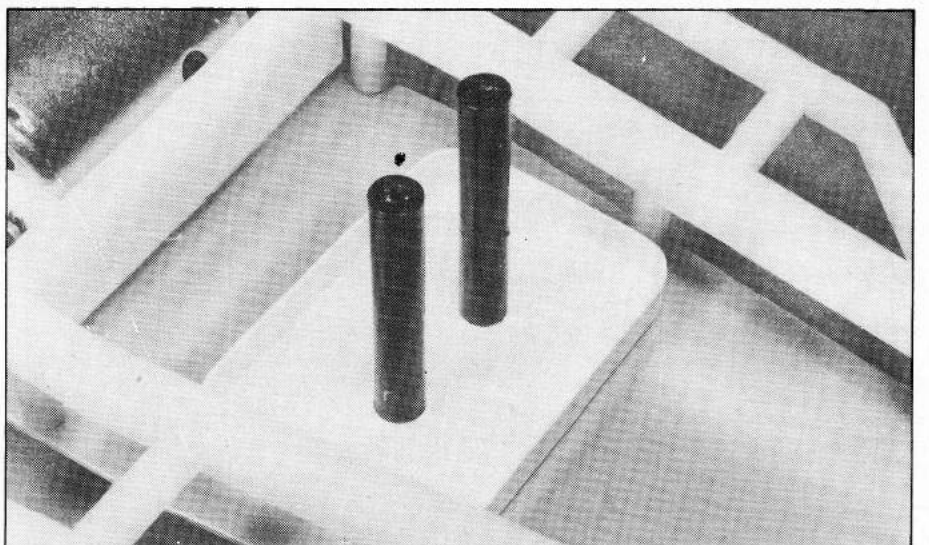
Just to make sure that nothing is likely to be too close to heat up the body, or cause any short circuits, the body should be worked on next by cutting out windscreen and window openings. Do this by drilling one or two holes in the middle of each proposed window opening, inserting point of scissors and making hole larger. Complete removal of plastic either with scissors, model knife and file, or with a fretsaw. Trim up edges with glasspaper wrapped round or stuck to a flat piece of wood. Shapes of openings up to you: try to follow some known stock car, for real or from a picture. Make a small inch wide slot in roof top for small number board to be fitted on completion.



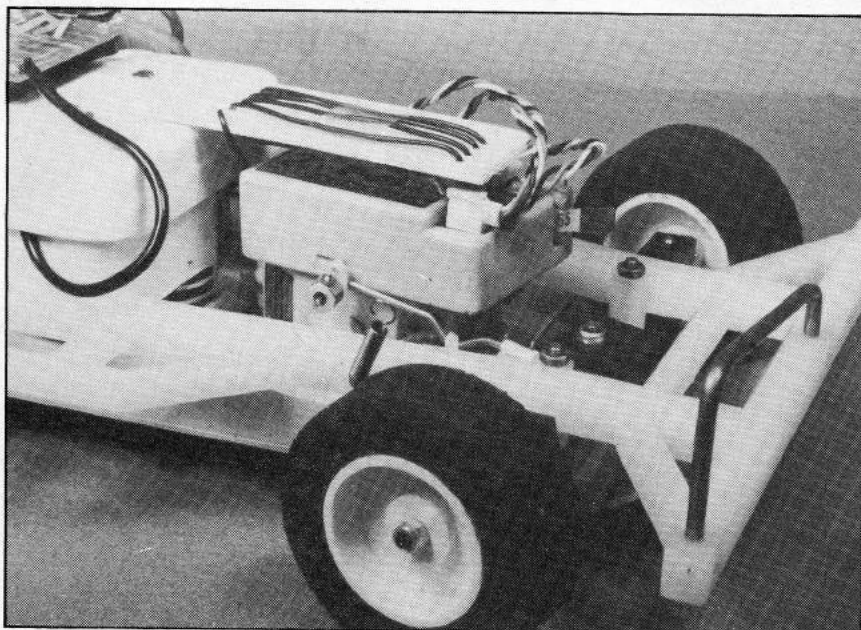
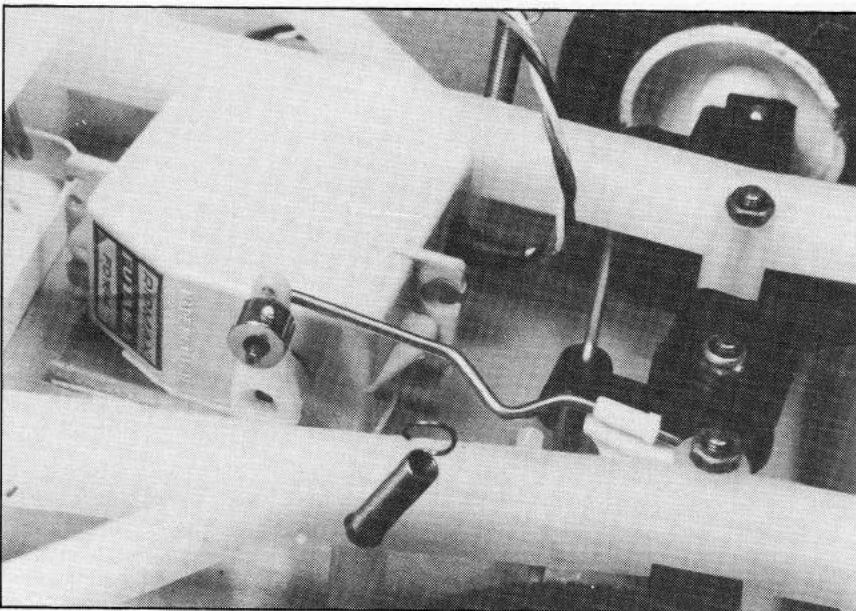
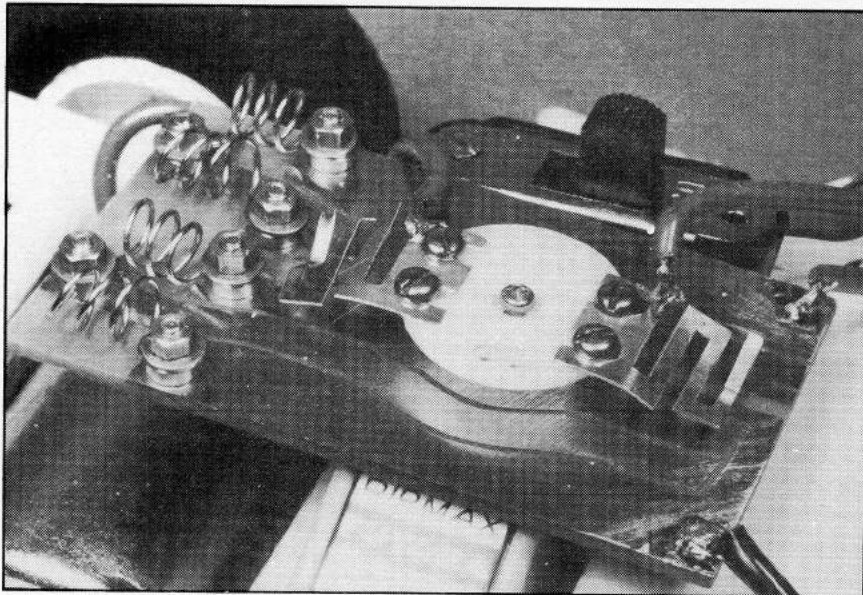
ABS bodyshell with windscreen, windows and radiator opening cut out. Shape of these is up to the builder.



Nicad holder top with extension for servo location cut from ABS moulding.



Bottom of nic-cad tray (with room for six cells if so required — and upright lid supports in place.



Separate instructions come with the speed controller boards and parts which add to these notes. With a charged set of nicads motor can be checked for right direction and throttle again for correct operation via Transmitter. Steering servo is stuck flat on the undershield, well to the left to give room for operating wire. The little bit of red plastic included goes underneath it to raise it up slightly for smoother steering operation. These parts adhered with double sided servo tape provided. With 1/12th cars this is quite strong enough fixing method.

Receiver

Receiver is located on top of the flat steering servo and attached **with the Velcro tape** provided. This enables it to be moved in order to change frequency crystals as might be necessary. If you want car to look neat and tidy your aerial will be threaded into rectangular strip of plastic and attached again with that all-purpose double sided tape to the battery box and extended over the receiver. If you opt for an upright aerial attach it with a small nut and bolt to a chassis side and lead up through a plastic tube. Do not shorten aerial length provided.

Final Jobs

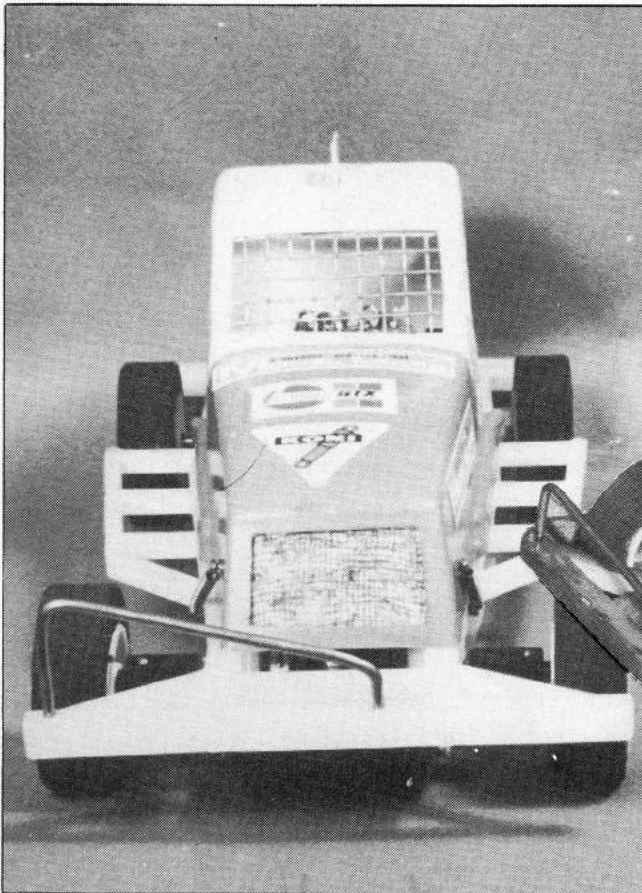
Final jobs include bending and fitting front and rear bumper bars, attaching body attachment clips and painting bodyshell. As a beginner your roof top and sides down to bottom of windows must be white (you change colour as you get better) so leave these parts masked and spray body and nylon chassis with your chosen colour. Car touch up aerosol is fine for this with no fuel proofer needed. Decorate to choice. If you are not very artistic remember you can buy press down letter sheets at your stationers. Racing number (which will be your Radio Stock Car Association Number and retained permanently by you) goes on a small plate fixed to the roof for which you have already made that slot. Black number on white ground with numbers about half inch high for this scale.

Ready to go? Then sort out your nearest club; ask your local model shop if nothing on our lists; get some friends together and start one. You need only a very very small hall for stockcar racing since a bit of bumping is part of the fun. Meanwhile practice a bit on your patio or school playground or any flat, smooth surface. I will describe how to make a simple cheap portable track for 1/12th stox in an early issue.

The simple speed control unit in place on top of servo and battery and motor leads soldered in place.

Steering servo in place, connected to servo saver with a kink to allow for any adjustment. Body fixing clip on chassis.

Receiver in place on top of servo with aerial arranged loopwise on ABS piece attached to nicad box lid. Front bumper override bent up and in place.



◀ Front view of the finished Mardave stockcar.



Just to show what can be done! Tony Devenport made up this scale stockcar using a bodyshell shortly to be on the market.

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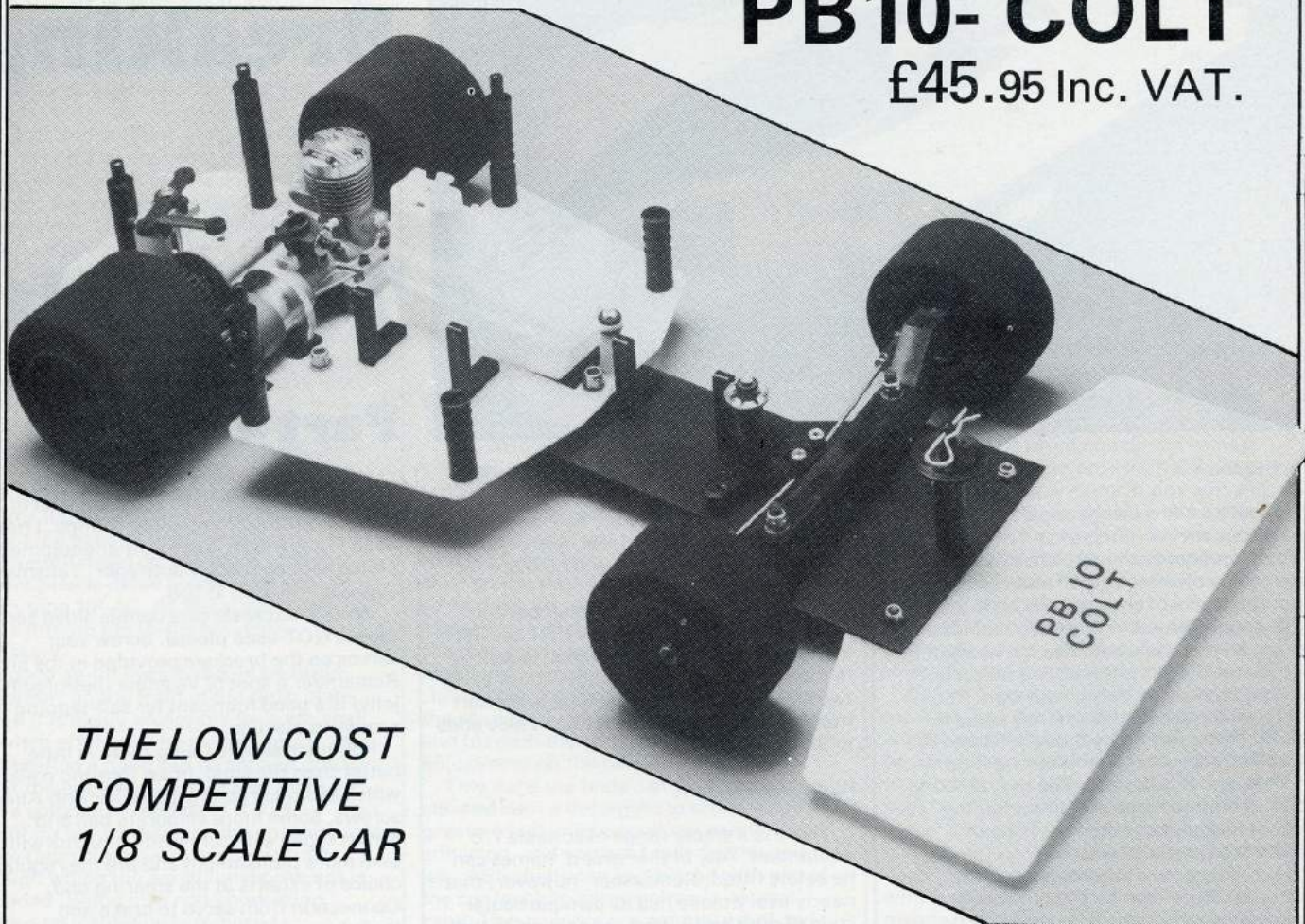


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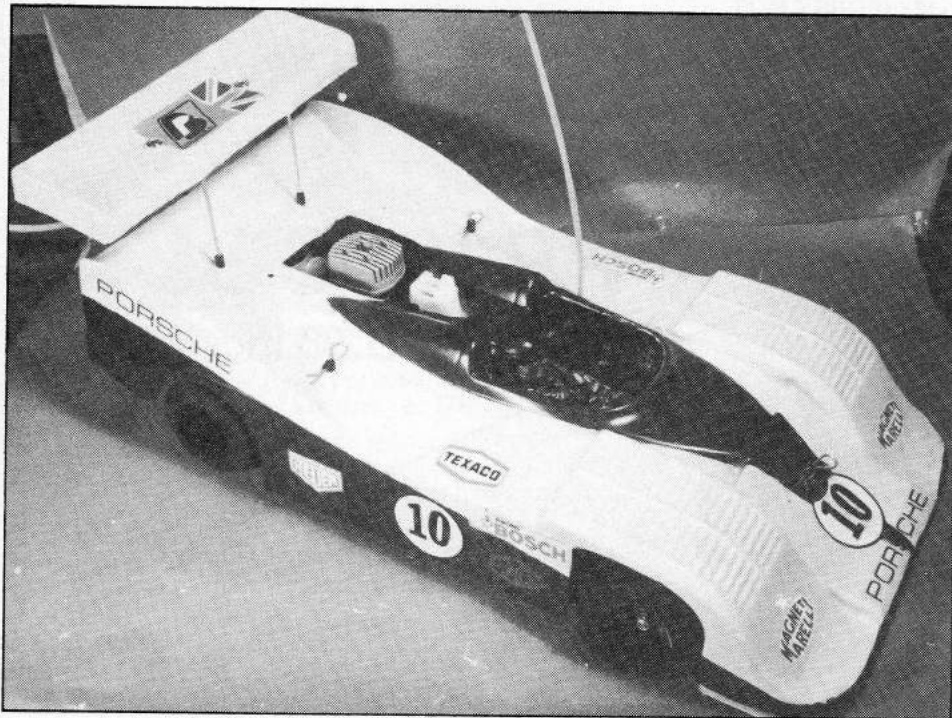


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The finished car in its simple livery and a few PB decals to decorate. The 10 is just to remind you! One luxury (not in kit which has a less opulent set) is the use of the PB special wing fixing knurled nuts.

Breaking in The 'Colt' Part 2

The Engine

I left quite a few things unsaid in the first part of this review. First of all I note that at least one model trader (Avicraft of Bromley) is offering to drill and tap engine mountings free of charge if PB kit is bought at his shop. Secondly, it is not a bad idea to get some small taps and dies for yourself in metric and UNC (the American favourite) sizes and have a go doing your own. You will be surprised how often they come in useful. If you use a Veco, you will need to fit washers on crankshaft to bring it up to mesh gears: it is **not** possible to drill fixing holes in engine mounts without fouling larger holes already there — hence adjustment by these washers.

Next — and very important — is the matter of filters. Unlike aircraft flying in nice clean air cars run close to the dirty ground and engines simply must be protected. This means that you need a filter in the fuel tube and another on the air intake. Without them, in next to no time your engine may well suffer internal scratching galore.

On choice of engine you will note that some makes come with their own heat sink or cool head — again this ground based engine partly enclosed gets hotter than when in the air — and needs this larger head to help dissipate the heat. Typical engines sold complete with head include Irvine, HB, OPS, OS21, Super Tigre X21. Additional heat sink heads needed for K & B and Veco. I have finally fitted up my Colt with an OPS. This is one of the 'in' engines

Bare chassis with radio installed and servos in place. Note on/off switch is operated from under radio plate. Air filter is the now popular concertina paper filter — this one by Delta. Engine is OPS with PB manifold. Silencer again is PB. A PB brake and throttle set of locking collars and springs has also been used.

at the moment with an excellent contest record. You may comfort yourself with the thought that though it may be a bit too powerful at beginner's level, you need not open it out just yet and it will be there for you when you want it.

Silicon fuel tube used to be imported from the States, but recently PB have been manufacturing their own, which is well up to the standard of the US tube. It comes in two sizes, the more robust type is the sort to choose. Coloured bright blue it also adds to the colourful scene!

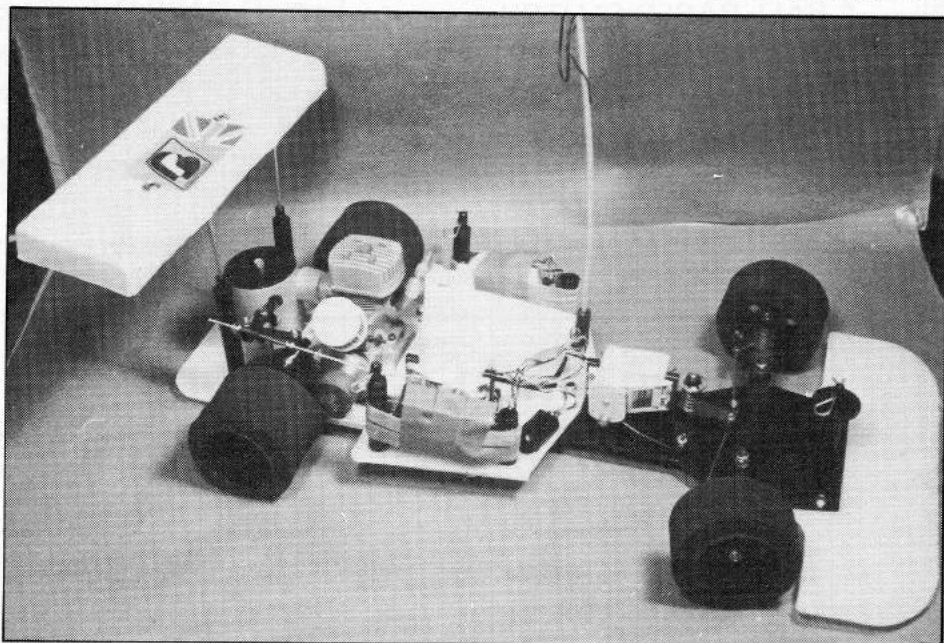
Radio Installation

There is a whole range of suitable r/c equipment. Any of the 'brand' names can be safely fitted. Remember, however, that nearly every make has its own particular style of plug and socket connection so that

receiver and servos must normally be matching makes unless you want a lot of trouble refitting compatible fittings. I have used Futaba here, but on other equipment I have happily used MacGregor, Talisman, Digiac — it's up to you.

With 1/8th scale cars double sided servo tape is **NOT** used please. Screw your servos on the brackets provided in the kit. Remember a spot of Vaseline (petroleum jelly) is a good lubricant for self-tapping screws in plastics.

For quick simple fixing there is little better than the small brass locating collars which are secured to piano wire with Allen screws. Some more elaborate ball and socket types with screw adjustments will take more punishment and are the regular choice of experts at the steering end. Connection from servo to brake and throttle works on a see-saw principle, with



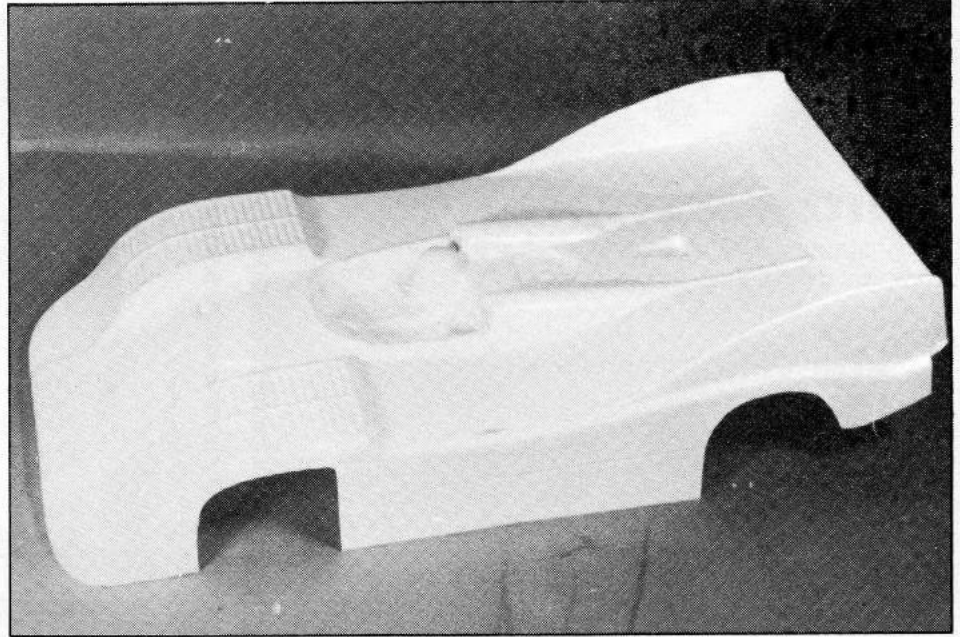
The ABS Porsche bodyshell supplied with kit. Waste edges have been trimmed off with scissors and wheels openings cut out.

a neutral moment in between, so that with no action at the Transmitter your car should just be idling without engaging the clutch. It may tend to 'creep' a little which is one reason that mechanics are needed to hold back cars at the start of a race. Be sure that there is no loose play in the connections, which should be spring loaded.

A straight lead from servo arm goes to the brake. If you are using a Perry type carb a short length of wire connects up to the toggle at very nearly right angles to the brake action. Direction of servo movement must be such that throttle is closed when brake is on and vice versa. With a slide carb where movement is up and down and not across connection is to the opposite arm of the L-shaped brake lever. You can trim off the slide arm bit if you are not likely to be having that sort of a carb or leave it on in hopes.

Receiver and battery are hooked up on each side of radio plate between the posts with rubber bands to reduce rough shaking. Sellotape or similar binding secures them between the bands. To save weight the experts are now using lightweight nicad cells in place of the stouter plastic cased power pack such as the Futaba NR-4C. At this stage in the tyro's driving life this is not really necessary.

A good on-off switch should be fitted, preferably on the front of the radio plate, where it is easily accessible for a marshal to switch off if need be in emergency. In this location a hand can be slipped quickly under the body shell to reach it. Mark on with a splodge of red paint! Aerial mounting can be made on the opposite side of the radio plate, using a plastic tube through which the aerial (unshortened) is threaded. Being on a non-conducting surface no insulation is required.



The Bodyshell

The ABS bodyshell which comes with the kit must be trimmed round its edges as indicated by light indentations. A pair of scissors will do the trick. Wheel arches must also be cut out — a pair of curved nail scissors helps here. Next step is to place shell on the chassis to mark where body posts come through. A recess indicates where front post should come and two at the rear where wing wires should be. But check just to make sure yours are in the right place. You will also have to cut away the shell to give room for the engine head and to reach the carb needle for fine adjustment on the bench.

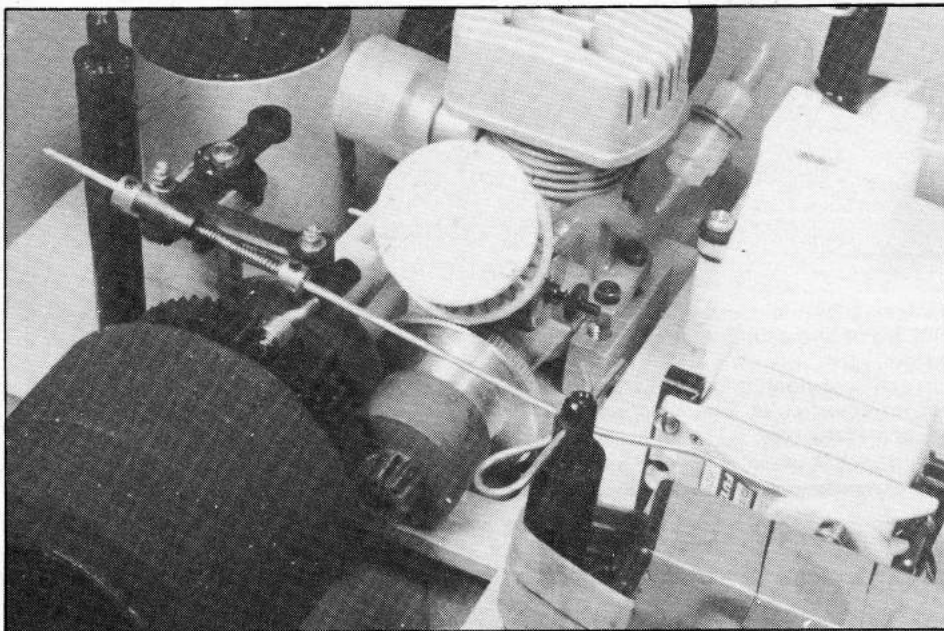
This done the body can be thoroughly cleaned with a detergent to remove any grease which might spoil the paint adhesion, and you are ready for the paint job. ABS shells can be painted with any of the car touchup spray paints in aerosol cans. These paints are not fuel proof and

will require fuel proofer in addition.

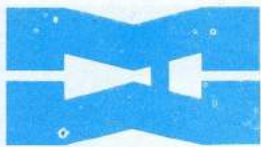
A number of paints are now available which are fuel proof and do not require after treatment, notably from GB, Greeno and Hi-Teck. They come in tins and will require to be diluted about half and half with thinners for spraying. There is a wide range of suitable spraying equipment at all prices. I still use the cheapest which is a Humbrol aerosol with small screw on paint jar to hold the paint. If you are going in for elaborate colour schemes then a more sophisticated tool will be your aim.

Before painting a suitable colour scheme must be evolved. Object other than sporting a kindly sponsor's name etc. is to be able to see and distinguish your car from other people's, and equally for it to stand out against grass, mud or other object and quickly catch a marshal's eye if you are unlucky enough to leave the track. So do not choose everybody's colours which seem to be red and white! By all means leave a bit of white on the car (its natural shade needing no paint) but have something else as well. I like yellow as a base with a splash of black. It is the most distinctive colour contrast. Nearly as good is blue and yellow. For a start be simple. I have merely arranged two long triangles of black along the sides. Mask off the bits you do not want to paint with masking tape pressed firmly down with a finger nail and the rest covered with newspaper or similar. Mask off the driver in his cockpit — this will be brush painted last of all. Two or three thin coats are better than one thick coat. They can be applied at very short intervals — say one hour between coats.

When you are satisfied with the first colour strip off the masking tape and newspaper and do the same again for the bits you have not yet painted and then



Detail of brake and throttle connections. Had a slide carb been used the spare lever on brake arm would have been used. Note fuel filter between tank and engine.



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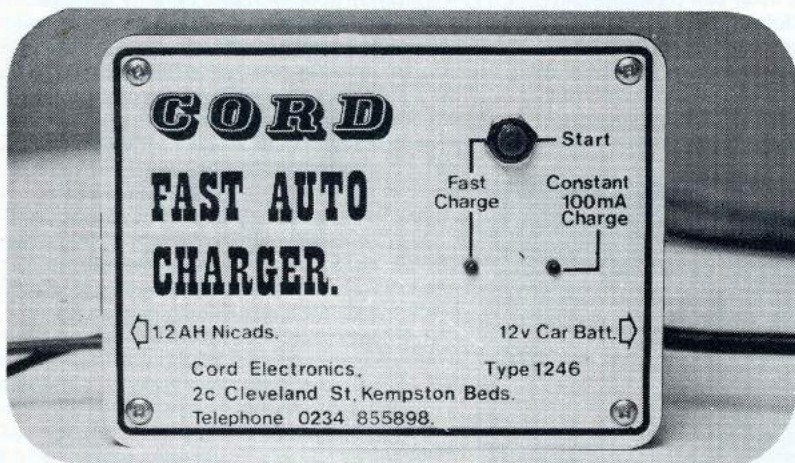
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spray them. Final job must be painting up the driver which can be done with a small paintbrush. If you are not very artistic do not worry but just leave helmet white, cockpit black with driver's arms and harness and hands in any colour you may have by you — no need to try and work in face detail. You can if you wish paint up what would be the transparent part of the helmet in silver.

You will probably then decorate the car with a few self-adhesive decals — PB do some lovely ones — but leave a clear space where the racing numbers will go on front of bonnet and on each side of the body about parallel with the driver. Do not forget there is also the wing to paint and the wing wires to fix. PB include a nice Union Jack & PB decal which can go here.

Slip on the body and admire it for a bit you are nearly ready to race.

Fuelling Up

Yes, you will need a can of suitable fuel. Do not be misled by an earlier writer and fill up with kerosene! **It's the wrong stuff!** You will be using a mixture based on methanol plus a mineral or vegetable oil additive for lubrication (opinions are divided as to min or veg by the way) plus a small amount of nitro. Do not let your engine become addicted to nitro (they do) since it is possible this may ultimately be banned for racing since it is very dear, hard to obtain in some countries or even



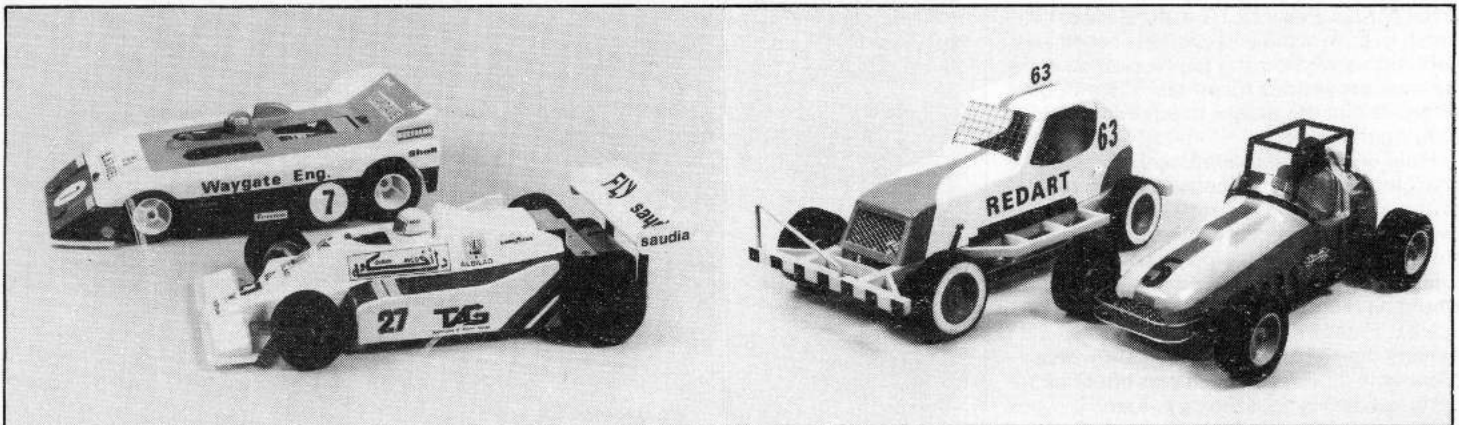
A good start! This is the Nova starter specially made for R/C cars and available from PB dealers.

impossible. There has been this 'anti' move for some time ... perhaps it will take effect this next season. The car Speedsport Association FEMA who organise round the pole speed racing against the clock stopped using it a year or two back and their speeds have not noticeably suffered so don't worry.

Good luck with your Colt! Fast racing, no corner cutting and straight ahead to lead the field. If some of this review is very elementary I don't apologise for a word of it ... there are lots of newcomers to the hobby to whom this is all excitingly mysterious.

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1/12 SCALE ELECTRICS: These cars are easier to construct and operate than the larger 1/8 scale glow motor powered cars and they are also quieter and cleaner which makes them ideal for indoor racing although many races are also held outdoors. Running costs are very low as all our kits include nickel cadmium batteries which are re-chargeable from a 12 volt supply in 20 minutes.



Mk II Race Cars, Lola Sports

Two years of competition experience and success have gone into making these kits the best value currently available to the novice or serious competitor. Features include superflex epoxy glass chassis, ball raced rear axle, alternative motor position in front or behind the rear axle, new steering servo saver, new 5-speed controller, alternative gear ratios available, etc, and the competition kits include a 6-cell re-chargeable nickel cadmium battery pack, charging leads and Mabuchi RS 54 motor.

Williams F.1. £42.95

Stock Car £36.50

These two models are both ideal for racing on small oval circuits, indoors or out. The stock car is based on a rugged one piece nylon chassis with a lowered dural undershield whilst the midget chassis is of flexible glass fibre. Both kits include a 4-cell battery pack, charging leads, speed controller, RS 54 motor and all major items required except radio.

Midget Racer £36.50

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NENE RADIO CAR GRAND PRIX

Report by
COLIN SPINNER

Photos by
LES PIPE

The Lings Forum, Northampton hosted for the second year the Nene Radio Car Club's national meeting for Formula bodied cars. A large entry of 120 drivers, including 25 team entries promised some very close racing.

Race Director Colin Spinner and his willing band of Club Members had set the scene for this popular event, this year benefiting by sponsorship from Mikros Systems Limited, the Northampton based Micro Processing Company, Schumacher Differentials and Cosworth Engineering.

With some 45 trophies to be won most competitors were ready for the off from 09.00 onwards. The meeting had been split into two categories Grand Prix '80 — Open Final and the Clubmans Trophy for drivers below 30% handicap rating.

Before racing commenced the Concours D'Elegance was judged by local airbrush artist Mr Ian Peacock. The standard of finish in both scale and custom entries was very high and choosing the respective class winners proved a difficult task. The club offers its sincere thanks to Ian Peacock for judging this event.

Heat one got off the line with ten cars charging into the first corner. A two row grid system giving a reasonable start to everyone — in theory! Unlike last year the track was extremely grippy and its interesting shape indicated some fast times would be recorded.

Neal Francis was soon to prove how quickly the circuit could be lapped with a creditable 22+ laps which was not to be bettered throughout the day. Alan Blakeman of Alpha Track Parts fame who donated the FTD cup had jokingly said when he ordered the trophy "put Neal's name on it" — how right he was!

The welcome lunch break after heat 24 enabled drivers to 'switch off' for half an hour and this interval was filled with the motorcycle and Tamiya Formula 2 practice sessions plus some demonstration laps from Neal Francis with an eight cell Tamiya Roughrider!



Race control taking a breather.

Back then to rounds 3 and 4 of the qualifying heats with drivers determined to reach the two 12 car finals.

At the end of 48 qualifying heats the fastest two drivers in each class were seeded straight into the finals — Neal Francis and Geoff Peters into the open with Max Topley and Dave Tonge qualifying straight into the Clubmans. Two semi-finals in each class were held with the fastest ten drivers going forward to their respective final.

In between time, the Motorcycle and Tamiya Formula 2 races were held. The bikes provided the usual spectacle of crashes, crazy marshalling antics etc. Winner was Mark Chaplin of the Nene Radio Car Club.

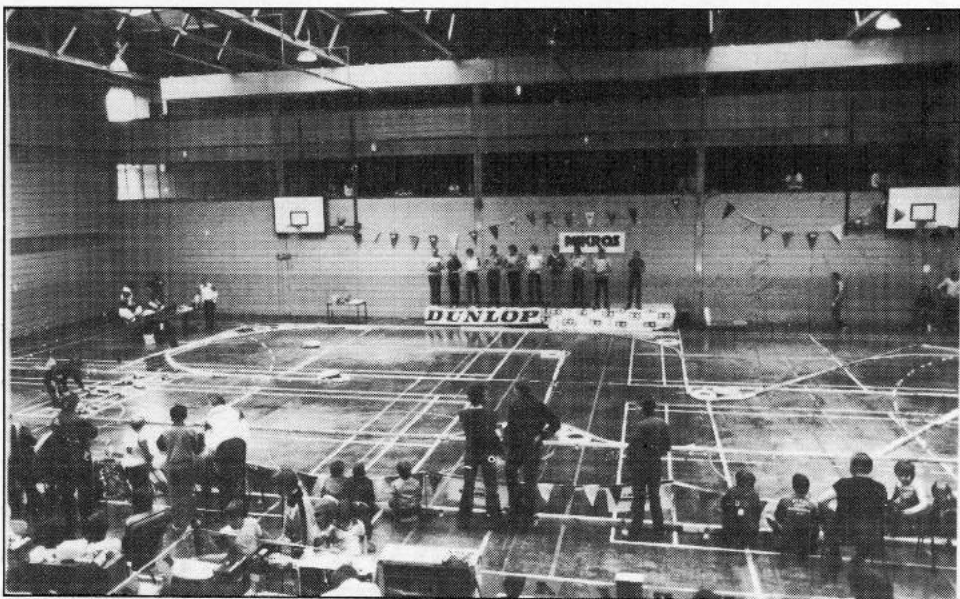
The Tamiya Formula 2 race was probably the closest of the day despite the depleted entry. All cars were obviously equal and 6 minutes of concentration with these somewhat slower cars saw Alec Hudson a worthy winner!

So on with the finals. The Clubmans final saw Max Topley get caught up in the start line fracas and he never really recovered. Joe Moss was a deserving winner with Dave Tonge finishing 2nd, with much vocal encouragement from the Ally Pally contingent!

In the main final — Grand Prix '80 race commentator Nick Adams put Neal Francis in a class of his own. He was soon lapping the field with great panache. Geoff Peter's withstood the challenge of Les Pipe and held second place to the finish.

Geoff seems to enjoy our Formula meeting greatly and pulled out all the stops again to receive the runner up award. Third time lucky perhaps Geoff!

The prizes were eventually presented around 7.30 pm by Mr Keith Forster of Mikros Systems Ltd., and Cecil Schumacher. Our sincere thanks to the many people who contributed trophies—Alpha Track Parts, Avill and Sons, Cosworth Eng., Stagg Models and Avon



Lings Forum

Cosmetics. Our thanks also to Tony and Ros Chaplin for lap scoring the whole meeting, Judy Valentine for the unenviable job she did in updating the scores throughout the day, to Cec Schumacher and Clinton Forster together with the Nene Club members in scrutineering and transmitter control.

Finally to the staff of the Lings Forum thanks for a super race surface and to the numerous local companies who offered support, particularly Phildar Wools, many thanks once again.

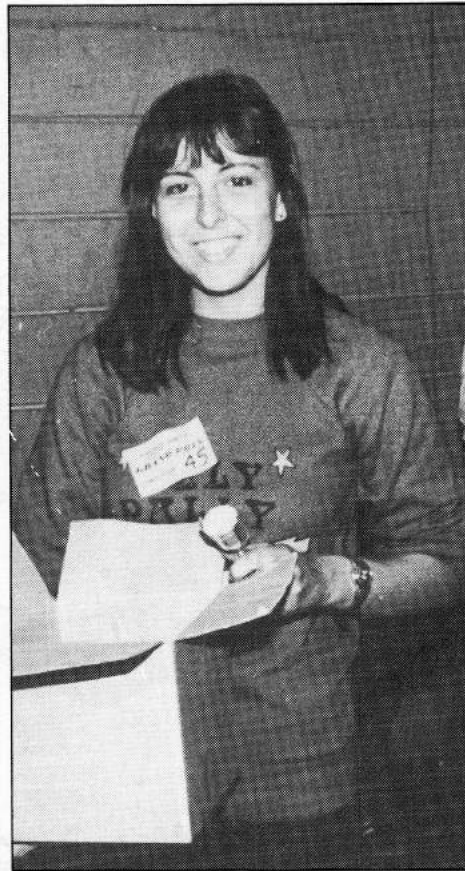
We look forward to seeing our many friends again in 1981 and trust an equally enjoyable day will be had.



Concons team winners 'Savage'.



Stephen Tilley best under-14. Cosworth Eng. Trophy — actual pistol from Didier Pironi's race winning Belgian GP cars.



Ladies champion, Jane Adams.

CONCOURS D'ELEGANCE:

Scale:

- 1st — F. Darby, Brabham BT46
- 2nd — Derek Bailey, Marlboro Alfa Romeo

Custom:

- 1st — Doug Kightley, Brabham
- 2nd — Jane Adams, Coca Cola Ligier

Team Award

Savage Racing — Brabhams

'COSWORTH' ENG.

Rookie of the Year (under 14 award) — Stephen Tilley

MOTOR CYCLE EVENT:

- 1st Mark Chaplin
- 2nd Stephen Tilley

Tamiya Formula 2:

- 1st Alec Hudson
- 2nd Paul Hopkinson
- 3rd Colin Spinner

Best NRCC Member:- Bill Coles

Best NRCC Amateur Member — Ian Cosby

Ladies Champion: 1st, Jane Adams

Fastest Time of Day — Neal Francis

GRAND PRIX '80:

- 1st: Neal Francis
- 2nd: Geoff Peters
- 3rd: Les Pipe
- 4th: Martin Jones
- 5th: Tom Morgan
- 6th: Bill Maisey
- 7th: Fred Hatfield
- 8th: John Chamberlain
- 9th: Graham Davis
- 10th: Ian Kerry
- 11th: Roger Harrison
- 12th: Peter Stone

CLUBMANS FINAL (THE SCHUMACHER) TROPHY

- 1st: Joe Moss
- 2nd: Dave Tonge
- 3rd: Steve Durrant
- 4th: Peter Van der Heydon
- 5th: Paul Hobbs
- 6th: George Land
- 7th: Tricia Chamberlain
- 8th: Stephen Robinson
- 9th: Ian Nash
- 10th: Max Topley
- 11th: Dave Taylor
- 12th: Clinton Forster



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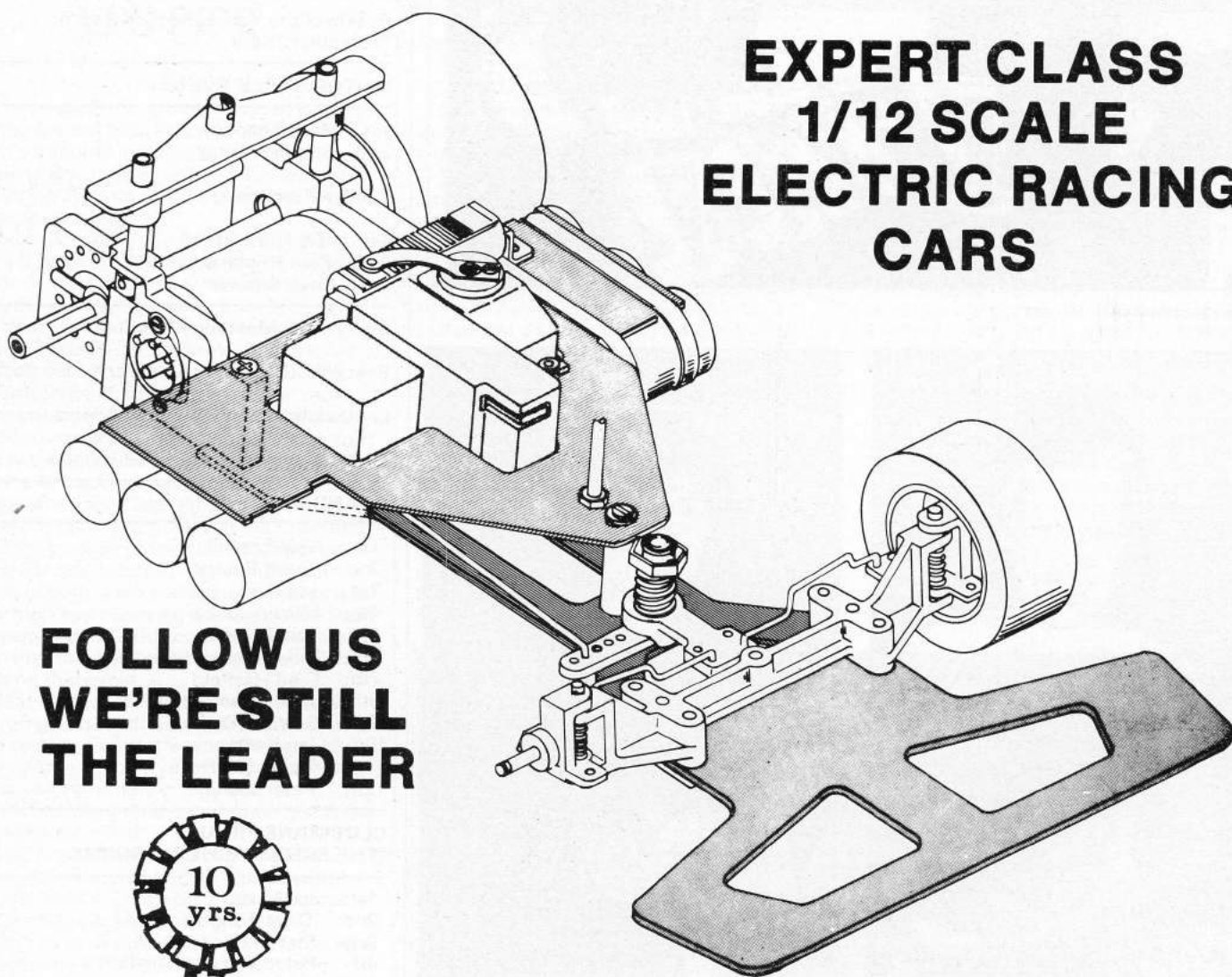
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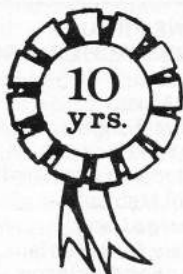
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