

W1113

# AUTO

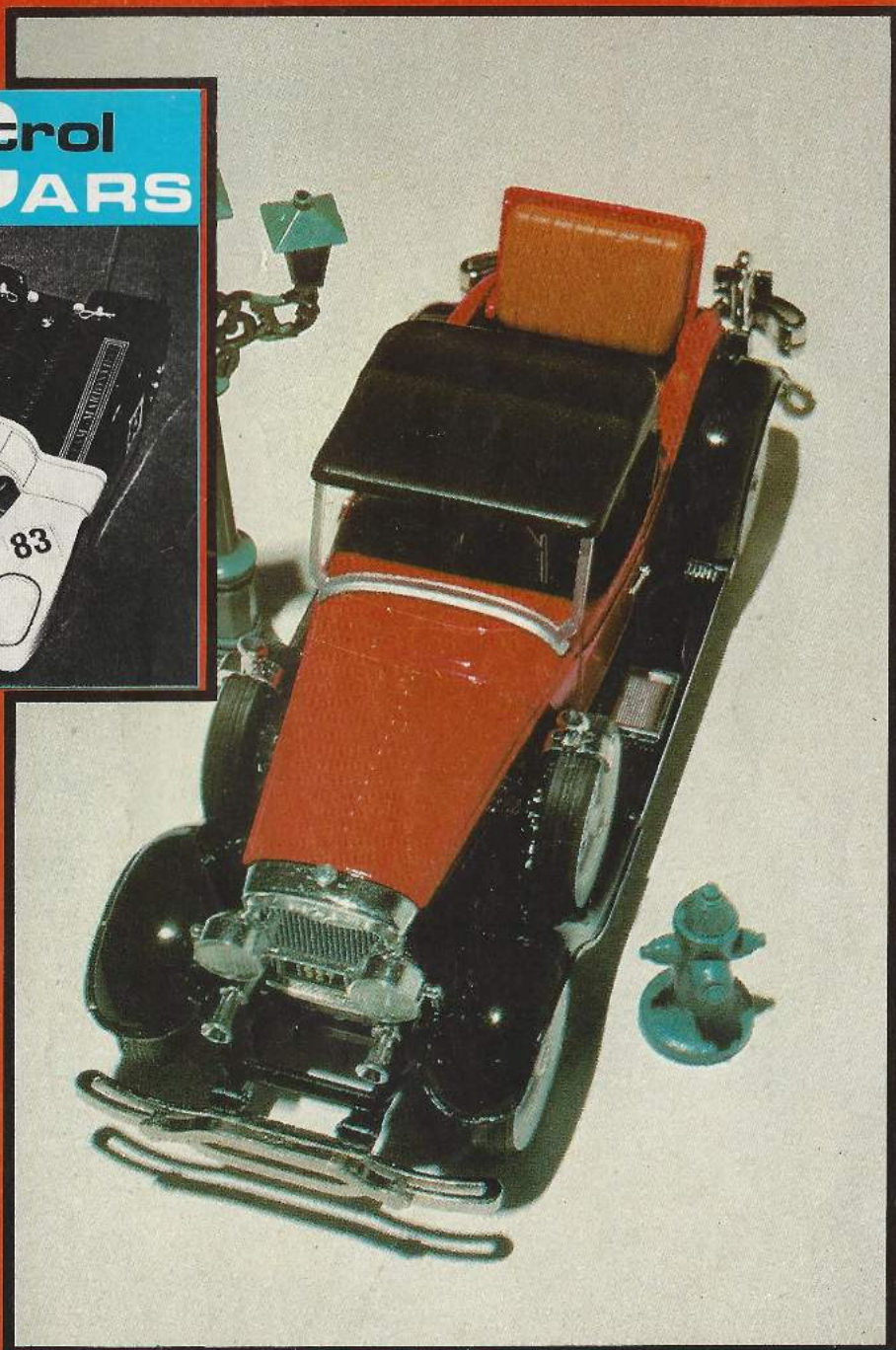
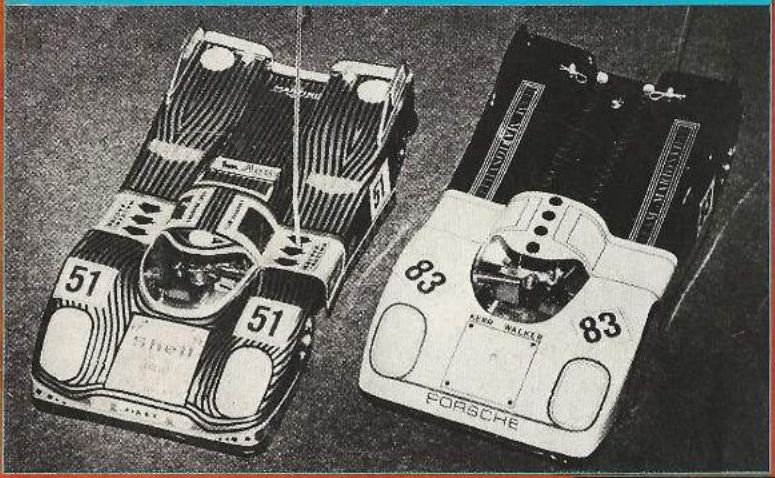
# Modeller

January 1981  
Vol. 2 No. 10

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# M radio control MODEL CARS



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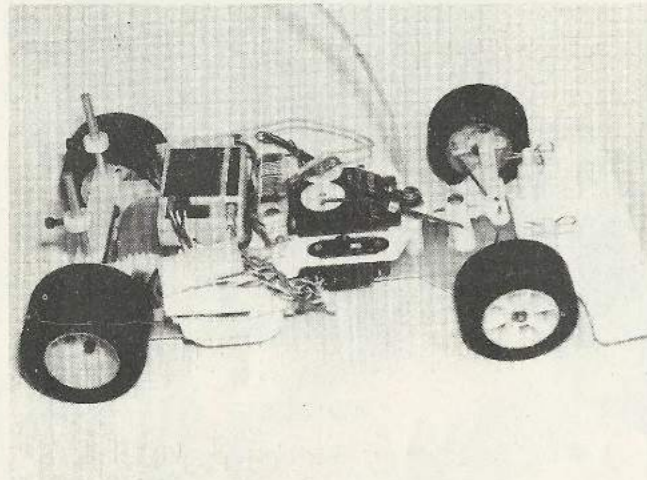
- DATSUN PICK-UP
- LOOKING AT THE SEASON BOTH WAYS
- CLUB & TRACK REVIEW
- Mr. THORP'S  
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- RC STOCK CAR CHAMPS
- SCOTTISH NATIONAL CHAMPS
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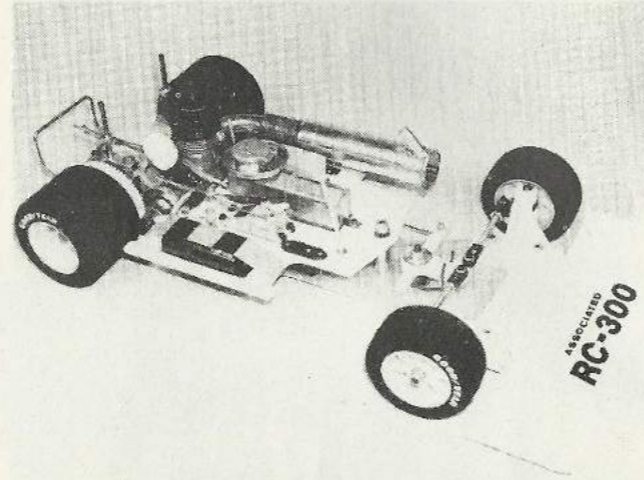
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**RC300** 1/8 GAS



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

<b>WINTERNATIONALS</b> 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

<b>WORLD CHAMPIONSHIPS</b> 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

<b>WIESBADEN GRAND PRIX</b> WIESBADEN, GERMANY		
1. Rick Davis	Associated	USA
2. Debbie Preston	Associated	England
3. Franz Groeschl	Scratch	G'm'n'y
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 WIESBADEN, 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 Semis.

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

## ASSOCIATED

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radio control

## Editorial



A Micro Racing i.c. powered Buggy which did very well in France in meetings, I believe first sponsored by the Micro Racing company. Ted Longshaw had some at the M.E. Exhibition a year or two ago but they were a bit pricey for 'fun' cars.

### THE MOTOR SHOW SPECIAL

**T**HAT 24-HOUR LE MANS race during the (fullsize) Motor Show at Birmingham may not have quite stolen the show from the Metro but it certainly put the seal on the reliability of the 1/12th scale electric car. Fifteen teams entered the event mustering ninety cars of six to a team which must have left the stock of experienced expert drivers quite low on the shelf! Of these ninety I am informed no less than eighty-nine completed the 24-hours course. The one that fell by the wayside was damaged in the pits accidentally like!

Total mileage (real) covered by the contestants was approximately 3500, which means average trip per team was around 233 miles, and nearly 40 miles per car. Weather, though kind at the start degenerated into rain into the early morning hours, which, though the circuit was partly under cover, was taken in on wheels and made the whole track damp.

Not unnaturally the most expert won in the shape of the Jim Davis Team headed by such stalwarts as world champion Phil Booth, Walt Bailey, the Prestons and I did even hear Bill Burkinshaw of RCM & E. Phil Greeno's Gemini team were next, slowing for some reason towards the end after holding a good lead, then the other fairly nearby team from Hobby Spot. But never mind who won it was manifestly a triumph for 1/12th scale quality!

Editorial Comment continued over.

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.

### OFF ROAD RULES FOR I.C. CARS FROM FRANCE

I have now been passed provisional rules of i.c. off-road racing from France. Over there events for "tout terrain" or "vert" racing as they call it have been going for at least two seasons featuring such cars as the Micro Racing Buggies (Ted Longshaw had them at the M.E. Exhibition a couple of years ago but they were a bit pricey for our fun market then). More recently Ripmax has been importing the Hobby People Baja and an off-road Turbo Cortina at less demanding prices. Here is a translation of the proposed French rules:

#### Definition of Car Standards

- To allow the utmost liberty in original design these standards will not be very rigorously imposed.
- Motor: I.C., maximum cc. 3.5 cm
  - Transmission: To choice
  - Steering: To choice
  - Fuel Tank: Maximum 125 cc.
  - Chassis: Material and shape to choice
  - Tyres: Design free. Size Minimum Front 75 mm dia. Maximum 105 mm dia. Rear 80 mm dia. Maximum 110 mm dia.
  - Bodywork: (Buggies, Autocross, Rally Cross) Scale model of exciting vehicles used for cross country — (Buggies, Toyota, Range Rover, Jeep, 2CV Citroen, Grand Tourisme, etc. Excluded: Prototypes, Formula cars.
  - Wings/Alerons: Authorised only where the full size car is already using them
  - Control: By radio within the limits imposed by the Post Office
  - Silencer: To comply with required efficiency 80 DB measured 10 m away at 50 cm above ground
  - Driver: Mandatory on open vehicle. He must be complete and realistic
  - Windscreens: Windscreens and anything else that could cause injury must be of such a nature as not to injure anyone on contact. Screws, wings, axles must be protected. Wind-screens must be pliant and not subject to shattering.
- Dimensions:  
Length overall: 600 mm  
Width overall: 290 mm  
Wheelbase: 270 to 330 mm  
Overall height: 250 mm (including roll bar and wing if fitted)



## PROGRAMME TIME & AGMS

This time round Christmas and the New Year marks a lull in the racing excitements of both scales. Evening racing at the Model Engineer Exhibition will have provided some interest from Londoners in particular, and to whet the appetites of visitors to the event from far and near. It will be interesting if we could learn just how many new fans have been recruited from a first sight of skilled racing. Newcomers come from all kinds of events ... one very keen slot racer I remember owed a decade of racing to having snatched the wrong magazine from a station bookstall when catching a train!

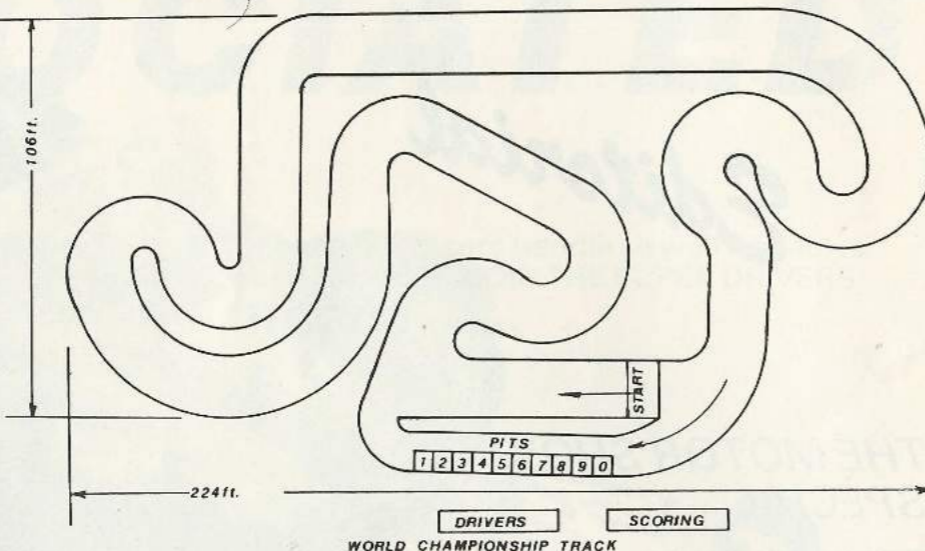
Most clubs arrange their Annual General Meetings about this time to grumble at last season's arrangements and make possible demands (which take a little longer) on their hard working committees who nevertheless seem to get re-elected for as long as they can stand the pace.

Certainly the British Radio Car Association goes about it in a clever way with pre-AGM Conferences for both 1/8th scale and 1/12th scale drivers. In this way the ideas carried to the main meeting have already been clarified at a lower level and business can proceed fast. I have just attended the 1/8th scale conference which included a very pleasant lunch, so unusual these days, and a lot of talk both on and off the record.

I think I can reveal quite safely that one famous car manufacturer will be sponsoring a series of events for 1/8th Sports/GT in 1981. Another important landmark is that the 1981 British Grand Prix will take place in the south-west of England (subject to AGM confirmation) and that British Nationals will be in North East (again subject).

What has struck me in the emergence of local league groups running interclub events. This is much to the credit of the Southern League who have led the way. Once again their 1981 fixture list shows a firm adherence of teams to the programme with Southampton, Aldershot, Bournemouth, Wessex, Northavon, Torbay, Exmouth (provisional), Mendip, Salisbury and Cardiff, the last mentioned a newcomer. Six rounds will be run and a Le Mans type start grid will operate on the old "echelon" principle. A 1/12th league will also be started with entries from Solent, Southampton, Taunton, Frome, Sussex, Sussex Adders, Cardiff, Andover, Bournemouth and Exmouth, plus at least another eight clubs who may consider joining. Then in the Midlands and North there are again groups as the Midland League and the sponsored Academy Lift Truck mini-league for 1/8th.

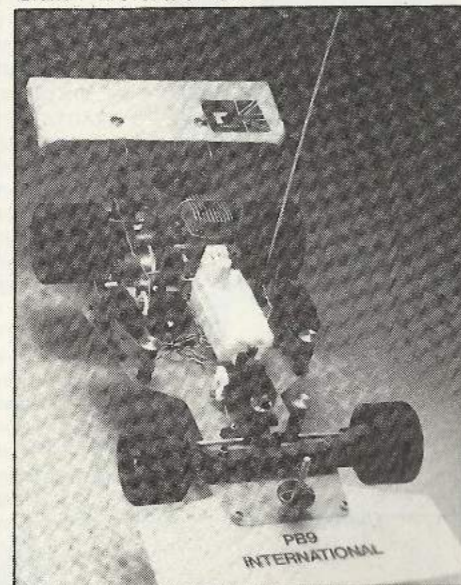
All this plus the excitement, even the most of us at some distance away, of a World Championships at Indianapolis. Programme here is getting itself together with publication of the circuit. Of special interest to us wet weather British is the note that "No racing will be done on a wet track surface." This it is claimed because during bad weather electrical storms are too intense in their neck of the woods to permit use of radio transmitters in the rain! Think of that when next you wield a broom to get the puddles off your track you Brits!



First sight of proposed World Championship circuit in Indianapolis next July. You could always make a mock up on the car park and practice — you might not get in the team!

# Looking at the Season both ways

**A**NY FEAR that our 1/8th racing could degenerate into a one-make bonanza (however nice for the one make in question!) was safely dissipated by the variety of drivers, countries and makes of car that took the leading 1980 places. If we analysed down to lower places in the International Calendar an even greater variety would be discovered. I provide here a cars, countries, and drivers table for EFRA Grand Prix events of 1980.



PB9 International still up with the leaders in 1980 but due to be replaced initially — or rather updated — by the PB Omega.

Strictly speaking the Carnoux and Monaco events were invitation meetings rather Grand Prix events but enjoy an international status. From this it is clear that three countries have enjoyed the main fruits of victory Italy (7) Great Britain (7) and Holland (6) ... so carwise you pay your money and take your choice.

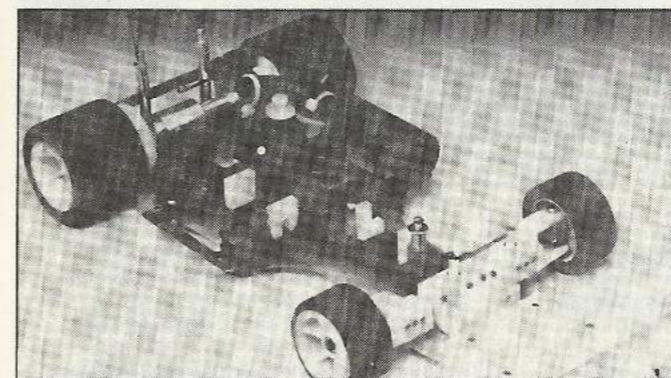
Nearly all the wins were on conventional cars, only Phil Booth's win at Ghest on his suspension special and Keith Plested's win at Baden bei Wien being on the sprung cars. Particularly noteworthy are the Ton/Bervoets wins on their much improved Serpent, the reward of perseverance with a design that had been dogged with ill-fortune and a reputation for taking 2nd place.

At home the scene has been very much one of optimism and hard work. Four new purpose built circuits opened in 1980 at Aldershot, Lambton Park in North East England, Aberdeen, our first permanent track in Scotland, and at West Burton, another N.E. circuit. Work is in hand on tracks at Preston and at Southampton, hopeful for the 1981 season. Other circuits that still require a little more fettling up to be of acceptable national standard are coming to the fore and there are a number of clubs using car park areas with adjacent facilities many would envy where they enjoy commercial good will from car park owners and can use their facilities.

That largely takes care of the front line performers, what we might call the various national 'aces'. At grass roots level a great deal is being done to encourage the less skilled in the shape of sponsored Open Meetings, local leagues, and a more compassionate BRCA attitude towards the handicap system. Now a single good placing or win does not involve a sharp handicap rise, but is averaged over a

GRAND PRIX EVENTS 1980							
Country Holding	Date	Winner Formula	Country	Car	Winner GT	Country	Car
Spain	15/16 March	Orazi	Italy	SG	Phil Booth	GB	PB
Switzerland	12/13 April	Buhler	CH	?	Ronnie Ton	NL	Serpent
Holland	26/27 April	Phil Greeno	GB	PB	Phil Greeno	GB	PB
Italy	10/11 May	Veronesi	I	SG	Orazi	I	SG
France (Lyons)	14/15 June	Collet	F	SG	Ronnie Ton	NL	Serpent
(Carnoux)	21/22 June	—	—	—	Gherisi	I	SG
Monaco (World Cup)	14/15 June	—	—	—	Gherisi	I	SG
Germany	12/13 July	K. Plested	GB	PB	Bob Errington	GB	PB
Sweden (Euro Champs)	9/10 Aug.	P. Bervoets	NL	Serpent	Ronnie Ton	NL	Serpent
Belgium	6/7 Sept.	Ronnie Ton	NL	Serpent	Phil Booth	GB	Special
Austria	13/14 Sept.	Giorgetti	I	SG	K. Plested	GB	PB

(British GP was cancelled)



Franco Sabattini comes into his own again with this updated Futura. Adjustable caster at the front, plus the whole front end swings for springing. Double disc brakes. Sparkles in the hands of Gherisi, World Cup Winner, 1980.



Gemini has been outstanding 1/12th scale electric car of the year ... with wins by designer manufacturer Phil Greeno, and sometimes right down the line of finalists to prove it "wins out of the box."

driver's last three outings so that his rise in the list is gradual and not meteoric. This has still failed to keep some good men down! First year of Association Class finals at the Nationals showed that you need not be sponsored to do well. It also sorted out what an unsponsored driver was to the satisfaction of the majority. (You do still find a small "I was robbed" department).

For next season a splendid degree of sponsorship seems on the cards, with at least one prominent car manufacturer running a series of meetings. Bill Burkinshaw of RCM & E is also endeavouring to establish a limited cost class with a series of meetings throughout the season. Banning of differentials and springing as well as providing 'official' fuel may put some people off but it is a brave step in a direction that others have found full of pitfalls. Wes Raynor of Mardave has tried in vain to get something of this sort going for low cost cars, in vain! Best of British, Bill!

Still, with 1/8th, we can look to some new meetings for "off road" "tout terrain" "Vert" car, call them what you like, just buggies explains it all. The French have been running events for such cars for several years now. Manufacturers have been producing some examples and there looks to be an immediate chance for people keen on fun running to find their niche. The French have produced a provisional set of rules which keep the engine limits to 3 1/2 cc and size to sensible proportions as set out above.

Cost and ever increasing high technology has been encouraging many of our less dedicated (and poorer) enthusiasts to turn towards Stock

Car Racing which may lack the glamour of the racing scene but does provide a low cost outfit unlikely to change from season to season and demanding no extensive preparatory work tuning up. A number of clubs now have Stox Sections, whilst that great Stox club, Chessington, now has a 1/8th scale racing department! It would be nice though if the various splinter groups here and in Europe could get together to form an all embracing association. If EFRA could do it why not the stockers?

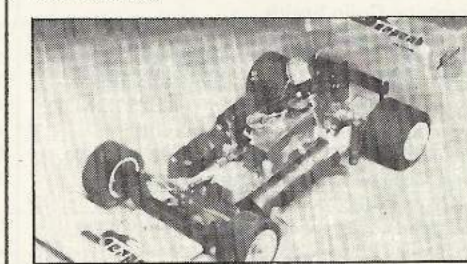
Electric cars have continued to boom. This issue sees a report of the first 1/12th Electric Nationals in Scotland, where enthusiasm is as high as anywhere. The Midlands continue to be the meeting centre of the hobby with the Jim Davis Bonanza at the Bingley Hall to start the year, and his more recent 24 hour Le Mans Spectacular, plus the highly successful Malvern meeting, now again the venue for the 2nd 1/12th Nationals an event which should by now have taken place, again under the guidance of Tony Stephenson and his merry South Birmingham clubmates.

More "off road" meetings can be expected, plus a lot more cars of 1/10 and 1/12 scale to swell the ranks of waterproofed machinery. I note at least one British manufacturer already offering a knobby tired car that can be converted into a sedate hall performer in next to no time and a conversion kit. More will follow.

More and more clubs will no doubt be forming. The idea of a big club has never been popular in the r.c. field: it limits the running time of members. Ideal number is about 50 with two thirds turning up regularly at meetings.

So we can expect a number of hiving off operations not to be regarded as the club breaking up! Some changes can be expected in the use of additives to wheels. Already I hear of halls being reluctant to allow cars to run on silicone tyres since the deposit is hard to get off and spoils the floor for dancing. This has already been overcome with specially treated tyres, but a ban could deny many valuable halls to racing.

The motor question will perhaps cure itself with longer heat times — you can't go fast and far, so that eight minutes, moving up in due course to ten may be the order of the day. I would like to see longer finals with a compulsory re-charge during the event. The time lag would then allow, say, a handicap final to be run, leapfrogging, and then back again for the second half of the final. Worth thinking about to manage say a 15 minute final. It would also mean that one slip need not spoil one's chances of being in with a chance.



Serpent Pro, European Champion 1980, has done great things in the hands of its co-designers and drivers Pieter Bervoets and Ronnie Ton of Holland.



# Club @ Track Review

## Invitation from New Zealand

I have a very interesting offer from Combat Automotive, Postbox 881, Gisborne, New Zealand. Their director Dave Williams, whom I have corresponded with over the years, and who is an important figure in 1/12th racing over there, writes:

"We are currently developing a low cost R/C 1/12th scale electric race car which in New Zealand testing has proved to offer a tremendous amount of performance for very little cost. We wish to organise a works team in the UK (the car is now available by mail order for anyone wanting to buy one) and will supply car and spares to any team who fills this role. Can you recommend anyone who may be interested or perhaps even mention it in the next issue of your magazine? We do not want just a freeloading team looking for a car but rather a team that can race and evaluate the vehicle, send back reports and assist in developing a car that meets the demands of the UK consumer."

Well there it is. If you are interested, drop Dave a line setting out not what you hope to do but some account of what you have done so far — wins and with what, location, age, occupation, special skills — just sell yourself and your team mates (say two other interested persons). Meanwhile, I will see if I can get a car to write up in the mag. Luck luck!

## Wickford Radio Electric Car Klub (WRECK)

Secretary: Colin Smith  
79a Hill Avenue (Not Mill as previously published)  
WICKFORD, Essex (Tel: Wickford 63702)

Colin writes to amend the club's activities as they are now exclusively racing 1/12th STOX! This is the first club to so notify me and indicates a breakthrough for this class of racing. Sadly, Colin adds, that the reason basically is that, like 1/8th scale, the technology and associated costs have soared and to maintain consistency is beyond what is reasonable — i.e., he says, it is too damned expensive. The club are finding the cars to be excellent fun ... there is nothing quite so satisfying as following and deliberately nudging an opponent on a



The Mid Beds Electric Car Club pose for the camera complete with cars.

bend, and it is minimum cost.

Members have already developed a whole batch of hints and tips on cars, and are mainly running Mardaves. They boil their chassis before using them (old aeromodelling gimmick for nylon props) so that is tip No. 1. An article on "care and maintenance" is promised, also details of their scratch car.

## Mid Beds Electric Car Club

The club now meets on Tuesdays from 7.30-10.00 p.m. at Sandy Upper School, Engayne Avenue, Sandy. Subs have been reduced to £5 for Seniors, £2.50 for Juniors (School children is exact description of Junior) plus 70p per night's racing. Heats are for six minutes using standard motors. Hall is of good size and floor is of thermoplastic tiles which give a very good grip. New members very welcome and there is an on-going competition which runs for six months culminating in a final for champion. Enquirers please ring: Sec. David Samuel (Sandy 82636) or Treasurer David Robinson (Huntingdon 214168).

## Isleworth Electric Car Club

Chairman: David Burgess  
46 Saville Crescent  
ASHFORD  
Middlesex TW15 1SX (Tel: Ash 59573)

David Burgess writes amending his position from Sec. to Chairman, and also points out the club should be listed in Middlesex area NOT Surrey. Sackcloth and ashes apology, David.

## Redbridge Racers Electric Car Club

Secretary: George Land  
18 Manor Farm Drive  
CHINGFORD, Essex (Tel: 01-524 3611)  
Assistant Sec. Peter Donohue  
69A Eastern Avenue East  
ROMFORD, Essex (Tel: Romford 28087)

Club was started about a year ago by Paul Smith (Chairman) by advertising in local model shops, mainly Red Baron Models and RadioActive. Members are all Ally Pally oriented, but this is not a breakaway group, but fills a need for a local unit, where Ally Pally expertise gained at the 'best club in the country' can be

passed on to the less knowledgeable. Meetings are on Tuesdays at 7.30 pm at St. Andrews Church Hall, The Drive, Redbridge, not far from North Circular Road (eastern end) and at the bottom of M11. Membership is restricted to 32 and at present is full with a small waiting list. Restriction is so that all members can get at least three heats during an evening plus finals. Guests are welcome but members take priority. Club is run on Ally Pally lines, with a membership revised quarterly and quarterly club championships for seniors and juniors.

There is plenty of support for another club or two in the area, and officials and members of Redbridge would be happy to advise though not actually to assist in any such formation. Nearest club (apart from Ally Pally) would seem to be about 25 miles eastward.

## Exning Radio Control Motor Racing Club

Secretary: J.D. Allbone  
18 Garden Close  
Sutton  
Cambs. CB6 2RF  
(Tel: Ely 777157)

Club meets at 7.30 p.m. Mondays nights at Exning Church Hall. Both 1/12th and 1/10th scale cars welcome. Exning is just the Ely side of Newmarket. Members also take part in outside meetings, with three at Brighton at the beginning of November and others at Wembley 1st, 2nd, 3rd January '81.

## North Cheshire Model Car Club

Secretary: P. Hatton  
12 South Dale  
Penketh  
WARRINGTON (Tel: Penketh 5883)

Club races 1/12th scale electric cars 2.00-5.00 p.m. on Saturdays at the Drill Hall, Greenway Road, Runcorn. A dozen regular members meet weekly, with six or seven of them entering open meetings. Visitors are always welcome with plenty of scope for racing. Weekly racing fee 50p. Prospective members please phone Sec. at above address. It is hoped to run a second Invitation Meeting at a local leisure centre in January. An outdoor circuit

is also available in a local firm's car park with informal (at the moment) meetings on a Sunday afternoon starting at 2.30 p.m. (The pub is just along the road.)

## Maidstone & Medway R/C Car Club

Secretary: Peter Wedlake  
51 Gladstone Road  
MAIDSTONE  
Kent ME14 2AV (Tel: Maid. 61849)

Peter writes: "The club is now under new management. We meet every Thursday from 7.30-10.30 p.m., at Heather Hall, Parkwood, Maidstone.

## Macclesfield R/C Model Car Club

Secretary: Alan Moss  
7 Toll Bar Avenue  
Off Black Road  
MACCLESFIELD, Cheshire  
(Tel: Macclesfield 20810)

Club has been in existence now for nearly a year, catering solely for electric cars, and has a current membership of about 40 with a regular club night attendance of 20-25. Meetings are on Sunday mornings 10.00-1.00 p.m. and Tuesday nights 7.30-10.30 p.m. at the Bollington Civic Hall, near Macclesfield. The past three months has seen members competing locally with some limited success and it is hoped to compete nationally in the New Year. Interested would-be members or visitors most welcome, please contact secretary in advance.

## Lilford Model Car Club

Secretary: Steve Taylor  
Hill Farm Cottage  
OVER  
Cambridge

Andy Digby (Lilford Stock Car Rep) writes: You may be interested to hear of Lilford's latest development — Lilford Goes Stox!!! Of course the club is still very much involved in 1/8th racing, but to cater for a growing interest within the club in stock cars and for better utilisation of Lilford's excellent but under used facilities, next season will see a full programme of stock car meetings, and will be run on the inner loop of the racing circuit. Affiliation with the RSCA is being sought. New members with either stock cars or racing in mind are always welcome and should contact the secretary, or can telephone Andy Digby at Huntingdon 215736.

## Boston Radio Car Club

Derek Brader has sent a report of the last but one meeting of the Academy Fork Lift Championship. This involves four clubs who have inter club home and away fixtures namely Boston, Scunthorpe, Leicester and Lilford. Forty competitors, ten from each of the clubs battle out the day in both Formula and Sports/GT events with the three qualifying heats in each class, leading up to an A final in each class of 20 minutes duration and a B final for next fastest of 15 minutes. This gives a lot of drivers a lot of racing and encourages the

# radio control

"middle grade" and indeed everyone racing, since points are awarded 20, 19, 18 down the line, with very nearly everyone able to provide their club with some pointage. Present position leaves Boston in the lead in both classes followed by Scunthorpe. Leicester and Lilford are 3 and 4 in Formula and reverse placing in GT. Last round final was due to be run at Lilford in October.

## Cardiff Red Dragons R/C Car Club

Secretary/Chairman: Alistair Graham  
1 Llandennis Avenue  
CYNCOED  
Cardiff (Tel: 751507)

Only a very brief note (passed over the BRCA 1/8th Conference) from the Sec/Chairman Alistair Graham. Club runs both a 1/8th scale section (with separate 1/8th Secretary Gordon Harding) and a 1/12th branch (Steve Jones, Sec) Interested parties should get in touch with secretary or to section Secs via the Cyncoed address. More details hoped for by next time.

## A Sad Plea!

Ealing reader Richard Sanders writes: "Although my r/c electric car driving is still only a year and a half old, I feel that if I am to progress to the point where I can quite happily label myself a driver I should enrol myself in a R/C car club ... can you inform me of a local club in my area, Ealing, Acton etc." Alas I cannot. If there are interested parties in those areas eager to get together to start a club please write to me and I will pass them on to Richard hopefully.

# Gemini

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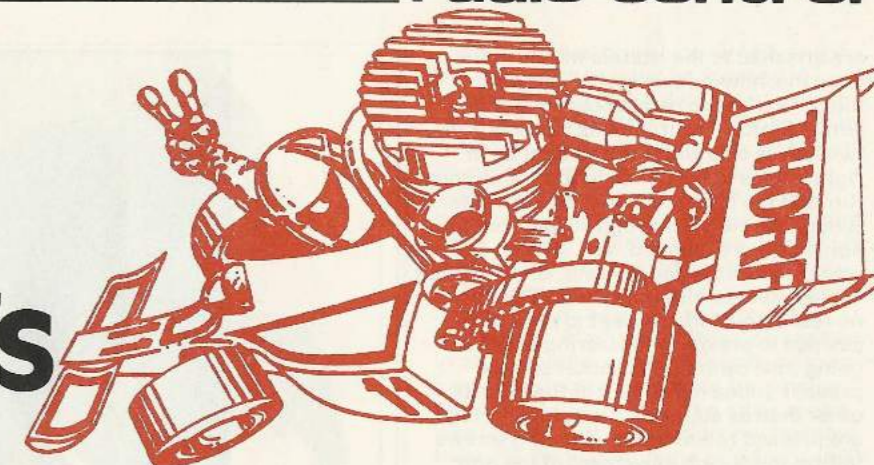
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## MR THORP'S



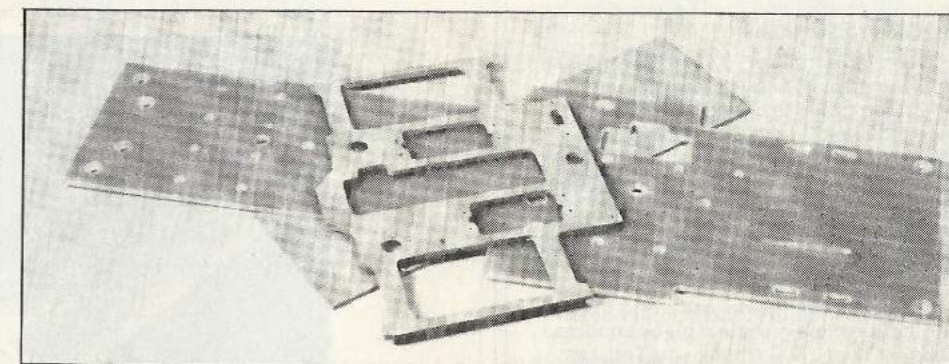
## REMARKABLE MOTOR CAR

JOHN THORP is undoubtedly the doyen of the West Coast model car manufacturers and a leading spirit in the development of the hobby in USA and particularly in the warm climate of California. He built and maintained the first American purpose built circuit at Pomona, which was the scene of the first World Championship event in 1977 when the pirate-like Butch Kroells won for Associated, followed home by a stream of other Associated cars. Alas, John has just come to the end of his lease there and moved to new premises to continue his model car manufacturing, though still in the Pomona district.

He still competes and still has a surprise or two for the youngsters racing his unique differential equipped car with automatic transmission and sprung front end. The car is also belt drive — surely again unique amongst top class racing cars? Not quite in this case, the Swiss Brem company, who claim to sell the most expensive kit in the world also sport a differential and belt drive. The difference is that John was doing it before anyone in USA or Europe realised the potential of the differential. We can excuse the Americans who drive mainly on good traction circuits (car park lots in the local language) and have hardly had a damp breath for years to make the surface slippery. (Gene Husting complained of a wet year with nearly an inch of rain — "thirty times our average!" he declared).

With money still in hand at the end of a holiday in North America I treated myself to one of the Thorp kits, which duly arrived after the customs men had had a go through it. I don't know if the minor omissions now are John's fault sorting out after his recent move, or if the Inspectors dropped some tinies out when repacking. But all will be well Ted Longshaw keeps a stock of Thorp bits and will provide.

Meanwhile I have made a start on putting it together and am having a splendid time. It is very difficult to believe that this outfit has been around almost

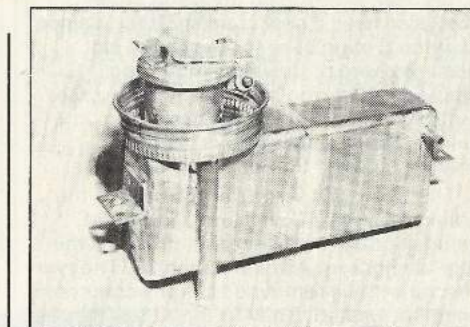


GRP chassis and cutout radio plate. Under is material for front bumper.

unchanged for nearly ten years, won very nearly every important race in USA, yet attracted only minimal support in Europe plus one near imitator. Bowing to popular demand the kit has a stout GRP chassis plate cut to shape and drilled as required. Holes are countersunk of course for CSK screws, so it is impossible to start wrong way up.

Disc brake assembly is neatly tied up to make sure you do not get it wrong and the two metal shoes lie horizontally on the chassis with the disc clear of the chassis (ie. no cut out needed) and position is very nearly central. This takes care of any thought that braking might be uneven with a diff. The differential axle, brake unit and the large pulley wheel adjoining the rear hub are all lined up with the plunger blocks and loosely screwed into place. Wheel attachment again strikes a new note. The alloy hubs each have three securing screws for attachment of wheels. Wheels by the way come true and glued, a welcome thing since I always require a major cleanup afterwards however careful I am with plastic bag mittens. How some people do it and stay immaculate I don't know! Hubs are placed on axle allowing a very slight protrusion.

Now for the interesting sprung steering. The two halves of the unit compromise a solid block through which a steel pin pivots about two L-shaped hangers; a similar unit is also made for the other half. These units



Fuel tank with flip-top for fast refilling. Overflow tray and waste pipe which goes through a hole in chassis.



Rear wheel, drive belt and rear axle with differential and pulley drive wheel.



are attached to the chassis with four flat head machine screws each. The solid blocks are free to pivot about their pins within limits. The front axle bearing is in two halves also with the end bent up at right angles to form the kingpin. This goes through the pivoted blocks on each side. Before slipping it through suspension cam adjusters are slipped on. These enable caster to be adjusted to taste. Short sprung rubber sleeves also go on now. They have no real significance except to provide a cushion to prevent the steering arm from going past centre. Hex socket screws prevent undue movement of these parts other than as adjusted. Two stout springs are pressed round these adjusting screws to firm the spring movement of the unit. Stub axle blocks are slipped over the kingposts and locked in place with collets. Plastic steering arms are attached to these axle blocks. It will be found that each wheel has a separate upward springing movement. This can be adjusted by the securing screws and the U-shaped springs attached round them.

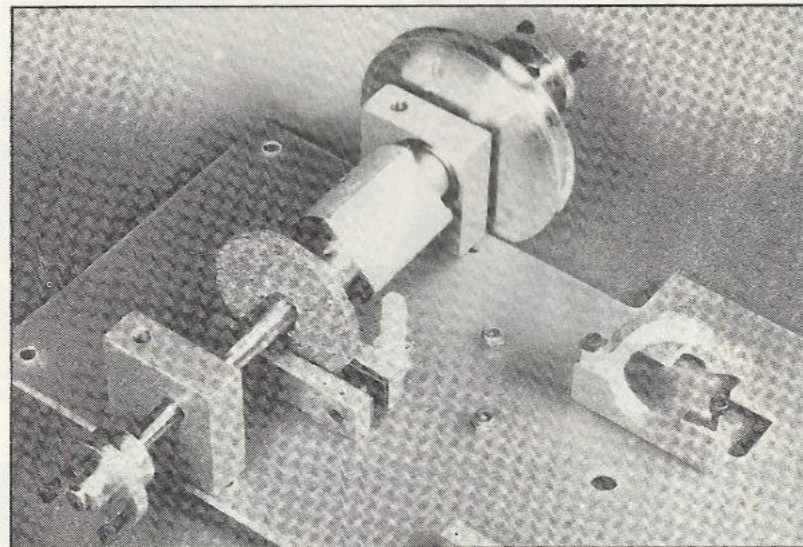
A conventional servo saver operates the steering arms. These follow the popular American practice of two separate rods each side held in place and adjusted by means of two securing collets. I don't like this very much and will certainly change for the nice ball and socket style more general in these parts. At this stage I put the wheels on all round to get a look at how the car was shaping. It shaped good!

Next excitement was installing the engine. I have a nice new black anodised head for my K & B (thank you Ted!) as a change from the 'Dexion style' Delta head it has been wearing on my Delta Super J. I shall also need a new crankshaft for it since I trimmed mine back for the Delta. No business here of the usual mounting blocks. A split ring secures the crankcase, but only after some of the machining splines on the outside have been filed smooth, when it tightens up precisely.

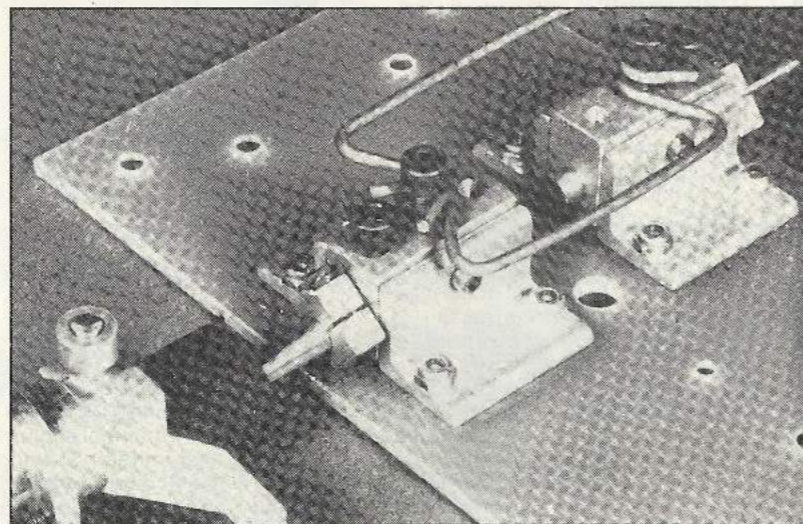
The two lower screws at the back of the crankcase are removed and a fitted bar, using slightly longer screws, provides the rear anchorage. As neat as can be. The two shorter screws removed from the crankcase were not wasted. They fit the K & B threads higher up to fix the manifold!

By the way, thoughtful John says to avoid oil slung from the front engine bearing, file a spiral groove in the crankshaft so I shall not be changing mine for a whim. This prevents oil getting on the drive belt and the rest of the car.

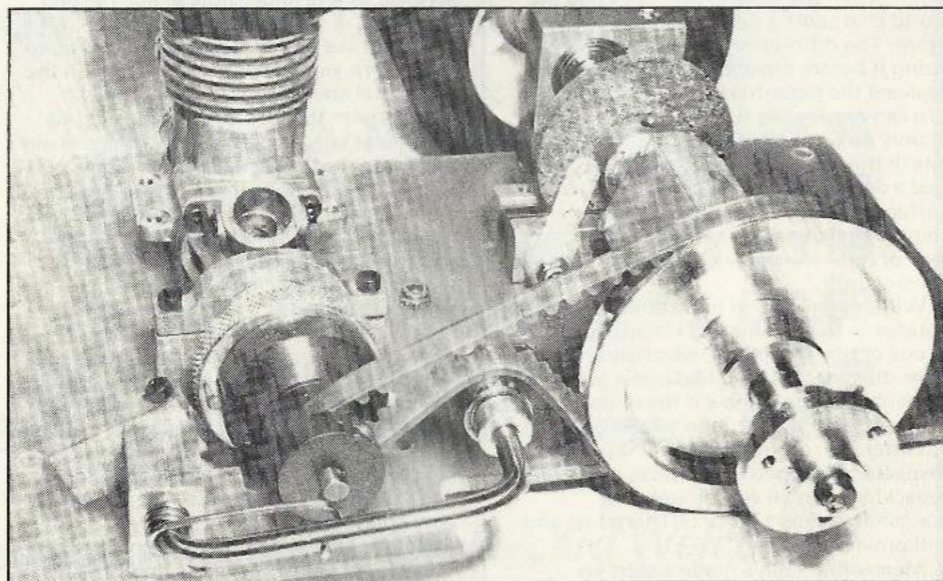
We are ready for the big task of assembling the automatic transmission. A series of steps numbered one to eight are given diagrammatically. Even though you may be reading this only for information they give so good an impression of this fascinating exercise that I am including them. I hope, at any rate that some drivers will be tempted to have a go Thorp-fashion. Everything along the line is a little different. As one who can drool over a four cylinder Japanese motorcycle engine and its four carbs I hope you can join me in admiration.



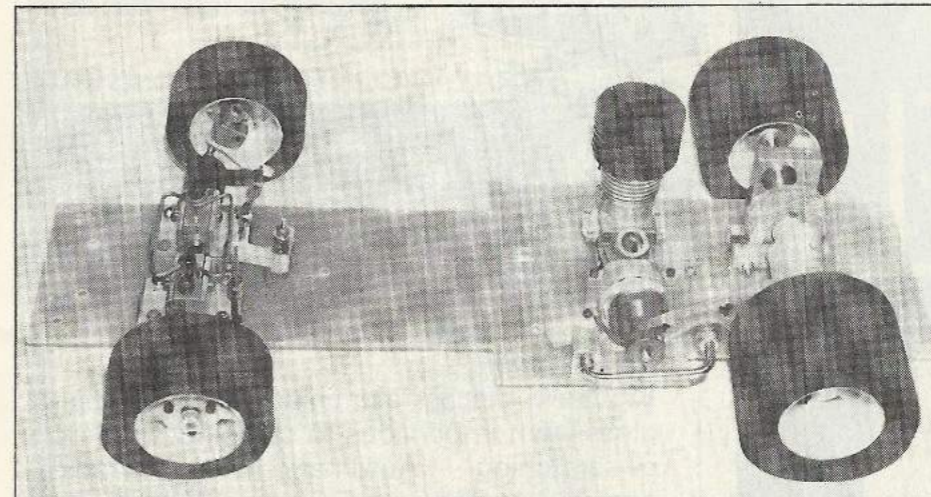
Axle installed on plummer blocks with disc brake in centre. Turned hubs have three screw fixing to wheels. Note also unusual fitment to secure engine.



Detail of sprung fitting for steering unit.



Drive and automatic transmission set up.



A general view of the rolling chassis.

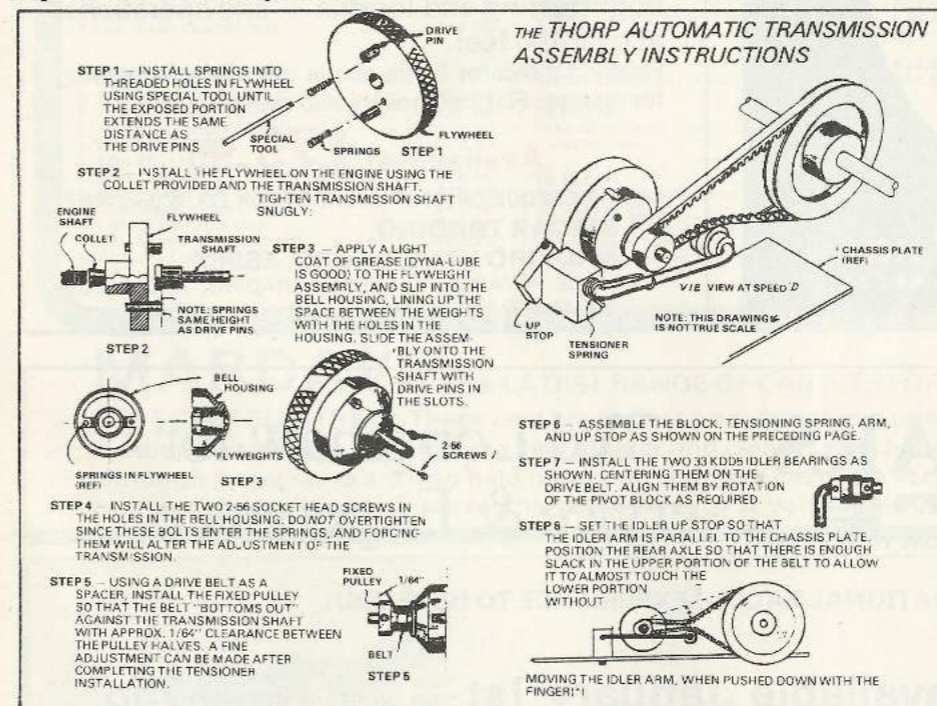
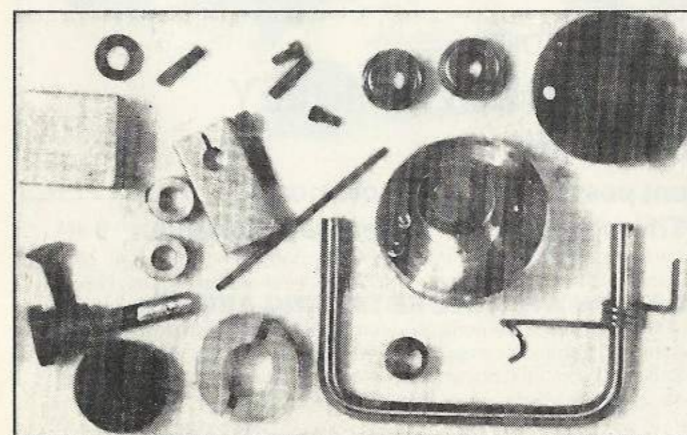
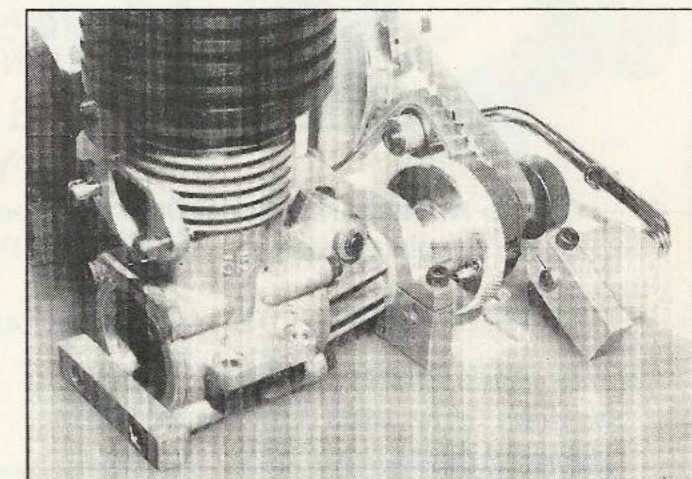


Diagram series to show setting up of clutch belt drive and adjustments.



The parts that comprise the automatic transmission clutch and bell housing.



Rear view of K & B showing installation.

Flywheel has drive pins already fitted; but light springs must be screwed in adjoining them using the special tool provided. These later provide seatings for screws holding the bell housing. The bell housing is finely made with slots in its sides which engage with the flywheel drive pins externally. The shoe flyweights, ready sprung together are contoured to fit the housing and slip smoothly into place.

The transmission shaft extends from the unit as well as being screwed onto the crankshaft. After the bellhousing has been located, another coned disc goes on to form part of the locating sides for the smaller pulley to carry the belt. The other coned disc is fixed with an allen screw. We now have a large pulley on the axle and a small one on the engine. These are joined with a toothed plastic belt (similar to a sewing machine belt, or closer to our interests — a stock car drive belt). Some adjustment can be obtained by the slotted plummer block fixing holes.

Then comes the installation of the automatic tensioning which provides the speed control. A block is attached to the chassis to carry a U-bent steel rod. One end of the U goes into this block and is held in place with a further stop block. A ready bent spring restrains the movement of the rod about the block. The other end carries two ballbearing held in place with collets. These bearings press against the underside of the belt with less or greater force according to speed of car via throttle opening, providing more or less slip suitable to the speed. Adjustment of just how much is made via the up stock block mentioned above.

In the next issue, radio plate will be installed and the various connections for throttle and braking. These unusually are all provided with little tags showing which rod goes where. Then we must fit the bodysell — I have a nice Mercedes from Parma that I am anxious to fit, in addition to trying my hand at spraying silver.



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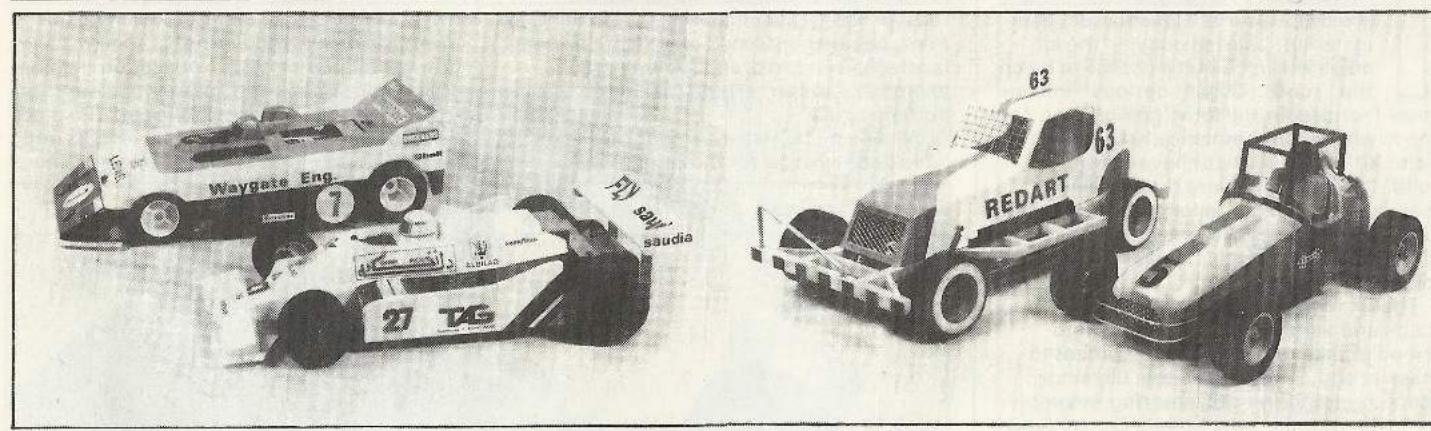
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## DATSUN ATV PICK UP BAJA

**T**HE MRP DATSUN ATV Pickup comes in a variety of modes. The rich and lazy can acquire the truck completely finished with radio gear installed, painted body — the lot — only needing a quick charge to be on the road. Other options include these features in kit form going down the line to what is euphemistically called a 'semi-kit'. This is what I have here to build. It is really no more than a rolling chassis but is adequate for an introduction to off road vehicles. Scale by the way is 1/12th so it is perfectly raceable in any company.

The kit comprises chassis in alloy bent to shape and suitably drilled; radio plate drilled to take ni-cads and attachment to chassis, body mounts suitable 05 motor, gears, plummer blocks, steering assembly and front bumper plus wheels ready glued and trued, and unpainted Lexan bodyshell. Builder must provide ni-cads (cable ties are supplied) and the usual radio gear. So it is not really so far short of a complete kit after all — just the sumptuousness of alternatives makes the offering look small!

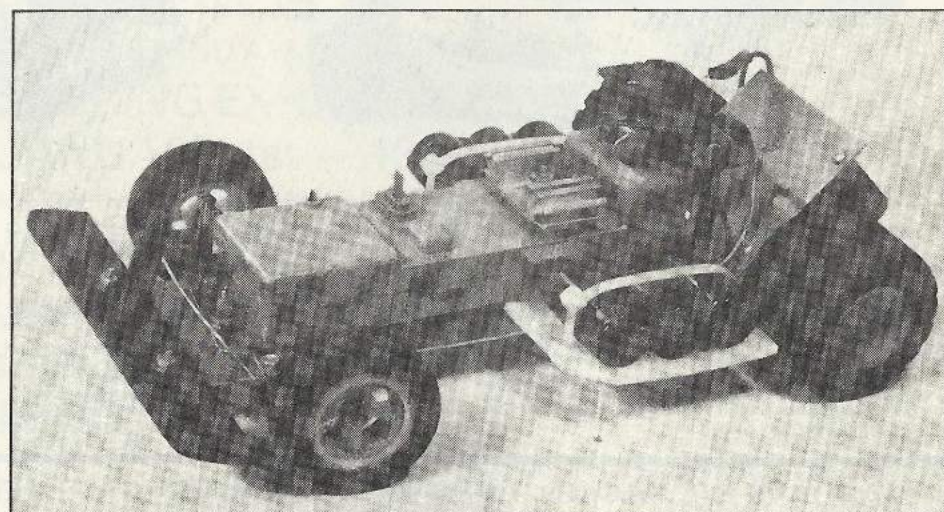
I mention the chassis is bent to shape; it is. This may be a new slant to some. Rear is sharply bent up at about 45° to the ground level. Plummer blocks for motor and motor are attached to the underside of this bent up part. Idea of course is to raise the motor up out of harm's way (wet?) and help give

more ground clearance. Steering unit at the front — you've guessed — is attached to the underside of chassis for the same reason. Front end of chassis is also bent up a few degrees but small stout front bumper is attached on top of this. A well drawn exploded diagram should make this perfectly clear.

Wheels and tyres are a delight! Fronts have deep ribbing for directional stability;

robust rears are patterned with deep toothed cuts across their width. Installation of rear axle follows the long established MRP/Jerobee/Jomac/Bo-Link style of a hexagon axle turned round at the important points; with a spacer on the non-driving side and little split nylon bearings called nyliners which are slipped into place and located with little knobs which fit into the holes provided in the plummer blocks.

The complete car with body off — all very compact and well protected from the elements.

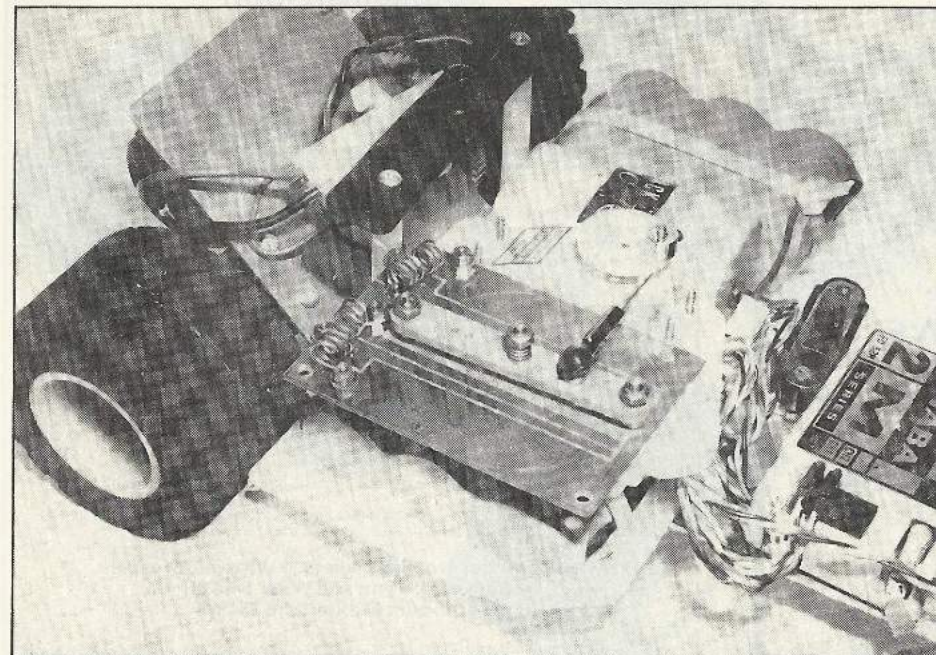


It has been a traditional fitting method since electric cars came out and has not seemed necessary to be improved upon! Even some British produced cars follow this method or variations of it. Wheels are attached with circlips — good and big so my usual moan about losing them on the floor does not apply.

Front wheels are more tricky. The stub axles are fitted into the steering arm/kinpins mouldings already. Springs are slipped over and secured with small circlips (ugh!) to provide a degree of movement. Wheels go on the stub axles and are again fixed with circlips — if you can get them on! I found it necessary to turn down the phosphor bronze bearing — which can be popped out of the nylon hubs quite easily — to allow the circlips to go on the ends. The fixed nature of the axles in the mouldings prevented any adjustment of their lengths and these were found to vary very slightly so it is best to fit each stub axle individually. I turned mine down on the faithful little Unimat lathe in a moment or two. If you lack such a tool then a file will do the job, finishing off with emery paper or crocus paper. Do not cheat by leaving out washers! Steering linkages provided should be slipped on before assembly.

Short body mounting post is attached to the sloping front section and bumper producing a leaning back post which can of course be packed up with a washer that has been thinned down on one side to provide a truly upright job. My post was too short anyway and I used another adapted from the 'come in useful someday' box. The two rear body mounting posts are attached by the same screws holding on the radio plate. A cross piece with a drilled peg completes this unit. I had a spare set of Ni-cads and slipped them in place locking them firmly with the cable ties provided. For added

*My version. Note that I have used a printed circuit board to enjoy reverse (bound to need it "off road"). This goes on top of the shaped plastic intended for a resistor and wiper. Everything else goes in a treat.*



"Semi kit" car as provided though Ni-cads have been added and do NOT form part of the deal.

security a strip of servo tape underneath the two packs makes doubly sure they will not shift.

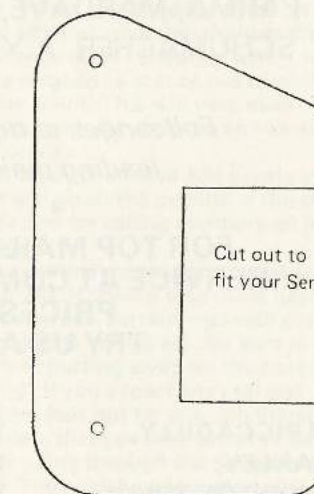
A small square of nylon sheet is included to be cut out to carry resistor and servo, making cut just right for your servo with 1-1/8th ins. between servo output shaft and centre line of resistor. Steering servo fits in well forward and is linked directly to steering arms using a ball jointed type of connection. I try to fit in a Micro Mold accessory here as it also works as a servo saver since the arm springs off the ball with unwanted strain.

Rx battery can be dispensed with if desired by tapping into the ni-cads and sharing the power available. However, if you prefer to use a separate Rx battery there is room to locate it between the rear

wheels on the sloping topside there. It provides extra weight over the wheels and may well be of value on rough terrain (like the sack on spuds in the boot of early Fords?) Double sided servo tape can be used to fix these bits and pieces. However, if you are going over rough terrain it will pay to install one or two straps to secure servos etc. more securely. Joining up of wires is cheaply arranged by using so-called chocolate-bar connectors. These are little plastic strips of connectors, each with brass screws and a positive connection point. They can be cut off as a separate two-screw connector, or used with two or three together according to complexity of wiring. Alternatively, those nice impossible to join up wrong plug and sockets will do the job.

Template for resistor servo mount.

RESISTOR to SERVO MOUNT  
make from  
1/8" Polyethylene Sheet



Drill 1/16" holes for Resistor Mount Clips and Servo Screws.



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| 1972 Surtees TS9      | 1969 Surtees TS 5000     |
| 1971 Tyrrell F.1      | 1966 Lotus BRM 43 F.1    |
| 1971 Brabham BT34 F.1 | 1966 Cooper Maserati F.1 |
| 1971 Chevron B19 SP   | 1966 H16 BRM F.1         |

- |                         |                       |
|-------------------------|-----------------------|
| 1968 Lola T160 SP       | 1968 Matra V8 F.1     |
| 1968 BRM V12 F.1        | 1968 Honda F301 F.1   |
| 1968 Lotus 498 F.1      | 1968 Brabham BT26 F.1 |
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| 1979 McLaren M28       | 1978 Ibac-Hesketh 308 LM | 1978 Merc-Benz C111/3   |
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| 1977 Renault RS01 F1.  | 1975 Gulf GR8 SP         | 1976 Alfetta SL         |
| 1977 Wolf WR1          | 1975 Chevron B31 SP      | 1976 Jaguar XJC         |
| 1977 Copesucar F1      | 1974 Matra 670c SP       | 1976 Mazda RX3          |
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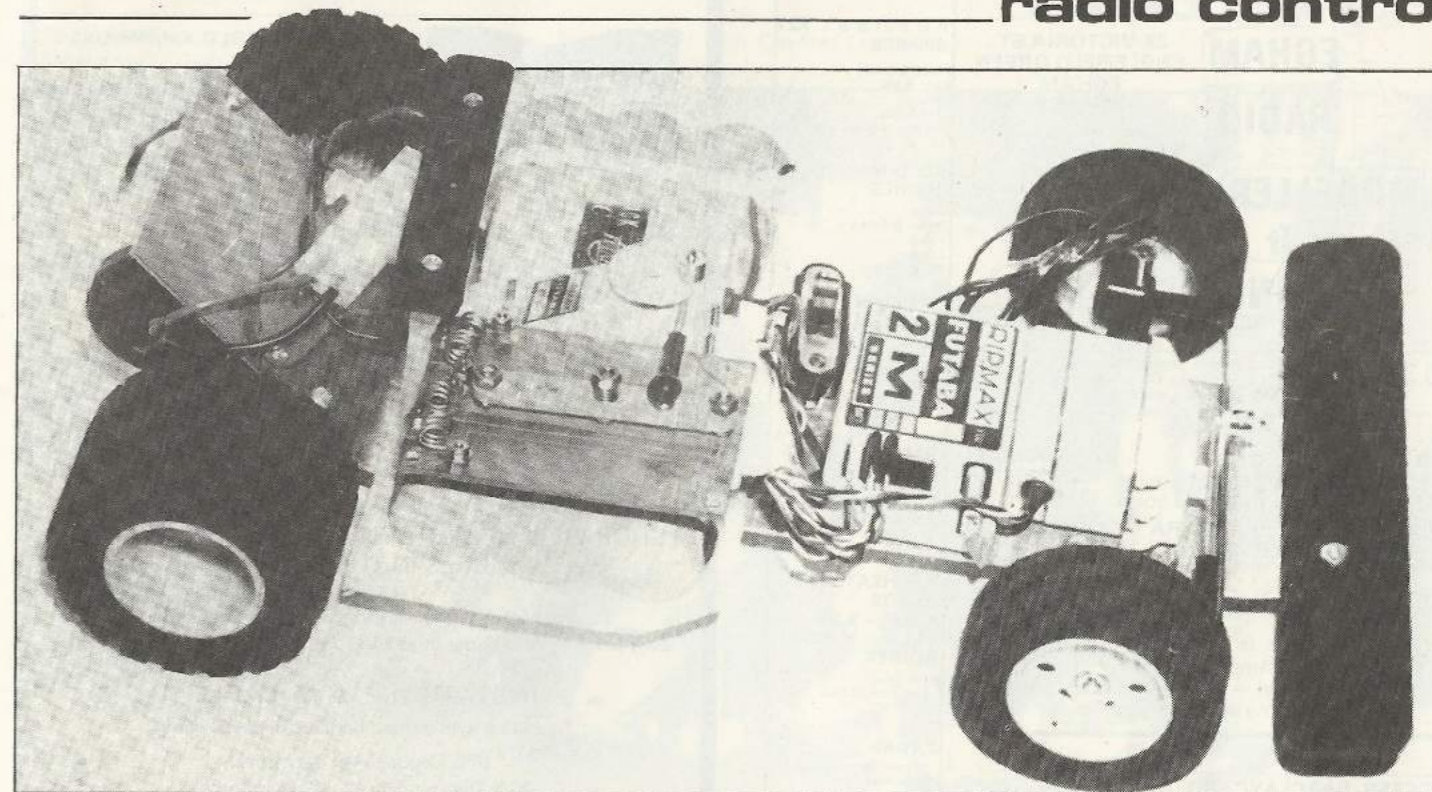
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**Painting the Bodyshell**

Finally, comes the bodyshell painting. MRP tell you to cut out wheels and trim body before you begin. That other fine company Bo-Link advises the opposite and says leave all the waste on the body until painted. I think that leaves the choice pretty open! I follow Bo-Link's advise for 1/12 and cut body first with 1/8th shells. In the case of the Datsun, rear wheel wells will have to be enlarged a little beyond the

marked lines. Check ¼ in. holes required for body posts (not the rear post dimple — it is in the wrong place!) This is really easier if you have trimmed body first through the clear shell, but does let a lot of sprayed colour through to the outside if you are not very careful, which is the snag about pre-trimming.

Wash out inside of shell with a little warm water and washing-up liquid. Rinse and dry off. Mask windows with Frisk or other self adhesive sheeting, or even with something like PVA adhesive which can be peeled off easily. In the same way mask off

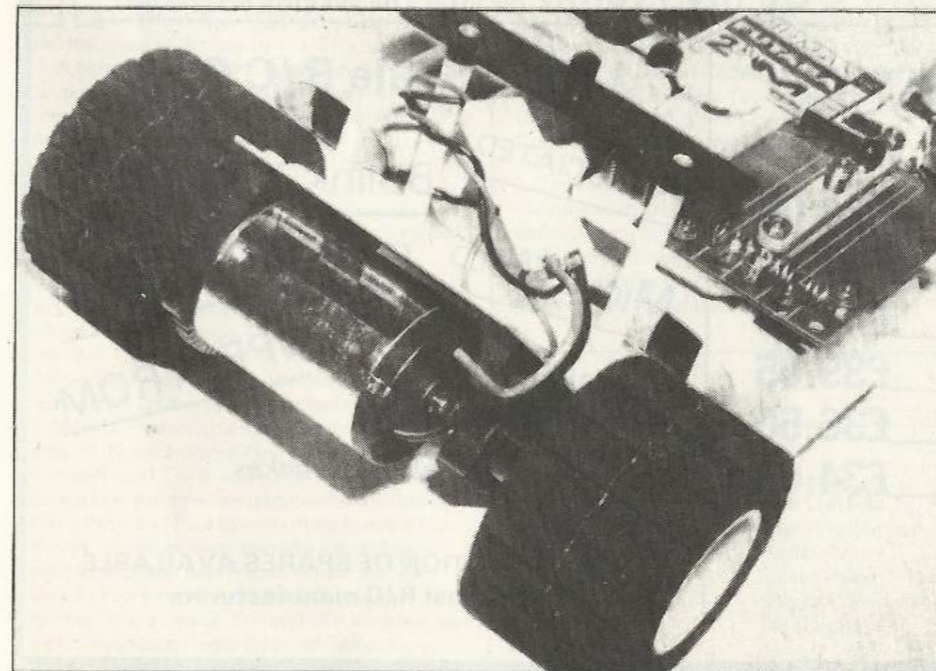
any decoration you will be having, leaving only surfaces for base colour untouched. Spray several thin coats rather than one hefty splash. It only takes minutes to dry enough for a repeat. Peel off coverings for the next colour to be added. Remember that as you are painting from this inside you must paint colours in reverse order from what you want to see through the clear shell. Sketch it out first on a piece of paper and number colours 1, 2, 3 etc. It is very easy to get it wrong!

You should have pressed down edges of masking tapes well with a finger nail but sure enough there is almost bound to be a colour creep here or there. With a fine paintbrush dipped in clear thinners these creeps can be speedily removed, blotting off the surplus thinners with blotting paper. When you have run through your colour scheme, give the whole of the inside (not the windows of course, which should still be masked) a coat or two of white paint or silver paint. This will very much enrich the colours in use and stop any vestige of translucency.

Last touch of all is to add decals to taste. These will go on the outside of the shell. Leave room for racing numbers on front and sides.

Your completed car can now be tested in the garden. It should take quite happily to close cut grass, certainly go well over garden paths, patios etc. Be sure to clean it up before putting away for the next club meeting. If you expect any real wet occasions look out for any polythene containers that you may see in Woolworths etc., or going through the household stores. They can be adapted to give a degree of waterproofing to your Rx and electrics. Bath sealant silicone will help odd corners and some of that brown self adhesive packing tape is also useful since it will not come away so easily in the wet.

Rear end shot to show the knobby tyres and upswept tail





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Stock Car finalists with their trophies. Left to right: Roger Bye (3), Bob Clayfield (1st), Martin Robertson (2), Dave Wragg (4), Graham Dowling (5) and Ian Congreve (6).



## RADIO STOCK CAR ASSOC. CHAMPS

A REPORT BY IAN SPILLER

A MISTY OVERCAST SKY greeted 70 plus competitors to the Chessington R.C. club's circuit on Sunday 28th September for the "RSCA regulations" Championships Finals. All affiliated clubs were eligible to enter their 10 leading drivers, so that the entry could be described as the 'cream'.

A tight well-made circuit had been laid favouring the driver rather than the speed merchant. A nasty feature (to some!) was a little bump on the bottom bend catching out the unwary and sending the car rolling into the outer barrier, even sometimes over it.

Following briefing, three heats were run for all drivers, followed by two more for the fastest 12. The fastest six then making up the final. In Round 1 the early pacemaker was Stu Busby with a blistering 45 laps, closely followed by series champion Roger Bye, Graham Dowling and Bob Clayfield (44). The 1979 champion Steve Talbot already virtually out of contention with a poor 29 due to wheel attachment problems. Former champion Dave Wragg was just off the pace with 42 but still in contention.

Into Round 2 with some real wheel to wheel dicing saw the now competitive Ke-Jon cars of Chris Price and Paul Ekins putting in some big scores. Paul was even sporting a tuned pipe which had never been raced before, but did look a promising item for the future after further development. The end of that round saw series champion Roger Bye and Graham Dowling in the lead with 87 and 88 laps. Round

3, make or break, about twenty drivers in with a chance to make the semis. This time it was Leicester club's Bob Clayfield who put the pressure on with a staggering 47 laps, which was not to be beaten at this meeting.

Drivers to go forward in the semis proved to be: 1. Bob Clayfield 131; 2. Dave Wragg 131; 3. Graham Dowling 130; 4. Roger Bye 128; 5. Paul Ekins 128; 6. Martin Robertson 127; 7. Brian Sylvester 126; 8. Miles Taylor 125; 9. Ian Congreve 122; 10. Chris Cowlan 122; 11. I. Cranston 121; 12. D. Woods 120\*

\*after a run off.

The two semi finals were run over four minutes each and the six highest lap scores went into the final. The second heat was marginally the quicker of the two but some very fine driving was seen. Fastest six into the final proved to be Roger Bye, Bob Clayfield, Ian

Congreve, Graham Dowling, Martin Robertson and Dave Wragg.

With the Midlands and the South equally represented a real needle match could be assured for the five minute final. Roger Bye (No. 258) after a frantic can't start situation went into an early lead but tangled with back marker Ian Congreve to let Bob Clayfield through. One minute to go and the lead is still in doubt. Then with the race ends horn came results.

Thanks are due to sponsors ShellSports, Bramleys of Woking and to organisers Linda Woodger, Vernon Cousins, not forgetting the Royal Air Force without whom this event would have been impossible, and lastly to the Independent Radio and Television companies for their coverage.

### RESULTS

Position	Driver	Club	Laps
1.	Bob Clayfield	Leicester	58
2.	Martin Robertson	Southern RCC	55
3	Roger Bye	Chessington RCC	55
4	Dave Wragg	Leicester	54
5	Graham Dowling	Chessington RCC	51
6	Ian Congreve	Leicester	51

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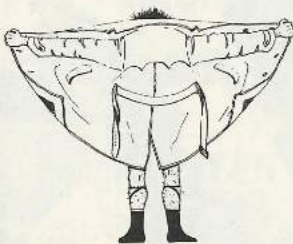
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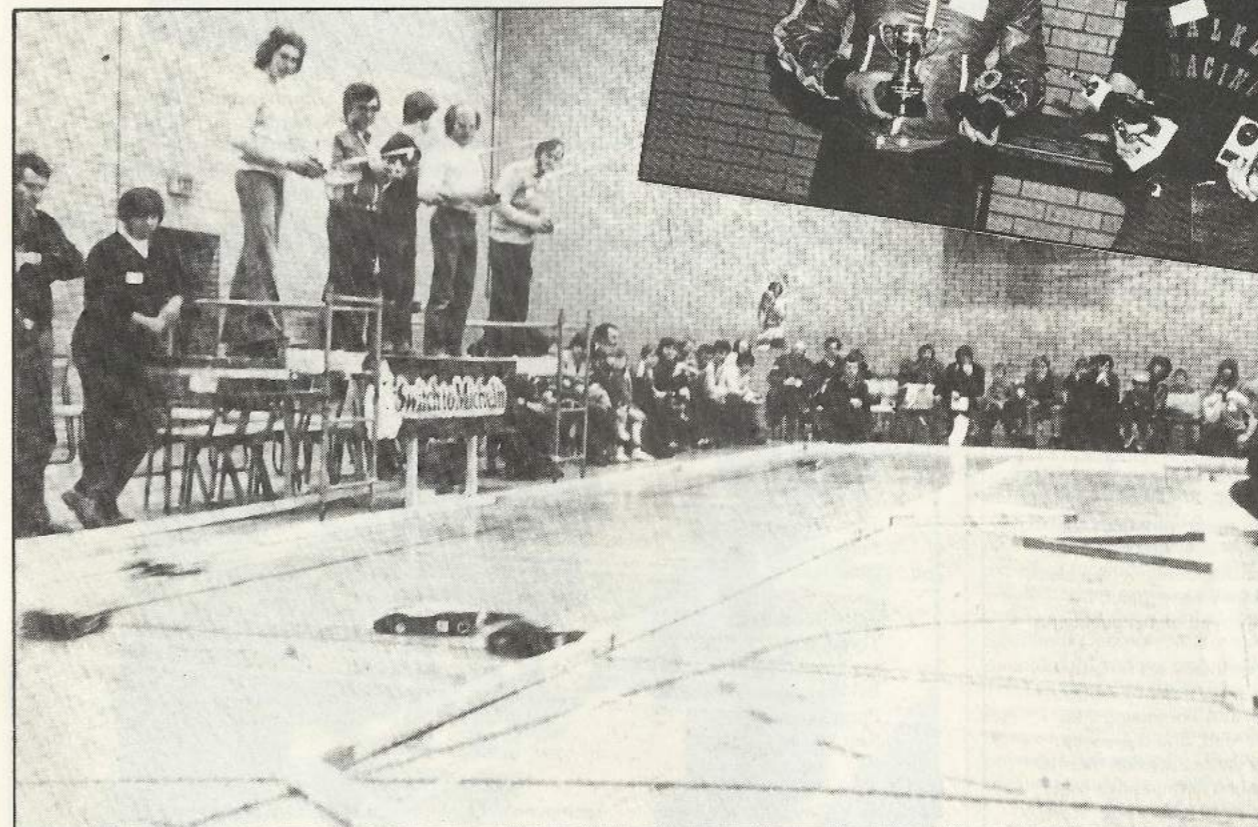
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## radio control

# Scottish National Championships 1/12th Scale Electrics

Winners and their trophies: John Robertson on left and 15-year old Kerr Walker on right.



Drivers on the rostrum. Spectator viewing on two sides of circuit and also from balcony above.

WITH THE 'SPORT' catching on fast 'North of the Border', it was decided some time ago that the "Forth Valley Electric Racing Car Club" would host the above event at their home venue at Bo'ness, West Lothian (which is roughly in the 'Midlands' of Scotland) throughout Sunday, 5th October, 1980. Sponsorship for the various events was obtained from local model shops and car accessory firms, and a large array of trophies were waiting to be won by the winners and finalists in the various events. The full complement of 60 cars were entered (limited to this number because of time restrictions), and all the best 'drivers' in Scotland were present, some travelling a round journey of about 200 miles to be at the meeting. Nine different clubs were represented.

Several members of the host club spent a long and arduous Saturday setting the 'scene', and by that evening everything looked ready for the 'off'. Spectator facilities were available, although we had no idea how attractive the meeting would be to onlookers. In the circumstances, we were very pleased with about 300 spectators turning up to give quite a considerable atmosphere to the proceedings. Practise took place early on the Sunday morning, and the track (intentionally) was fairly tight and as such was a 'drivers' track, with a narrow chicane and several tight bends and corners. However, the grip was quite sufficient, and the overall length was around 350 feet. Control of the timing was done through a computer, with all races being 5 minutes plus completion of lap. The main hall was used for racing, with the smaller adjacent hall being a very convenient 'pits', and also containing trade



stands from sponsors. A PA system was in operation covering both halls independently which we found indispensable in keeping the races on a strict time schedule.

The cars themselves were all to be in accordance with BRCA rules, with standard motors, and no contravention of the rules was found on any major items. The types of cars used varied widely, with many 'home built' variants. There were, however, 8 'Gemini' makes, 14 'Associated' makes, and 10 'Graupner FWD' makes (the front wheel drive car being evidently more popular at the present time up here than 'down South', although it also appears that this is gradually waning as people concentrate on the normal rear wheel drive).

A large number of these cars were not necessarily 'box standard'. Other than the FWD cars, virtually all other cars sported the 'Schumacker' differential, and speed control was a wide variety of both electronic and resistor types.

At 10.30 am the first heat started proper. The format of racing was that all competitors were allowed three separate runs, and their best time counted from these. The top three qualified direct into the main final, and the next best 12 went forward to the semi-finals to fight for the remaining places. All races were of six cars, and there was also a team competition and a junior event, although juniors, if they were good enough, could also qualify for the senior championship (in the event, two did so). There was also a Concours D'Elegance.

Heats continued through to 4.00 pm, and racing was, we are glad to say, on an amicable line. It was apparent that there were, as one would expect, a few drivers that little bit better than the rest, and Dave Clark and Tom Wilson (both with 16.63 laps) and John Robertson (with 16.46 laps) eventually qualified direct into the final. The next two best from the qualifiers also held their places in the semi-finals (Tom Laing and Kerr Walker — who was meantime romping away with the Junior event by a clear two laps two laps and they were joined by Gordon Price, who improved on his qualifying position of 8th).

So the scene was eventually set for an exciting final. Straight from the 'off', John Robertson, Dave Clark and Tom Laing vied with each other for the lead, and there was rarely more than a few yards between them all the way, and they finished in the above order. Tom Wilson, who got off to a very poor start, eventually managed to improve his position to 4th, just ousting Kerr Walker into 5th place, with Gordon Price taking the 6th spot.

As can be seen from the results list, the first five were covered by a single lap, which shows how close the final was, and indeed the final was a clean contest — which proved that you don't have to 'shovel' everything in sight out of your road to win. Also, the finalists showed how the tight chicane should be handled — too many drivers in the heats screamed into it and then wondered why they got into all sorts of trouble!

With the exception of Kerr Walker, the Junior event was also quite close, with the next five being again covered by a single lap. Also, the team competition, decided on by the aggregate of the best run for each member of the team, was also exciting, with less than four laps covering the first three teams.

Looking at the results, you might think that there were really only two clubs 'in the hunt' the host club (Bo'ness) and the Kirkcaldy Club.

# Scottish National Championships

## Results

### QUALIFIERS

1. Dave Clark (Kirkcaldy)	16.63 laps	9. Bruce Edwards (Perth)	13.87 laps
2. Tom Wilson (Kirkcaldy)	16.63 laps	10. Steven Shaw (Kirkcaldy)	13.75 laps
3. John Robertson (Bo'ness)	16.46 laps	11. Bill McLuckie (Bo'ness)	13.45 laps
4. Tom Laing (Bo'ness)	16.42 laps	12. Bill Tinline (Dunfermline)	13.45 laps
5. Kerr Walker (Bo'ness)	15.82 laps	13. Geo. Henderson (Perth)	13.35 laps
6. Bill Watson (Bo'ness)	15.45 laps	14. Mike Wares (Kirkcaldy)	13.30 laps
7. Thomas Easton (Dunfermline)	14.98 laps	15. Jim Bayne (Edinburgh)	13.29 laps
8. Gordon Price (Bo'ness)	14.29 laps.		

### SENIOR EVENT — Final

	Laps	Club	Car	Diff.	Sp.Cont.
1st — John Robertson	15.65	Bo'ness	Gemini	Schumacker	Demon
2nd — Dave Clark	15.39	Kirkcaldy	Own	Schumacker	Parma Res.
3rd — Tom Laing	15.32	Bo'ness	Gemini	Schumacker	Demon
4th — Tom Wilson	14.93	Kirkcaldy	Own	Unknown	Unknown
5th — Kerr Walker	14.72	Bo'ness	Graupner	Graupner	Demon
6th — Gordon Price	12.40	Bo'ness	Associated	AMPS	AC Electronics

### JUNIOR EVENT

1st — Kerr Walker	15.82	Bo'ness	Graupner	Graupner	Demon
2nd — Steven Shaw	13.75	Kirkcaldy	Own	Schumacker	Parma Res.
3rd — John McGuire	13.13	Strathclyde	Associated	Schumacker	Assoc Res.
4th — Thomas Ewens	12'95	Dunfermline	Graupner	Graupner	Assoc Res.
5th — Eric Stratton	12.70	Bo'ness	Own	Schumacker	AC Electronics
6th — Timothy Price	12.75	Bo'ness	Graupner	Graupner	AC Electronics

### TEAM EVENT

1st — Mike Wares Dave Clark Tom Wilson Pete Dall	59.46	Kirkcaldy Club Team
2nd — Colin Rae Janice Robertson John Robertson Tom Laing	58.57	Bo'ness Club — Team 'Heron'
3rd — Ian Lewis Bill Watson Peter Walker Kerr Walker	55.56	Bo'ness Club — Team 'Marionville'

### F.T.D.

SENIOR — Dave Clark	16.63	(achieved in heats — winner decided on Final placing)
Tom Wilson	16.63	(achieved in heats)
JUNIOR — Kerr Walker	15.82	

### CONCOURS D'ELEGANCE

SENIOR — 1st — Peter Walker	Bo'ness	95 points
2nd — David Harper	Clyde	92 points
JUNIOR — 1st — Eric Stratton	Bo'ness	92 points
2nd — Allan Falconer	Clyde	91 points

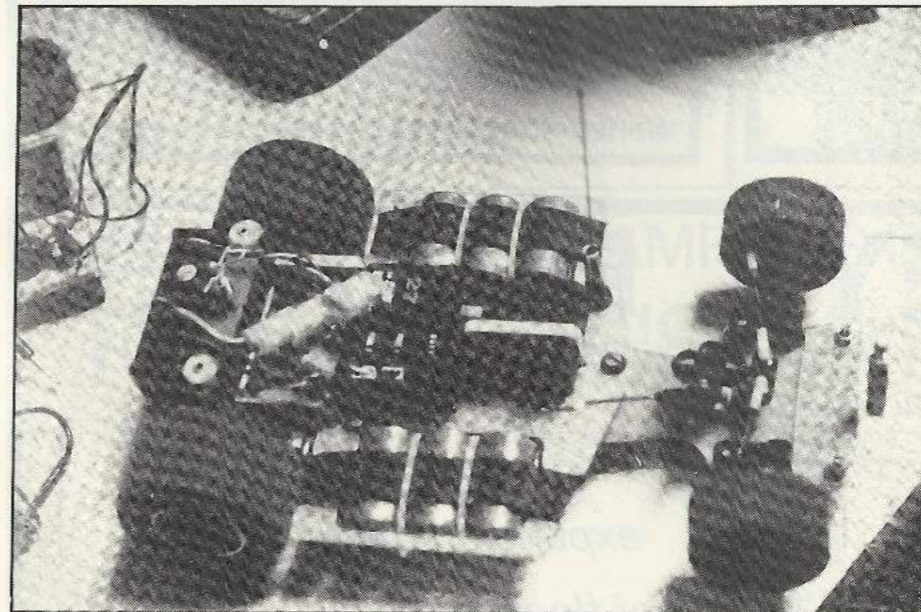
### CLUBS TAKING PART

Forth Valley Electric Racing Car Club (Bo'ness)	18 persons
Devon Valley Car Club (Alloa)	8 persons
Fife Model Racing Car Club (Kirkcaldy)	8 persons
Edinburgh Radio Model Car Racing Club	7 persons
Clyde Model Car Club	5 persons
Dunfermline Model Car Club	5 persons
Forfar and District Model Club	4 persons
Perth Model Car Club	3 persons
Strathclyde Model Automobile Club (SMAC — I like it !!)	2 persons

Total entry 60



Ken Walker's winning car. Basically Graupner FWD with modified rear-end and mounting plate. Demon Speed controller.



John Robertson's winning car: just about "box standard" Gemini with Demon controller.

## RC RACE REPORTS

Race Results Forms for 1/12th scale electric and 1/8th scale IC events will be sent out to all Club Secretaries which have requested them early in the New Year. The large demand has meant that we have had to re-print in large quantities, hence the delay in distribution to some clubs, for which we apologise.

However, the competition was much closer than this suggests, with only fractions of a lap deciding those who qualified and those who just missed out.

The hard work organizers (Martin Wallbank, Bill Watson, Ian Lewis, Rickie Brannan and Peter Walker) were, at the end, thankful that the meeting had 'gone off' so well, and the organization of the event was complimented upon by many of the competitors. At the prize-giving, the organizers thanked the large number of friends and girl-friends (or both ???) who had assisted throughout a long day, and also the Bo'ness Recreation Centre for the excellent facilities they had provided, and the whole-hearted support they had given.

So what of the future of the sport in Scotland? Certainly, many more Clubs are opening up, and things look rosy in this respect. The Devon Valley Club (Alloa) have already hosted the first Scottish Grand Prix in March of this year (which, unfortunately did not get the coverage it deserved). The results of that meeting were, very briefly: —

Senior winner — Mike Wares,  
Second — Peter Walker  
Junior winner — Kerr Walker  
F.T.D. overall — Kerr Walker  
Team winners — Kirkcaldy  
Concours D'Elegance winner — Peter Walker.

It is hoped that this is the foundation of the Scottish racing 'circuit', for it is intended that these meetings become annual events. Moves are now afoot to set up a controlling body for Scotland (under the auspices of BRCA), so that we all know who is doing what. Perhaps eventually we might see some growing competition between the 'auld enemies' north and south of the Border, and even find some of the 'big guns' coming north to compete. In the meantime, any Clubs in the north of England want to put out a challenge?

P.S. Two lady entrants adorned the racing scene, Maureen Dickson and Janice Robertson from Bo'ness Club. Janice was one of the members of 2nd team in Team Event — no mean competitor despite her petite size!!



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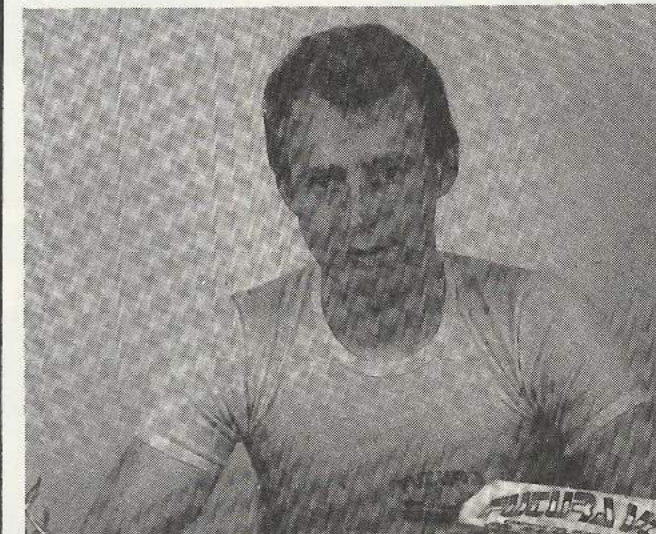


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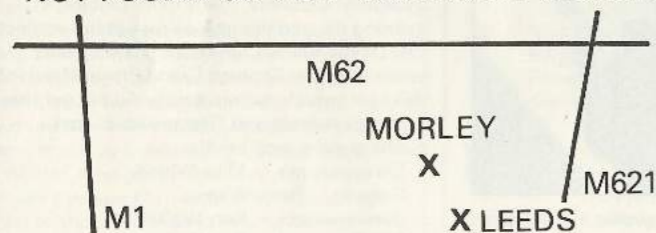
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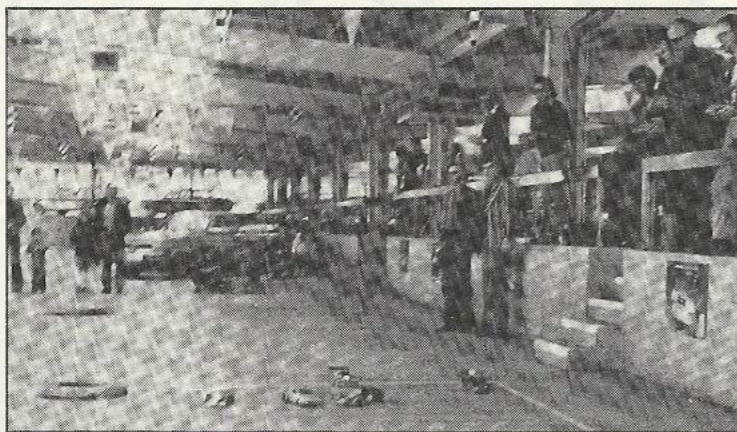
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# How to start your own Club



Your circuit may be in a car showroom, partly indoors partly out.



You may be operating in the centre of the City of London like this Hadley Hobbies Race Week.

**T**HE MOST FREQUENT QUESTION asked seems always to be 'Where is my nearest club?' Alas only too often we have to say it is over the hills and far away — much too far for regular attendance. What then is the answer? A few like minded people must get together and start a local club of their own. This may pull people up short; they just do not know how to go about it ... yet it is really not very difficult and helps to make a lot of new friends in the process.

## Starting an Electric R/C Model Car Club

This is really a much easier proposition than starting a club for the 1/8th scale car runners out of doors. A suitable hall or premises must be looked for within the catchment area that you have in mind for your members. If your membership is likely to be mainly youngsters of school age, then you are likely to get help from the local education authorities via headmaster/mistresses. It may be a little more difficult these days with education costs being cut down but not so bad as all that.

With a mainly adult nucleus to your proposed club, then church halls, drill halls, rooms at leisure centres must be canvassed. A local further education centre may have a good large hall, or a gymnasium. But this is really jumping the

gun a little. The first and immediate task is to let local people know you are in business to start a club.

This can be done by arranging for a notice to go up in your local model shop or model shops. Don't forget the four Ws! Who? What? Where? When? The proprietor will naturally be interested and anxious to help since you may be producing more business for him, so his help can be enlisted from the start. It is a good idea to get him on your initial committee so that he can feel he is part of things. Then a note to the local newspaper who will probably print your idea as a news item rather than insist you take a small advertisement.

Next stage is to have a chat with your local councillor — whoever is the man representing your ward. Never mind his politics, stress that this is a good thing to provide something for young people to do — better than throwing bricks through shop windows. Local school teachers can be approached in the same way, and in next to no time you will have collected a group of people, all able to use a bit of influence, know suitable halls, or who just have a duplicator and a typewriter to help with promotion work. A few notices left in your local library will give you another angle of approach.

With some half dozen or more people now keen on the club idea it is time to have your first public meeting. A school motivated group will no doubt be able to make use of a room on school premises; an adult group will be happier with a meeting room in a pub. This is when you should spend a pound or two with a newspaper

notice plus another model shop notice. Get people along and explain your objectives. If possible, get in touch with your nearest club, even if it is far away and see if they will help by turning up with a few cars to show the possibilities and to answer any technical questions which may be asked from potential members. Assuming there is a popular feeling that a club would be a good thing, now is the time to form a provisional committee so that work can be spread over and a real start made. You will need an acting secretary, who should be on the phone; an acting treasurer to take any contributions towards organising the start, and a chairman. If you can interest some well known local man to take the chair — a councillor, a headmaster, a publican according to your need — or the local model shop man, then you have acquired a degree of status.

The prospective premises you have in mind should not be too difficult to hire for the evening of your first meeting. Enquire at the same time what are prospects for a regular hiring over a three to four hour evening mid-week session on a regular footing, preferably on the same evening each week. The small size and general cleanliness of 1/12th scale electric cars should make such hiring smooth ... the school caretaker, the vicar, or whoever will not be shocked by expecting a lot of dirt and litter. Nice personable people should be chosen to negotiate with landlords ... the good solid looking citizens exuding confidence — make use of the skills of your founder members.

Cost of hall hire will probably be met in

Could you cope with a two-day show like this — a scene from the first Jim Davis Bonanza.



Here is a timekeeper at work, recording an eight-car race assisted by his caller sitting beside him. A frequency board with frequency pegs not in use, in place.



good part by charging all drivers 50p or 75p for their evening's racing. More than 32 active members will reduce your number of possible races of an evening, so do not be too ambitious at first. For this inaugural meeting, you may be a little short of active car drivers and cars. Once again seek help from your friendly nearest club to make certain there will be some racing on the opening evening.

It may be a little optimistic to expect you will get your full racing contingent for this 'trial' meeting. If you only have, say, a dozen of your local enthusiasts plus another half dozen from your invited established club, then procedure will be different. You may even, hopefully have, some local bigwigs present, who must be made a fuss of and invited to try their hands at driving a car. Be sure and pick a car that is easy to drive and they will be over the moon! A few demonstration races between the more expert drivers and a chat explaining how events would normally be organised on a regular club night — as set out below and then proceed to a shorter programme to embrace the numbers present.

People may be a little shy at first and this is the time to run a team event. Let's say three cars to a team. Teams should be well mixed with one fairly competent driver in each plus what you have. Race starts with the No. 1 cars off; then as the five minute period gets near, No. 1 car comes into the pits and No. 2 takes up the race. No. 1 is put on charge at once. Then in eight or nine minutes from the start, the less skilled No. 2 feels he ought to come in to let No. 3 run.

No. 2 again goes on charge. No. 3 comes in and lets No. 1 go out again; now re-charged. A 20 minute race like this with a good commentator and you will have people standing on chairs and shouting their team home ... not too serious an event but an ice breaker!

On how you run this opening evening will depend on much of the early success of your club. Track discipline must be established from the start. Here again, I hope your friendly (if distant) club helpers will provide you with your first Race Director who will be responsible for keeping the meeting going smoothly. What will you need besides drivers? First of all a set of ordinary spring clothes pegs, coloured in six full frequency colours, plus the half and half striped colours of the split frequencies. No one will be allowed to run unless he is sporting a coloured peg on his TX aerial, & matching crystals.

Then you should have another small board adjoining the peg rack suitably slotted for each driver as he arrives and pays (in advance!) for his racing to put the small card you will give him with his name on it and his preferred frequency. The board will be marked at the top for the frequencies, and down the sides for heat numbers. Mr Smith comes along and takes his card, has red frequency and pops his name under red in heat 2, as he does not think he will be ready to race straight away, and so on. As soon as Mr Smith has had his race, he then puts his card lower down the board in the first vacant space under red. If there is a run on his colour, he will see the controller and arrange to swap

to another frequency for which he holds crystals. Thus you will have an ordered meeting without too much regimentation.

A lap counter is also required to count the laps run in races. More ill feeling is generated from missing someone's lap than treading on his aching corn! This costs money and/or talent from some electronically minded member. Again, the loan of such a device is desirable if at all possible. Your local BRCA representative (a guest of honour I trust) might be able to borrow such a device for your open meeting, and could even be persuaded to work it for you. Failing this — don't laugh! — the non-racing members fathers, mothers, brothers, girl/boy friends can be co-opted to play parts. Given a sheet of paper each on a clip-board, they are allotted a number and it will be their individual job to tick off on their boards every time their number passes the start. It offers no difficulty, only strict attention, to mark laps down like this in five-bar gate form, ie. four angled strokes then a line through them (making five laps) and start on the next five. Many a good club has started and continued like this until the kitty is filled or the expert came.

Now numbers. Assuming you have eight car heats so getting more people having more running — using six full colours and any two splits — you will need sets of adhesive numbers to go on drivers' cars. These can be bought in sets of three duplicate numbers, one on each side and one on bonnet, 1-8 and they are issued for each race. Since all heats will not be the same people, it adds to confusion if you try to make a single number last through a meeting. But watch out for clever people who do just that — two No. 3's unnoticed will spoil a race.

At this stage with a great variety of skills — perhaps some drivers not even finishing a race, no great attention need be paid to timing of events. Assuming a full house evening of 32 drivers, and sticking to a simple 5 minute heat which most cars will do with no trouble at all by simple re-charging between heats, you should be able to provide your drivers with four heats each in about 1½ hours, allowing for some time occupied in practice laps etc. Taking first and second in each heat (next one down the list of that heat in cases of duplication) you then have two more heats of eight drivers each to form the semi-finals again each of five minutes duration. Four top places in each semi go to a similar final to round off the evening. Small memento prizes and a 'special' for the best junior and best lady plus a 'selling' speech at the end.

You should be able to collect enough names and addresses now of would-be members to feel it is worthwhile proceeding. The launch part has been done thanks to the founder members and their friendly club friends. A formal club meeting should be arranged to decide on a club constitution (rules etc.) and appoint more permanent officials than your acting officers who have done the initial work. Suggestions for this will be covered in our next issue.

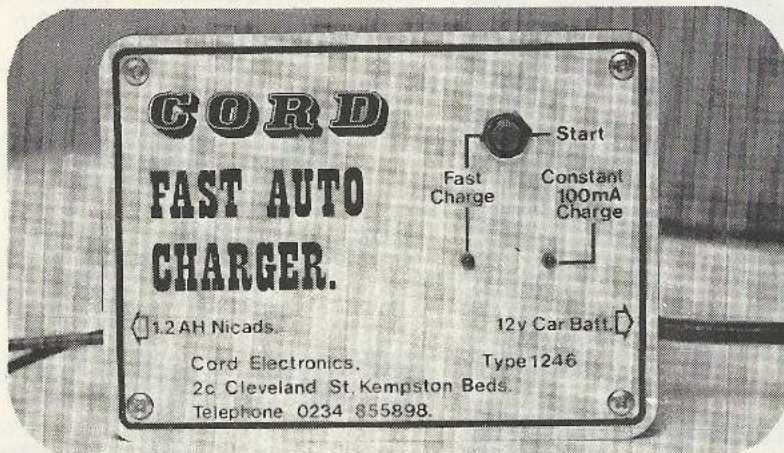


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Race with the Best, with the most exciting Break-through in Model Racing Ever. The elite Mini Clubman Hotrod, ready assembled Rolling chassis, all steel needle Roller clutch, super tough pre coloured Fibreglass body shell fit any 19-21 engine. At £54.50 pure perfection.

Or its counter part the World renowned PUMA INTERNATIONAL with its MOS 2 filled Trailing Arms and front suspension blocks all steel chassis and Fibreglass body shell represents the very best in competition. Racing, Warning this car is fitted with the Mickey Mouse hairgrip rear suspension, our competitors fear at £41.50 post free.



### PUMA PROFESSIONAL PIT BOX



**B.T. WILLIAMS**

38 HIGH STREET · STUDLEY  
WARWICKSHIRE  
ENGLAND  
Tel: Studley 3002

Less Battery & Starter  
**£58.00**

This superb box is pre-coloured GRP with angled upstand & removable back panel with catches, 12-2 volt 6amp Dropper, Glow plug socket & clip, Fuel pump & switches plus spring loaded stand. The Starter is Optional, fully wired with enough room for all your equipment inc car (stands can be mounted to fit all sizes of cars)

Pit Box	£24.50	Fuel pump	
Special 12-2volt		switch	£ 3.72
6amp Dropper	£ 9.60	Glow Clip	£ 1.20
Fuel Pump	£ 5.31	Socket	£ .99
Spring Loaded		Warning Lights	£ .88p each
stand	£ 5.25	Amp Meter	£ 2.53
Starter switch	£ 1.30	Sullivan Starter	£28.92

PLEASE ALLOW 10% FOR POST & PACKING IN U.K. ONLY

All spares readily available by return post Send SAE for catalogue  
All prices included V.A.T.

**HOT NEWS** REPLACEMENT STEEL WISHBONE KIT  
to fit Mardave stockcar Contains MOS2 filled nylon  
steering blocks, kingpins, springs & fittings **£5.85**

**JoMac**

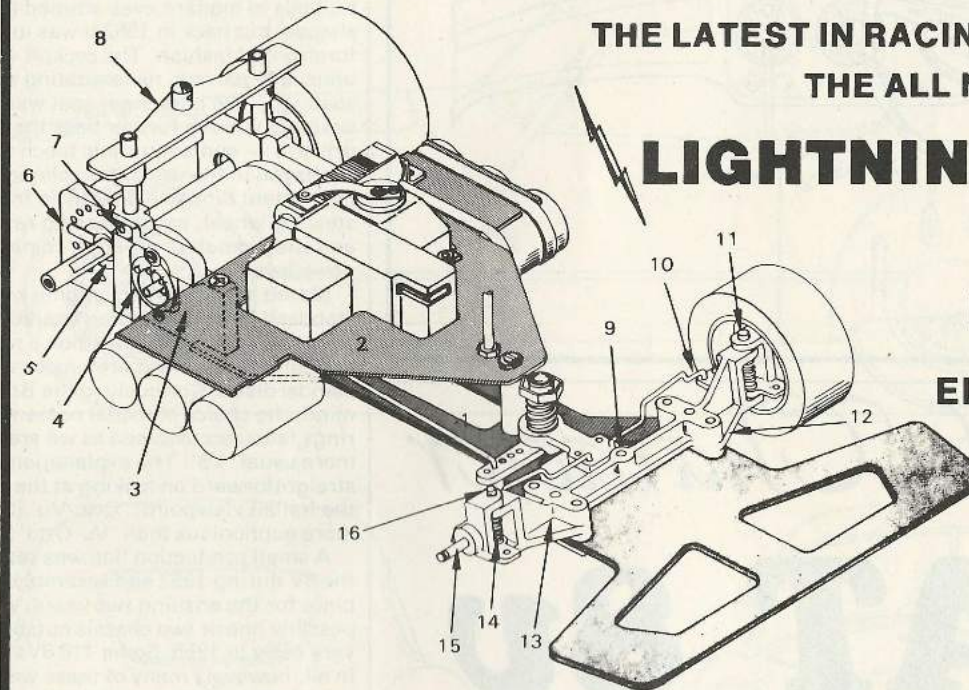
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# LIGHTNING 2000

EXPERT CLASS  
1/12 SCALE  
ELECTRIC RACING  
CARS



Features Quality And Adjustability Unmatched By Any Other Electric Race Car

#### FEATURES:

##### 1 CHASSIS - .080 thick epoxy board

- \* Pre-lightened — controlled flex
- \* Routed edges (not stressed from stamping)
- \* Drilled & countersunk

##### 2 SHAKER PLATE - .060 thick epoxy board

- \* Pre-cut for small servos, adapts easily to others
- \* Routed edges
- \* Pre-drilled
- \* Accepts most receivers with no modification
- \* Neat wiring

#### REAR POD ASSEMBLY

- 3 \* Two piece light weight injection molded nylon
- 4 \* Adjustable motor cam for proper gear mesh
- 5 \* Replaceable oilite bearing (Ball bearing available)
- 6 \* Adjustable center of gravity rear axle cams
- 7 \* Adjustable wing tube/rear body mount
- 8 \* Wing tube tie bar for added strength

#### FRONT END ASSEMBLY

- 9 \* Adjustable camber
- 10 \* Adjustable Ackerman steering
- 11 \* Offset kingpin inside wheel on wide wheels
- 12 \* Adjustable caster with shims
- 13 \* One piece molded nylon crossbar for proper alignment
- 14 \* Adjustable independent front suspension
- 15 \* Front axles are molded into spindle
- 16 \* Replaceable steel kingpins

#### FRONT WHEELS - MOLDED

- \* Super light weight
- \* Replaceable oilites
- \* .900" wide
- \* "A" compound medium traction sheet foam tires glued & trued
- \* Full 1.4" legal diameter

#### REAR WHEELS — MOLDED

- \* Super light weight
- \* Molded in aluminum set screw insert
- \* Full 1 1/2" legal width 1.4 legal diameter
- \* "D" compound highest traction sheet foam tires glued & trued

#### SERVO SAVER 2 PIECE MOLDED

- \* Low profile
- \* Adjustable tension spring
- \* Adjustable movement arms

#### BUMPER — made from real Kydex®

- \* Pre-lightened & drilled

#### BATTERIES

- \* Top quality G.E. sub C size, fast charge cells
- \* Wired w/heavy gauge flexible wire
- \* Assembled cars have dip-sealed pre-wired packs

#### RESISTOR ASSEMBLY

- \* Top quality 1 ohm Parma-wound w/adjustable brake winding
- \* Easy change heat sink resistor mount
- \* Complete with optional diodes to drop voltage & protect the receiver
- \* Brass wiper arm and bronze high current contact button
- \* Assembled cars are pre-wired

#### ACCESSORIES AVAILABLE ON SOME VERSIONS OR MAY BE ADDED

- \* Charge cord w/built in resistance
- \* Differential rear axle assembly
- \* Ball bearings for front wheels
- \* Ball bearings for rear axle
- \* Electronic speed control
- \* Assorted main gears—46T, 48T, 50T
- \* Assorted pinion gears—10T, 11T, 12T, 13T, 14T
- \* Assorted painted or clear bodies
- \* Assorted modified or custom motors

For Complete Information Send \$1.00 to: JoMac Products Inc., 12702 N.E. 124th St. Kirkland, Washington 98033 (206) 823-2303