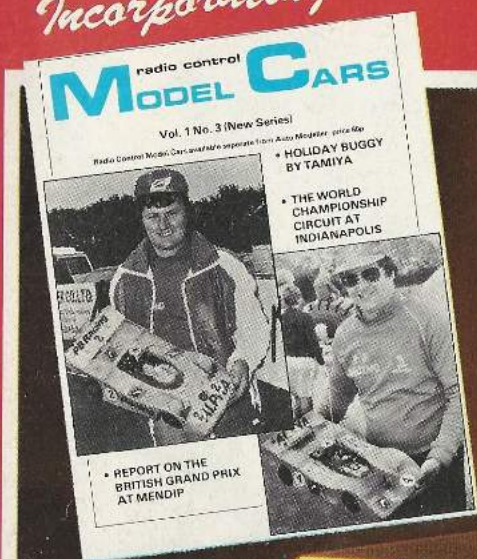


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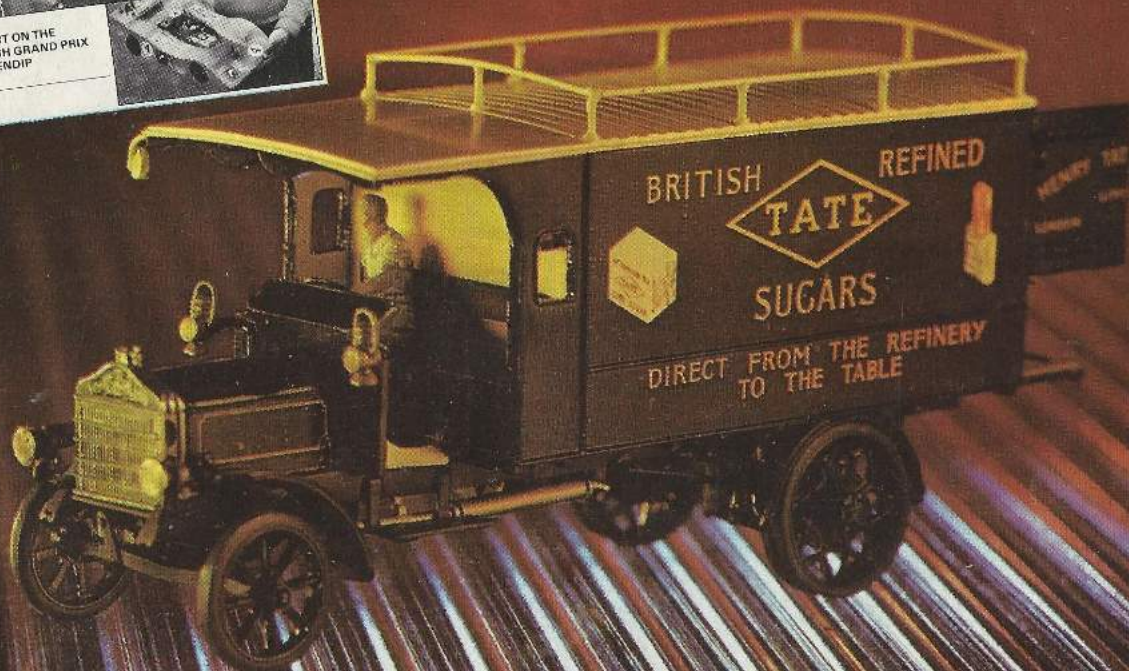
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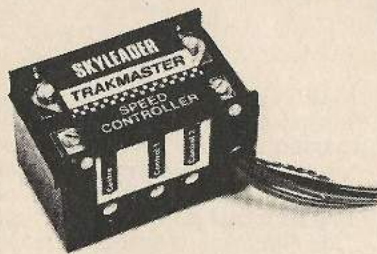
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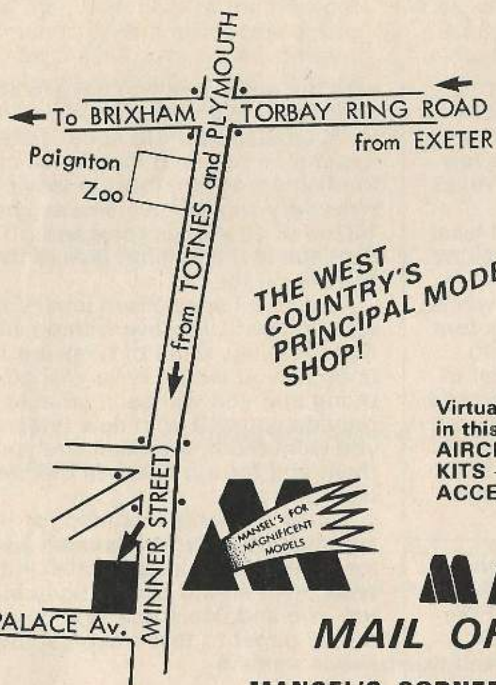
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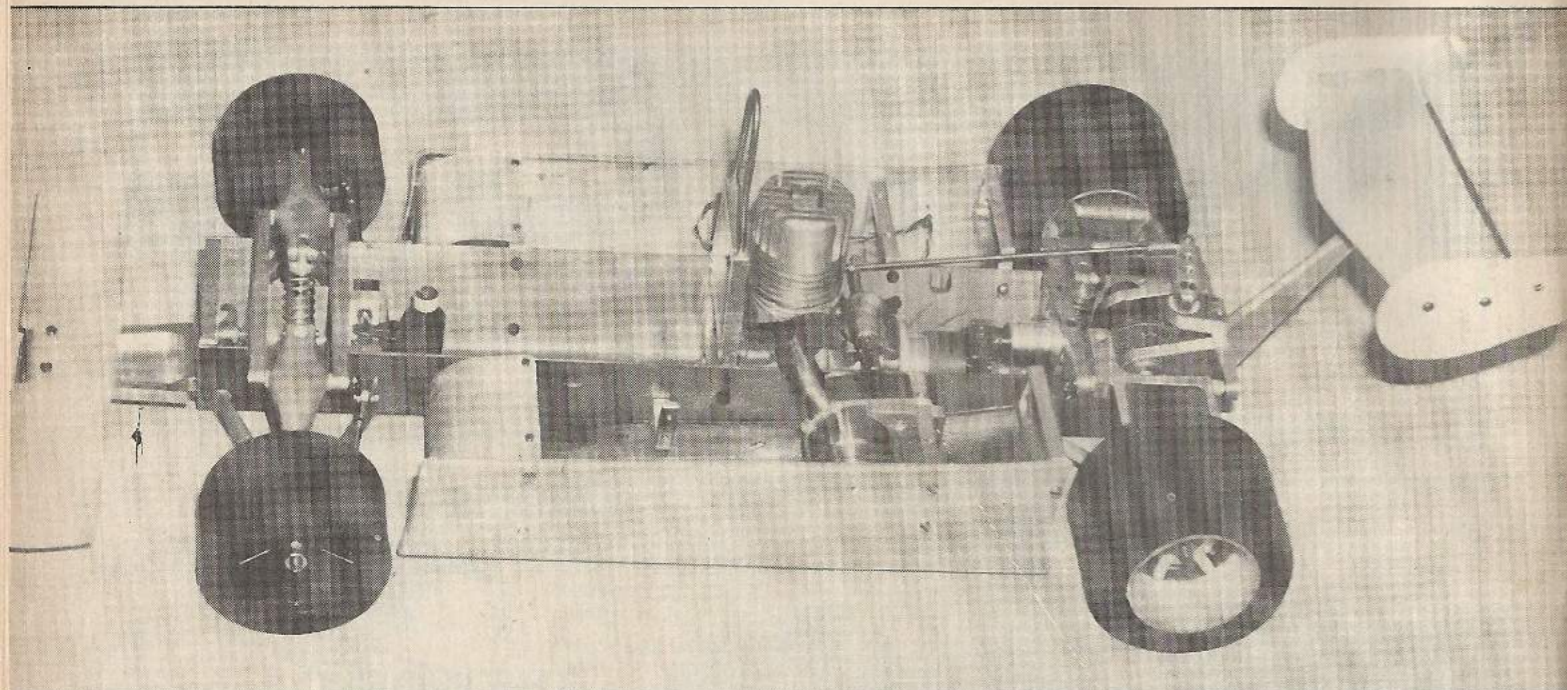
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# Editorial

## World Championship Drivers from EFRA

EFRA HAD A TOTAL of 69 places offered for the World Championships in Indianapolis in July. Our original share was six places plus current WIC Phil Booth. However, any places not taken up by countries are re-offered going down the list. GB have been able to take up another four places enabling us to include Paul Pagdin, Phil Greeno and Fred Martin (All PB Alphas) and Dave Preston (Associated). We shall therefore have been able to field a strong team of no less than 11 drivers a number equalled only by Italy and,

of course, the host country. It will all be over by the time this appears though not necessarily published in detail elsewhere, so that Roberta Moody's 'Peep' at the circuit should give the stay-at-homes some idea of conditions likely to be experienced on the American circuit. Mrs Roberta together with daughter Diane will be assisting in the running of the races together with husband Roy who will be a Race Official. The Moody family have been associated with r/c car racing from the very beginning, Roy was one of the first Presidents of ROAR. We are very lucky therefore to have her services in reporting the event and providing pictures, plus any others that Bob Rule can offer us and the pictures to be expected from the American manufacturers should one of their boys make it this time!

## A True Model Car

The cars that we race are not really model racing cars they are miniature racing cars; that is to say they have been specifically designed to carry out a purpose and to survive for next time so that considerable liberties have been taken with constructional details. So we were particularly interested when Derek Kneller, who has a long experience of design and construction of fullsize racing cars, including the F1 Williams showed us his version of that machine.

Titanium has been the basic material used and the car is built with a basic U-section chassis to which side pannier boxes have been added. Front steering and suspension is almost exact fullsize design. Steering control is by rack and pinion — not seen in a model car before. Drive is bevel gear in Rapier style, but with the novelty that stub axles are made up from allen keys with inner ends rounded. A single stay supports the airfoil, which is divided to provide a wide adjustment range.

Some compromises have had to be made such as using commercial wheels and tyres. Exhaust

arrangements have certainly got to be changed as expansion chamber is far too small, but it is brimful of interesting notions as portrayed by a man with fullsize experience in a big way but only limited acquaintance with miniature racing cars.

## Electric R/C Champs in Australia

I have received an Entry form for the 2nd Australian National Radio Electric Car Championships organised by the Queensland Radio Electric Car Association and sponsored by Tamiya, Associated, Parma, Bo-Link, Jerobee and the Centenary Shopping Centre, where the event will be held. Dates are 5th, 6th and 7th June so it will be all over by the time this appears and I shall not have had the opportunity of winning 1st Prize, a trip for two to Tahiti with accommodation and spending money donated by Tamiya. There are rules for two distinct classes 1/12th and 1/10th

covering Formula, Sports/GT, Sedan/Touring (Saloon to us), Junior Open and Concours prizes, plus Interstate Team Race Championship.

Racing will be conducted in Driver Classes rather than car classes. This is to group drivers in such a way that amateur/novice drivers do not impede expert/experienced drivers in heats. Driver Classes are Division One: Any driver who has reached an 'A' Final of a State or National Title meeting or who in the opinion of the Promoters warrants inclusion by virtue of his/her racing record. (Juniors graded on unrestricted age performances only) Division Two: Any driver not meeting requirements of Division One. Division Three: Juniors — Drivers under the age of 16 years on dates of the meeting.

Heats will be of six minutes duration and Finals and Semis 8 minutes.

National Champion will be driver with most points from his performance in the main finals of events 1, 2 and/or 3. Points: 1st 9; 2nd 6; 3rd 4; 4th 3; 5th 2; 6th 1.

Construction and racing rules are very open with no restriction on motors other than limit of 6 sub-c size 1.2 amp/hour batteries. Scratch built, commercial or commercially adapted cars all in. I did, however, like one rule in particular No. 11: 'Foul language and abuse will not be tolerated. One warning only. Second offence will incur expulsion from the meeting.' Car specifications are very much as ours and ROAR. It is interesting that a schedule for 1/10th scale is also provided.

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

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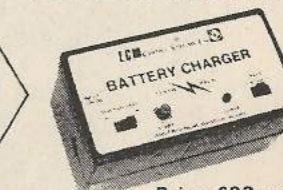


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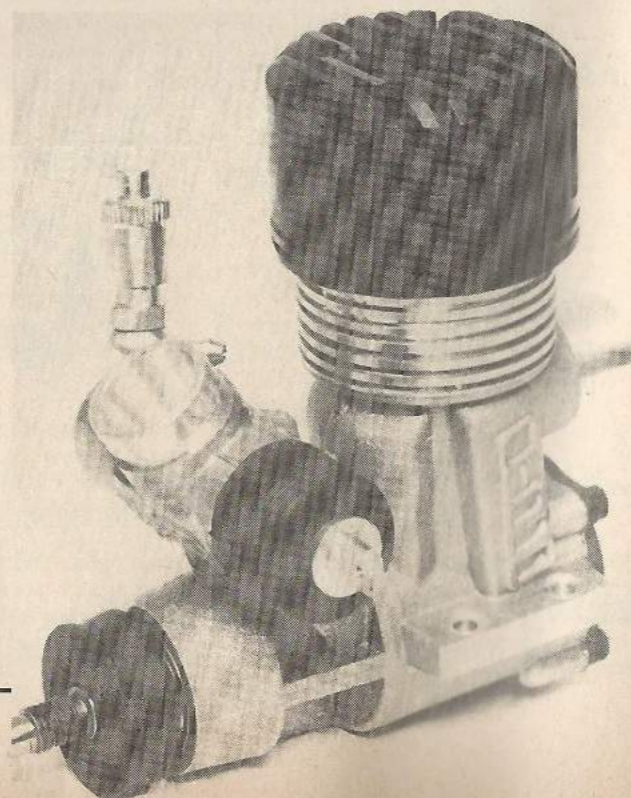
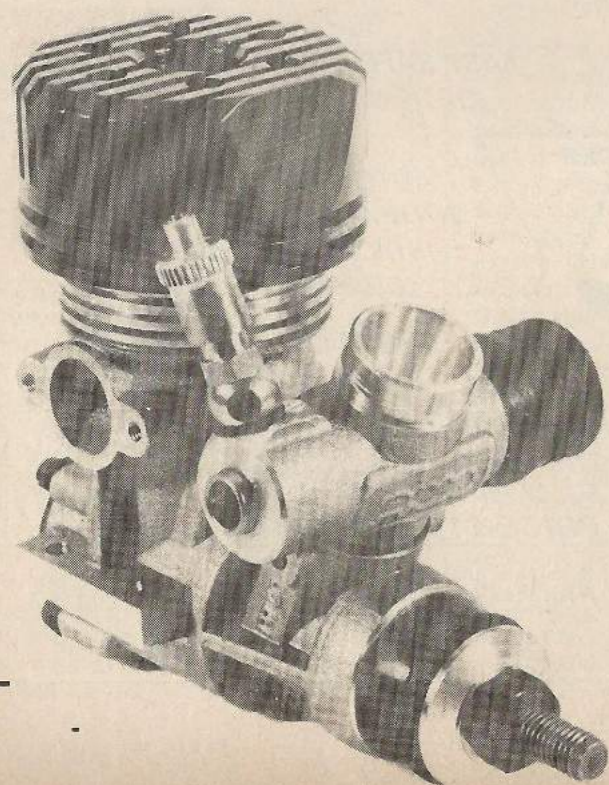
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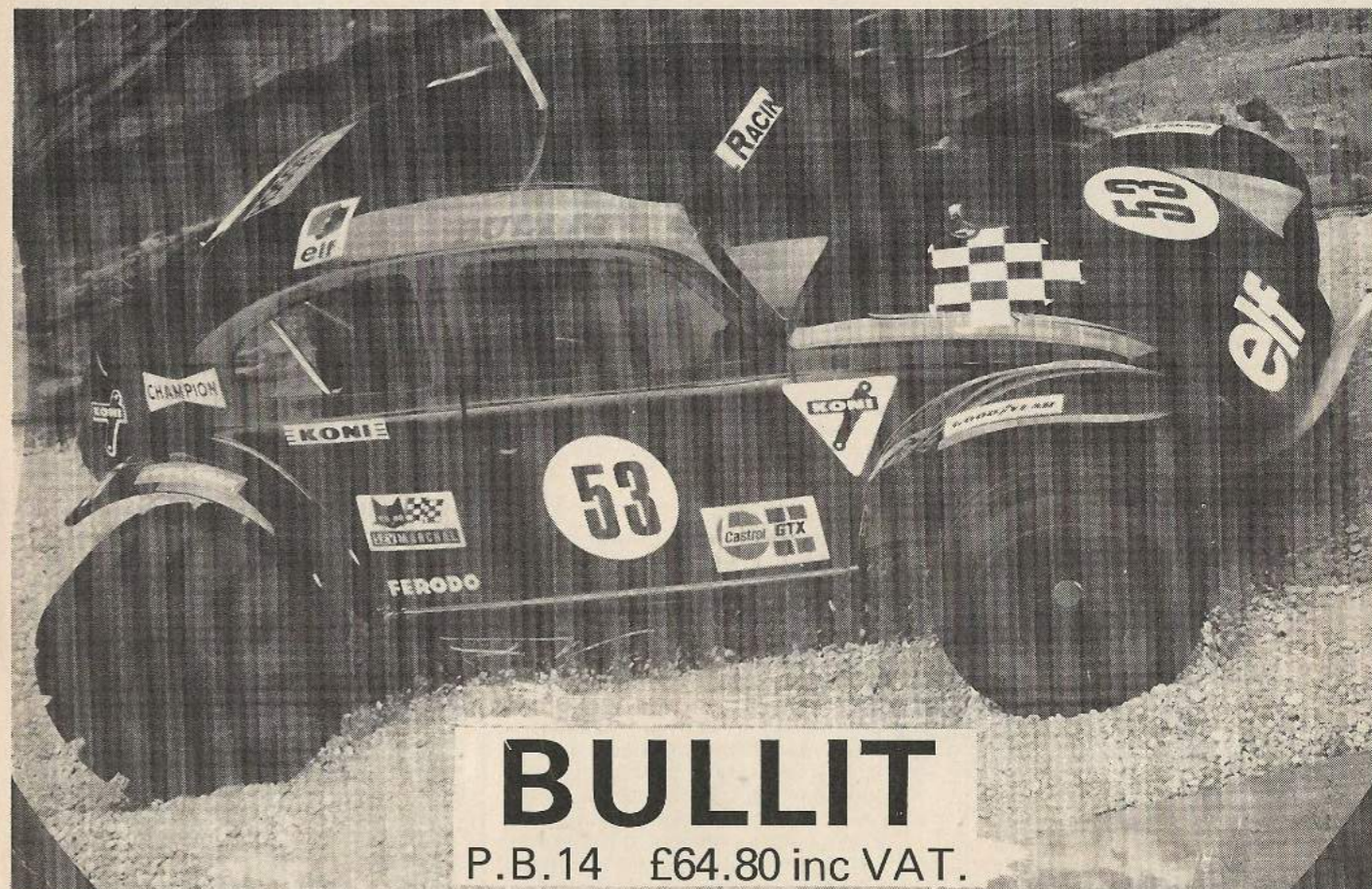
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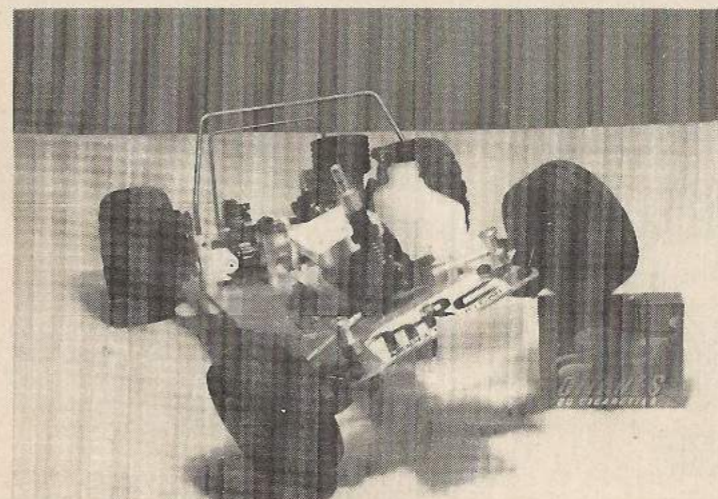


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Stu Busby who is writing our Stock Car articles from time to time. Please keep him supplied with readers' queries and even better secret formulas for success in the way of hints and tips. (Photo: Wes Raynor)

## Club & Track Review

**Radio Stock Car Association**  
**General Secretary: Mrs Denise Cranston**  
**6 Greenfield Street,**  
**Skipton, North Yorkshire.**

After a number of years of hard slogging Mike Varley has given up the job of secretary to the RSCA since the pressure of his own regular work involved him in frequent absences from home. Mike did a splendid job and the Association really appreciates his work. It is hoped that he will be able to devote some time (spared of official duties) to enjoying himself on the track.

Publicity Officer Denise Cranston takes over the combined office of General Secretary and Publicity. I asked after her modelling background and find she is the centre of a thoroughly stock car family with husband Richard holding No. 37 and brothers-in-law Ian (375) and Allan (238) keenly involved.

Formerly sec. of a local club — Craven, now no longer in the RSCA — she joined Pendle and District and became assistant race organiser for their 1/12th section. When the club

started 1/8th racing she became Race Organiser for them, and more recently RSCA Publicity Officer. With so much in hand she does not race herself but adds 'you can guess the conversations when the family gets together!'

Two small additional rules which I omitted from the list published in May issue: Overall max weight to be 7½ lbs taken as car ready to race i.e. with fuel in. In addition to racing number displayed on the roof of the car it should also be displayed on the sides of the car.

Grading by the way is based on percentage where points may be scored in qualifying heats, consolation, races and finals: 0-10% White Roof; 11/40% Yellow; 41-70% Blue; 71-90% Red; 91-100% Superstar.

**Redbridge Racers E.C.C.**  
**Secretary: Paul Hobbs**  
**24 Kimberley Avenue**  
**Romford,**  
**Essex RM7 9JP**

Paul points out we got his address

wrong; correct is as above AVENUE not Road. Also he amusingly adds "the phrase 'membership is at 32 with a small waiting list (preference given to those who do not attend regularly) could be taken to mean that if you attend regularly you could be expelled from the club (or even not allowed to join!)'. This interesting if Pythonesque situation would soon result in an active membership of zero and would certainly mean less work for me" Sorry Paul — I hope you did not get too many applicants promising never to attend a meeting!

### Southern League 1/12th

Mick Longridge reports that three rounds have now taken place (more of course by the time this appears) with close results in each. Eastbourne were first round hosts (Southern Region) and offered a circuit making full use of a generous floor area with a minimum of bot-dots, track marked with white tape and taped down rope. Southampton proved the winners with Sussex Adders fairly close though having only four drivers. Bournemouth entertained Round 1 (Western Region) on 12th April. One team dropped out leaving only four to chase the points. However, High Wycombe applied to join the League, and will make up the difficulty with a little shuffling round.

Bournemouth invited Solent to run from the Southern region to make up the number (though not point scoring). Bournemouth is lucky in that their track is permanently marked out on the hall floor, which has a sanded finish unlike the polished surface which seems to be the norm in most church halls. Cardiff Red Dragons won from a very close match with 174pts against Northavon (166) and Bournemouth (160) Frome (145). Third meeting on May 10th was at Southampton (Southern Region) and the home club pulled off another win (158) from Portchester (149) (Solent (141) Sussex Adders (139) Eastbourne (132).

Special Note: The League is currently looking for a sponsor or sponsors for Finals Day to be held on November 1st. Please form an orderly queue... but joking apart, a nice sponsor would be appreciated either from the trade or perhaps from a local benefactor or association...

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

Dave Vine writes: "Please could you make it known our venue has changed again and would-be racers please get in touch. The club itself is still very healthy with a regular turn out of 25 plus. Cars raced are mostly Gemini and Associated with a couple of virtually every other kind of car available, including scratch built, AYKs, Mardave, Cambria... you name it. Current Club Points Table is headed by a Gemini driver, with five other

Geminis, two Associated, one Lightning and one scratchbuilt making up the top ten. Incidentally, we run 8 minute heats and allow the low-priced modified motors to race, i.e. Black Mabuchi etc. In fact the results of the modified are very little improvement on the standard 05s and RS 54s."

**Lincoln & District R.C. Car Club**  
**Secretary: R. E. Racey**  
**80 Montaigne Crescent**  
**Lincoln, LN2 4RR**  
**(Tel: Lincoln 41800)**

This club has now been formed but note that Roy Racey's address has changed. Membership stands at 13, six being stockers. The club caters for 1/8th scale i.c. racing and 1/8th scale stox. Race meetings take place every other Sunday at 1.0 p.m. on a local car park. New members very welcome, membership fees will be set in near future. Suggestions welcomed on setting up and running a club handicap system... Successful answers to this sometimes controversial question would be very helpful from clubs who have managed without any real aggro.

**Rugby R. C. Model Car Club**  
**Secretary: Dave Woodward**  
**58 Hawlands**  
**Brownsover Estate**  
**Rugby CV21 1LD**  
**(Tel: Rugby 75533)**

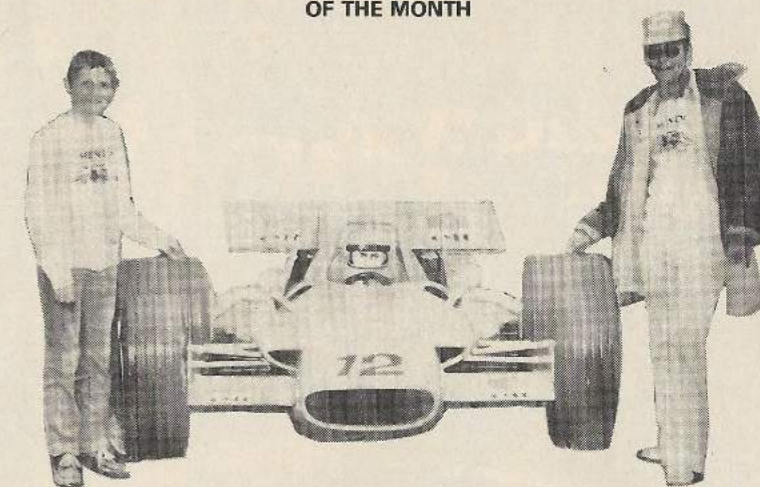
Sorry Dave if your club has another name — but you did not include it in your letter! Anyway this new club was started in February 1981 for 1/12th scale cars. It meets on Wednesday evenings (7.30 p.m.) at Newbold Village Hall, Rugby. Membership stands at ten members but a few more would be appreciated. The club runs stockcars, but any type of car would be welcome if interested. Membership catchment area is Northampton, Rugby, Coventry, Leicester.

**Tiverton R. C. Model Car Club**  
**Secretary: Keith Skinner**  
**7 Chichester House**  
**Coates Road**  
**Exeter**  
**Devon EX2 5RP**

This club reports that they have a permanent purpose-built track on rough ground for off-road racing at Blundells School Tiverton. Surface is hard trodden earth and there are many twists and turns. Photos have been sent to me — I hope to use one if the nature of the circuit shows up for reproduction. All kinds of electric buggies are welcome. The club meets on the first Tuesday of the month at Tiverton Youth and Community Centre, Tiverton. Interested would-be drivers are invited to get in touch with Mike Mercer, 10 Silverdale Close, Brushford, Dulverton, Somerset (Tel: Dulverton 23757 (home) or Tiverton 57143 (work)).

**Dumfries Electric R.C. M.C.C.**  
**Secretary: Iain Bell**  
**11 Newton Road,**  
**Lochside**  
**Dumfries, Scotland.**

### BADGE OF THE MONTH



Mendip Model Motor Racing Circuit takes pride of place this month following their successful British Gran Prix meeting. No, it is not really a badge but a vacformed frontal view of a fullsize G.P. Formula car since their club badge is indeed formed from a racing car. In armorial style it has 'supporters' in the shape of John Keay (right) circuit owner and moving spirit of the preparatory work and his young son Christian who proved an able helper to Dad representing the club members. Believe it or not many spectators came round to look at this fine car — only to find that it was a vac-formed front with nothing at all behind it!

Here is another announcement where secretary has not given me the club's official title. It comes from North of the Border and has it seems escaped Peter Walker's net. Membership stands at 46 with about 90% active drivers. Meetings are held at Loreburn Hall, Dumfries twice monthly, details on request.

Cars raced at present include Tamiya, Associated and Graupner FWD under Formula, Saloon, Buggy and Jeep categories. A points system is in operation to decide next season's handicaps. Membership fees are £2.50 for adults, £1.50 juniors, plus £1 pre-entry fee, or £1.50 non-members and late entrants.

Races are run under a mixed set of rules partly BRCA and partly Tamiya to include Tamiya Formula cars. Circuit is marked out with ex-firehose as supplied by local Fire Brigade. New members welcome and spectators admitted free. Iain Bell, by the way, is another convert from slot car racing.

**Esher R. C. Car Club**  
**Secretary: M. P. Guirey**  
**2 Jessamine Terrace**  
**Shepperton**  
**Middlesex**

Now in existence for one and a half years the Esher club races 1/12th electric and 1/10th buggies. Meetings are held every second Sunday — indoors or outdoors weather permitting. Circuit is at the Hook Youth Centre, Devon Way, Hook and racing starts at 2.00 p.m. running on to 5.30 p.m. Current membership stands at around thirty active drivers. Always open to new members — just contact Mike Guirey.

**Bournemouth M. R.C.**  
**inc. Tamiya Rough Road R.C.**  
**Secretary: Gordon Knowles**  
**G. K. Models,**  
**390 Holdenhurst Road,**  
**Bournemouth BH8 8BL**  
**(Tel: Bournemouth (0202) 34007)**

This combined 1/12 and 1/10 club has 30 members and meets on Sunday mornings. A happy discount arrangement exists with GK Models for members. A permanent site is being finalised and should be ready in a few weeks. An Off-Road meeting has been arranged for Sunday August 9th with sponsorship from Richard Kohnstam Ltd., Badger Airbrushes and GK Models. Events scheduled to start approx. 9.00 a.m. with total prizes to the value of £500 in various forms. A Concours event will be held during the morning. Entry is £4.00 per driver — details, rules, entry forms from Gordon Knowles at the shop.

### Yorkshire R.C.M.C.R.C.

Sadly the monthly Newsletter reports the death of Ron Broadbent a member mainly interested in the engineering aspect of the hobby — probably best remembered for turning up at the Club Auction with hundreds of different ballraces. His modelling effects will be the main feature of a mini auction. Lack of support for electric 1/12th at the Richard Dunne has forced the club to stop meetings there which was costing £10 a time without getting value. The Summer Championship will however be continued outdoors on the club circuit in Littlemoor Park. In case of rain the events will move forward to the next evening. For entries etc ring Nigel Jacques (Bradford 664252).



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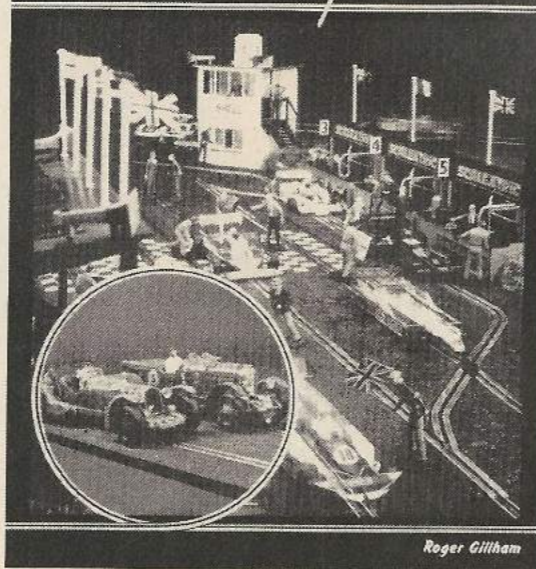
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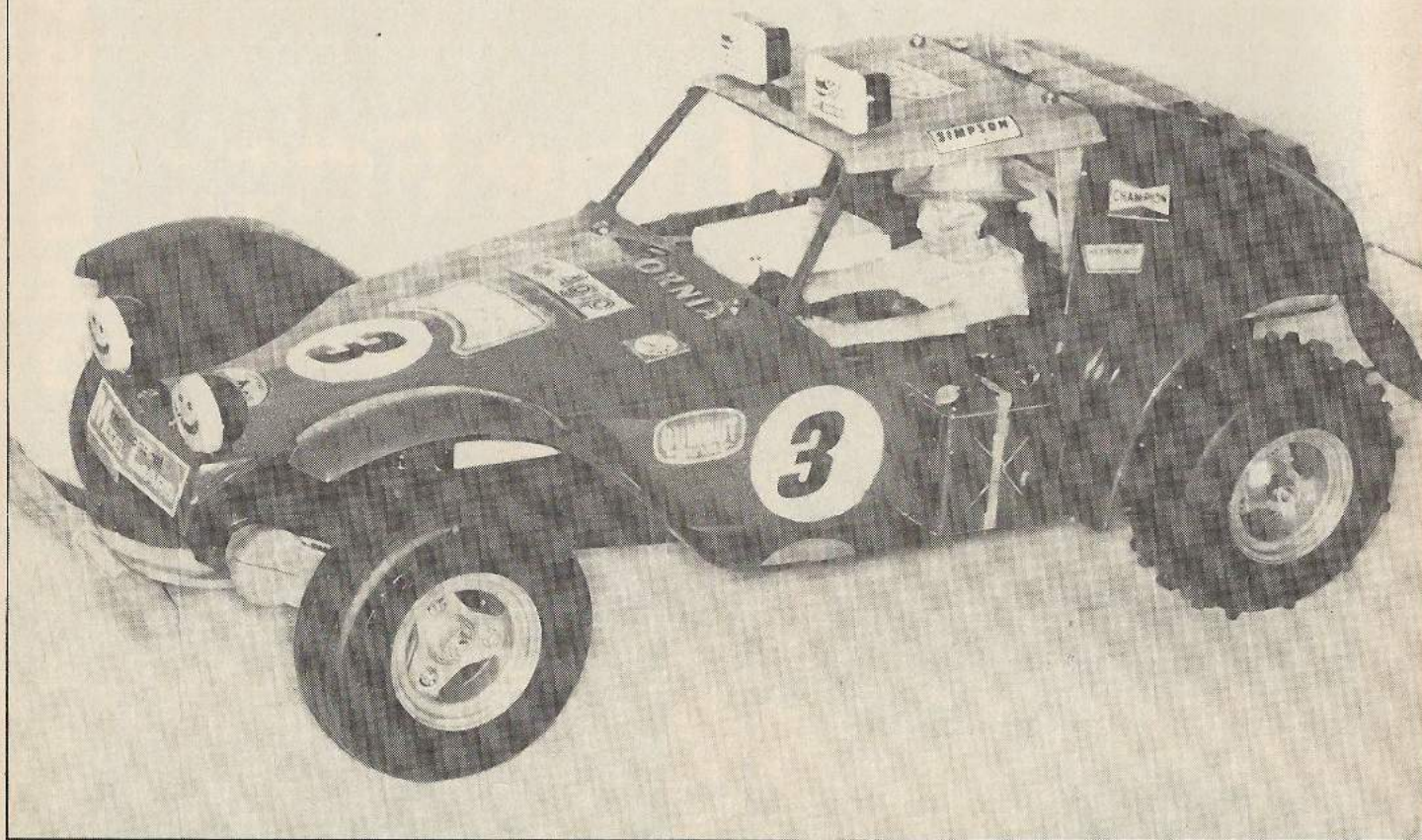
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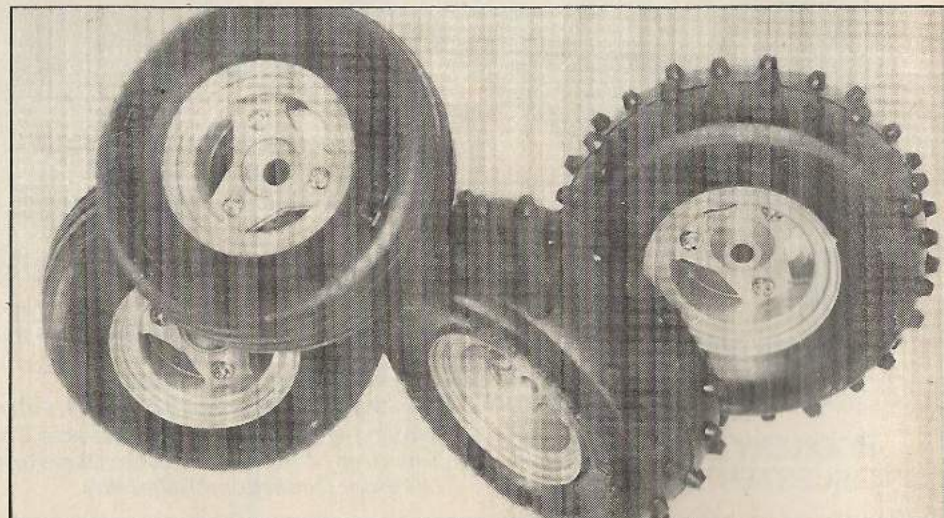
**T**AMIYA'S HOLIDAY BUGGY offers a splendid introduction to off road r/c model cars. Rather naturally, it follows very much the lines of the Rough Rider but in much simpler form and at two-thirds the price. Why 'Holiday' you may ask: this is to follow the Californian habit of using the vehicle as a street car and then when competing strip down the body to essentials. So here is a two purpose scale model that will be a great source of amusement for training sessions in the garden but capable of more serious activities at suitable race meetings.

As usual it is impossible to fault the meticulous Tamiya thoroughness in both kit parts and the splendid instruction leaflet. (A British manufacturer told me the story of the Japanese importer who insisted that the instructions were fully illustrated with drawings as he could never translate the voluminous wordage of the English instructions into Japanese: so it works both ways!) First the necessary tools are shown including a splendid little box spanner provided in the kit (there is a small plastic adapter — A10 — on the tree for use in screwing on ball joints — don't overlook it, I nearly did). Other tools are simple, pliers, file, screwdriver modelling knife.

Chassis is a deep box type frame

construction well suited to keep the water out over rough sections such as shown in current advertisements. Motor mounting locates high up on this, again to keep out of the wet. A neat gear train must be assembled to include the stout metal universal joints to take the rear half shafts. Essential extra here is some form of Loctite. Tamiya do one

of their own 'Liquid Thread Lock' and this should be used for the allen screws holding on the universal joints and indeed everywhere that offers a screw thread to work loose. One special point here is that when attaching spur gear to motor shaft (you have a choice of two ratios) there is a little brass sleeve that goes on first, then the gear is slid on



The exciting tyres, knobby and ribbed on their wheel hubs — that really do tackle the rough roads.

and secured with the usual allen screw. It does not grip hard enough as I found to my cost when I tried it out! The sleeve should preferably be soldered on, or, failing that fixed firmly with Loctite or Superglue, then with the gear's allen screw. Otherwise a very sweetly running gear train.

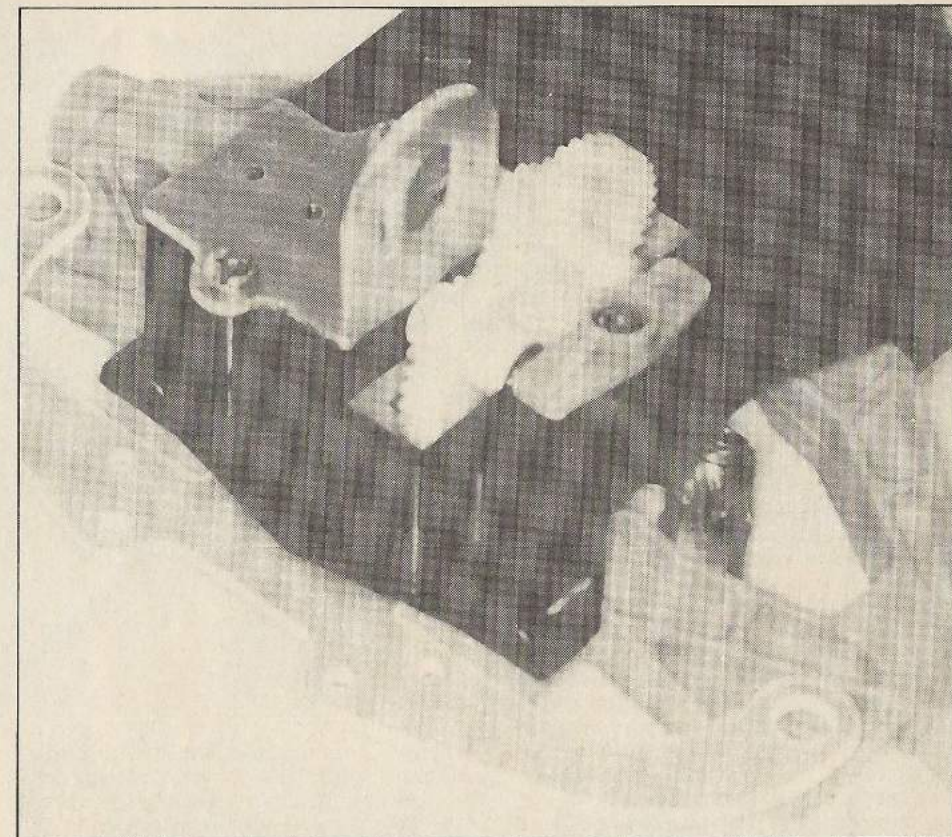
With chassis turned over, a spring which looks rather like a GRP bumper is fitted, and secured with the veritable rear wire bumper, taking care that the GRP spring rests on top of the half shaft carriers. Half shafts are installed next, taking care that all moving parts are greased from the tiny tube supplied. To conclude this stage the roll bar is pressed into place. It doubles as a body retaining latch and enjoys a degree of fore and aft movement.

Suspension and steering unit is next on the list. Ball joints for the tie rods can be screwed in place using the little adapter A10 on the box spanner provided. The stub axles with their kingpins go snugly into the front arms which can then be screwed together and hang down loosely. Two long screws one on each side enclose springs, with short 7mm lengths of rubber damper cut from tube provided. These slip into tags on the chassis frame and are duly nutted with the rubber sleeves compressed about the frame. Don't forget the Loctite here! Front springing is complete and it only remains to attach the front bumper. Two little prongs here must first be snipped off.

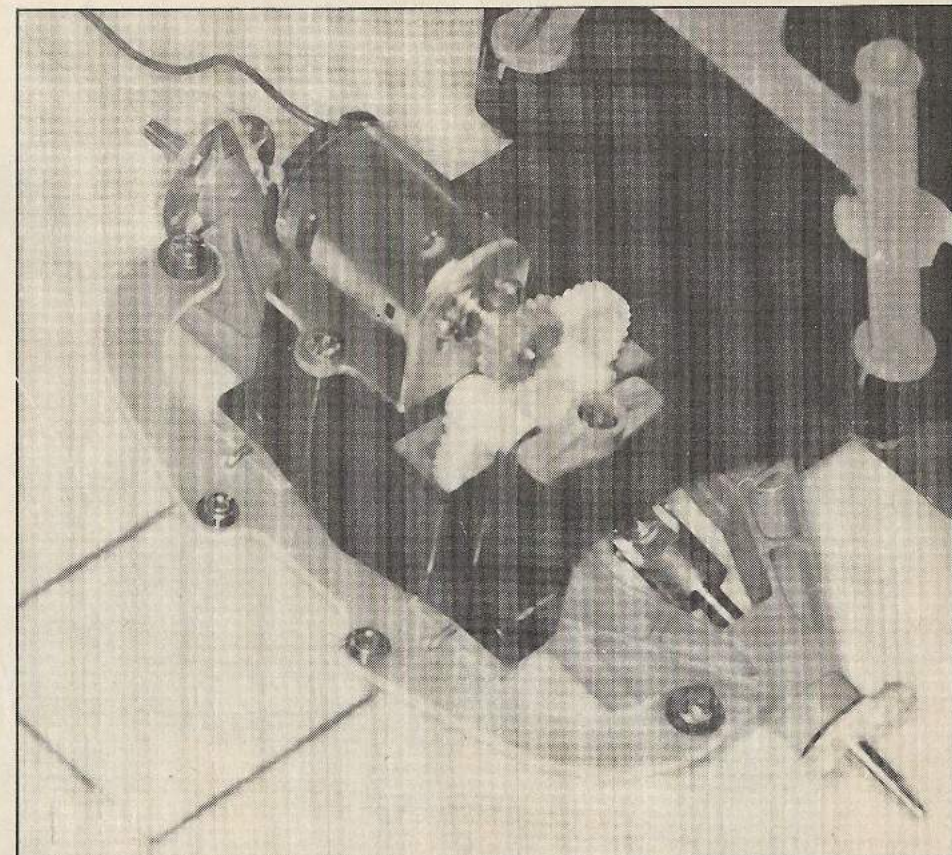
Threaded tie rods are included for the steering together with sockets to take the ball joints. Recommended length is 40mm each and this will do for the start. No servo saver is included and indeed with ball and socket connections is not really necessary as they will normally pop out on a major impact. Three typical servo arms are available to cover the more popular Rx equipment (Sanwa, Accoms, JR, Futaba etc) and a fourth one to adapt to any less popular set you may have. Similar useful suggestions show how arms for speed servo should be adapted — essential is to have a spacing of 14mm to allow full travel of wiper arm.

In my case the arrangement of servos, speed control, rx and battery was not quite so simple as it looked at first sight. The flat 'match-box' type of rx fits easily into the designed recess for it at the very front of the chassis and is secured with the excellent double sided tape in the kit. *But*, I wanted to fit my Talisman Equipment (World Engines) as it is small, light, and white — so would show up well in photographs. Rx here is cube-shaped and no way would the body go down over it! Cube-shaped battery was also defeated by body space.

Steering servo went exactly to plan and so did the speed servo after I had sorted out a long enough servo arm that fitted the servo. Neat little speed control is securely screwed into place. I already had a nice 5-cell nicad pack from my Eleck motorcycle that fitted in



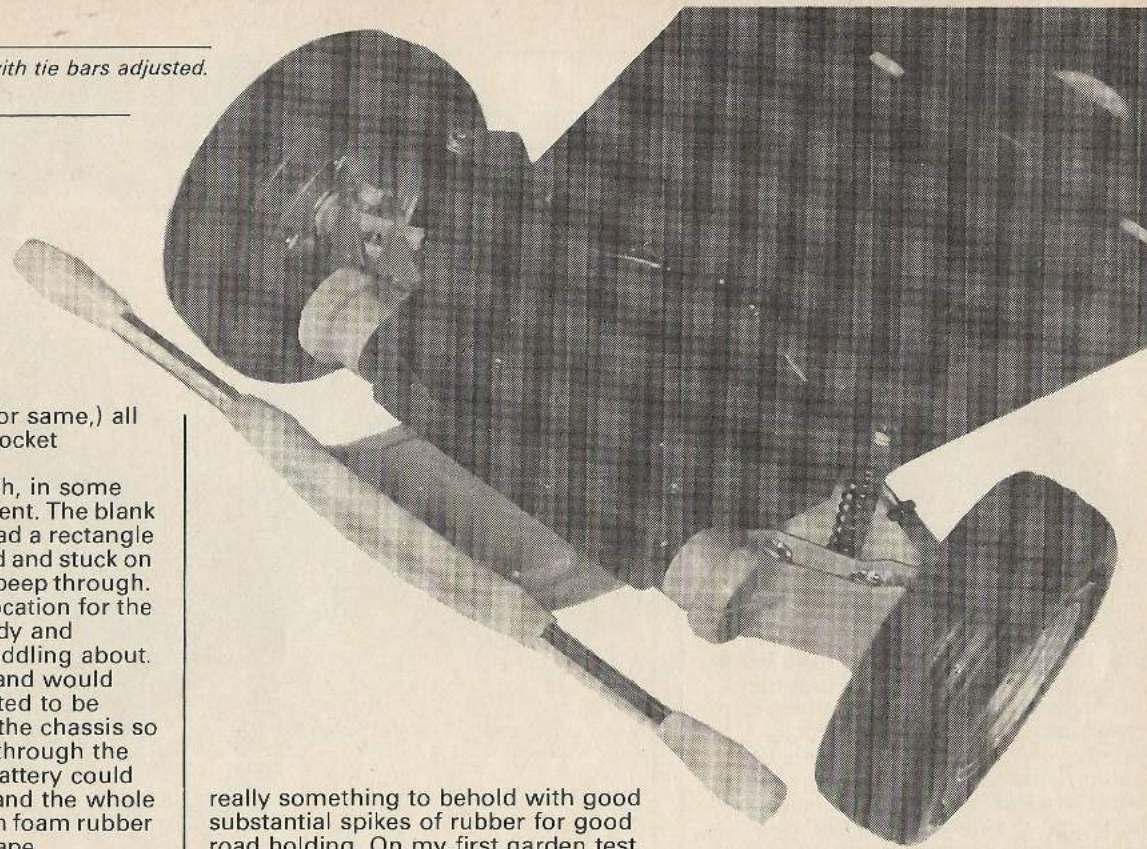
Early stage. Gear Train in place, rear springing and rear end assembly installed.



Motor in place, rear bumper attached and rear springing screwed up. Stub axles connected to universal joints.



*Sprung steering unit fitted with tie bars adjusted. Front bumper fitted.*



(plus a suitable charger for same,) all with common plug and socket connections.

So to the solution which, in some ways I think an improvement. The blank space beside the driver had a rectangle cut in it and Rx was poised and stuck on top of the battery pack to peep through. Since it has an external location for the crystal this was very handy and involved a minimum of fiddling about. The on/off switch is tiny and would hardly have reached if fitted to be switched off underneath the chassis so this too was brought up through the hole for instant access. Battery could now go where intended and the whole set-up firmed in place with foam rubber and secured with servo tape. Movement of the rx to a central position does not seem to have affected trim at all.

A rather long report on a fixing problem, but many drivers may have equipment not specifically intended for the car and it is a pity not to use what you already have by you.

One last comment on radio. Connections between motor and speed controller are shown as twisted wires with rubber sleeves over them. It horrifies me: so my joints are soldered. It only takes a hot iron and a moment to separate them if need be; the twisted bit can separate at any moment and will! Note also that yellow wire does NOT join to yellow wire, but to green wire in these leads.

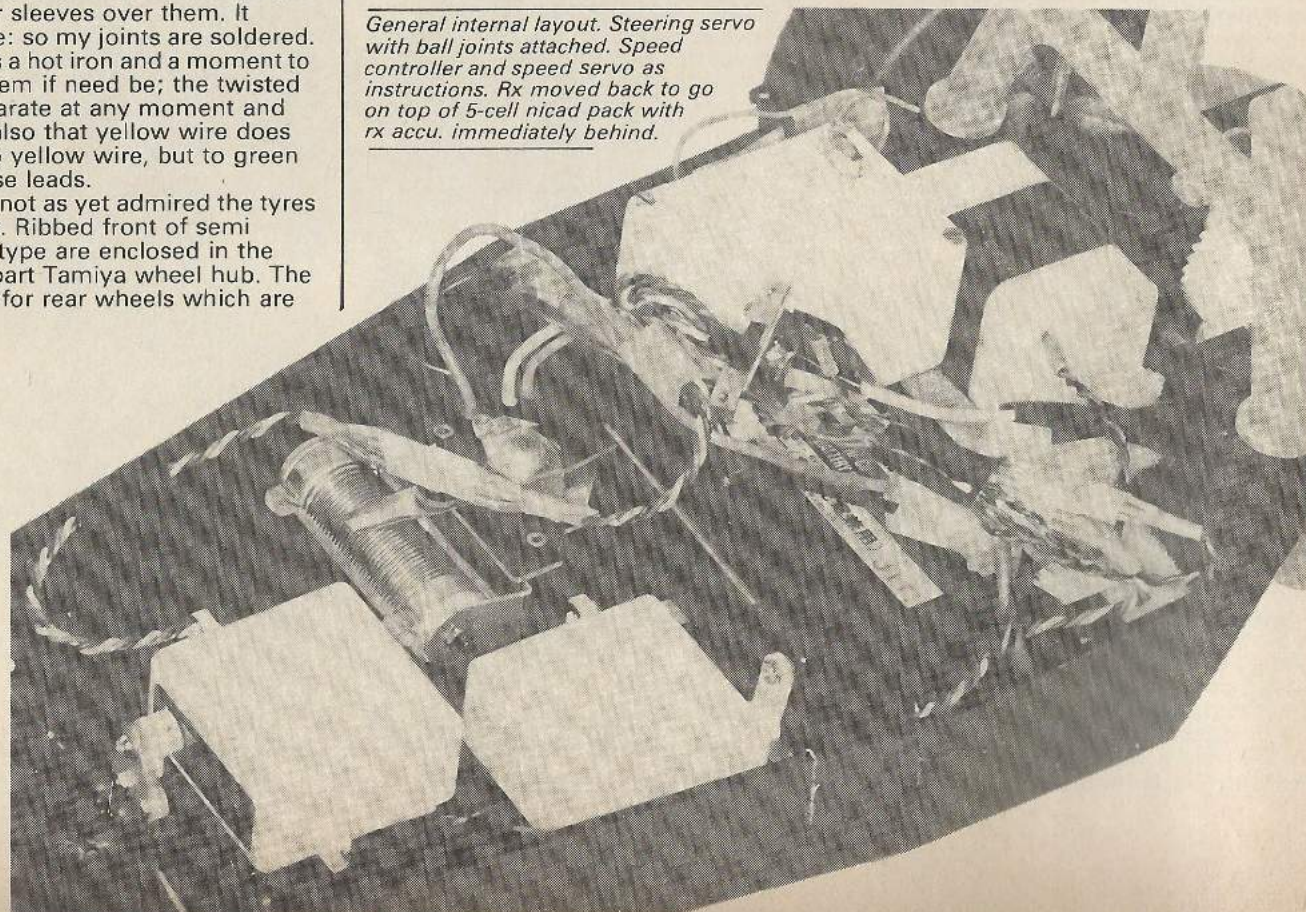
We have not as yet admired the tyres and wheels. Ribbed front of semi pneumatic type are enclosed in the usual two part Tamiya wheel hub. The same goes for rear wheels which are

really something to behold with good substantial spikes of rubber for good road holding. On my first garden test the buggy got away from me and through into the loose earth of a flower bed (casualties three pansies which required a peace offering to wife) where it showed it was indeed an excellent off-road performer!

Very little requires to be done to the body as polyethylene does not take kindly to paint. It comes in deep blue colour (at least mine did) and needs

only the roof top to be painted and screwed into place, the two jerrycans also painted plus the roof and front headlamps. An elegant transfer sheet is included of self adhesive material. If your are going to make full use of it start the good work before screwing the headlamps in place. With a thought of not looking exactly like every other Holiday Buggy I left off a lot of decals

*General internal layout. Steering servo with ball joints attached. Speed controller and speed servo as instructions. Rx moved back to go on top of 5-cell nicad pack with rx accu. immediately behind.*



*Shows how spare place by driver has been cut out to take Rx, with its conveniently located crystal for quick change. On/off switch is behind the rx.*

and trims. Little man requires to be painted (do it whilst still on the 'tree') and assembled. He locks into place without any cementing. Jerrycans screw on each side of body. Driver plate screws into bonnet and clicks into side panels. If you have an awkward Rx cut out hole to take it. Aerial feeds up through a socket and goes into aerial tube, which has a ready made hole in roof to receive it.

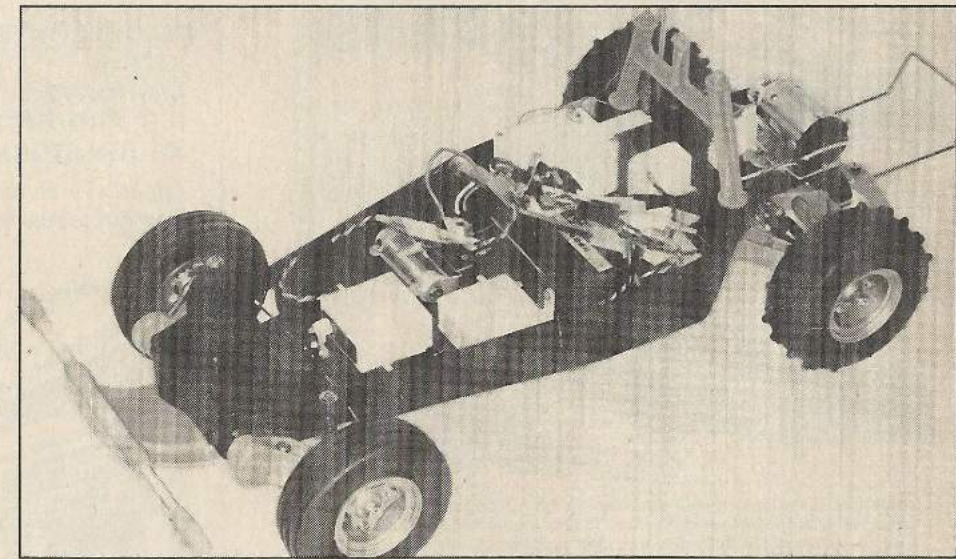
Unusually, a fuse is let into the circuitry and a spare fuse provided. I have not seen this since early days of Lectricar and have not blown mine as yet. Just another example of Japanese thoroughness (The Datsun I hired in Canada for example screamed blue murder if I failed to fasten seat belt or shut door properly!)

This is only the second Tamiya r/c car that I have put together. The other was the Martini Porsche a long time ago when the Tamiya company was only just beginning to see the future of r/c cars and the Accoms set was not even on the market. It has made me a firm Tamiya supporter though I shall never be as adroit as their Toy Fair demonstrators.

The car is now Number 1 for garden sport and to entertain any young

visitors of the 'test to destruction' brigade. I shall be trying a few mods, including raising the steering servo by about 1/4 in to give room for a wider swinging servo to make snappy U-turns possible in best rally style, plus perhaps

a little weight in the front to balance the missing Rx there. If there is anyone still reading about their first r/c car, this is a splendid opportunity for them to get right into the game with almost guaranteed satisfaction.



*Complete car with bodyshell removed. Leads should be taped together or to side of chassis pan to avoid fouling speed controller or other moving parts.*



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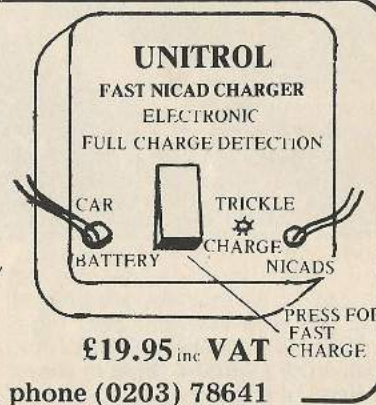
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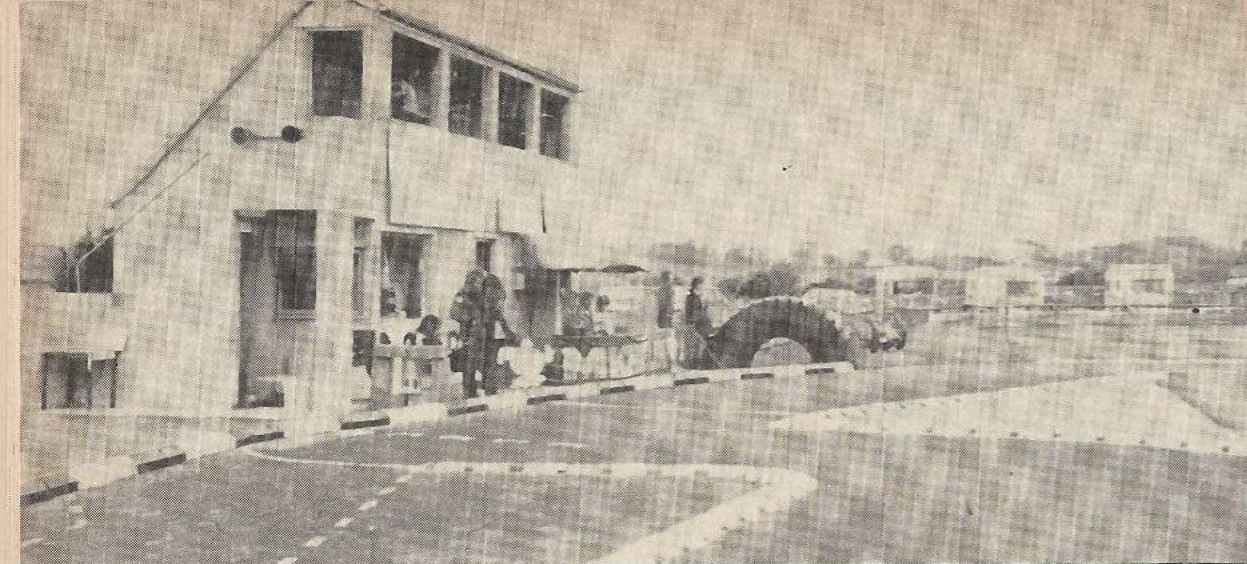
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◀ The new drivers' rostrum with timing, toilets and Tx pound beneath taken on Friday before the crowds rolled up.

# BRITISH GRAND PRIX AT MENDIP

**D**ARE WE SAY OF THE NEW MENDIP CIRCUIT 'best in the West'? I am sure it is someone else's slogan but just for once I hope they won't mind me using it.

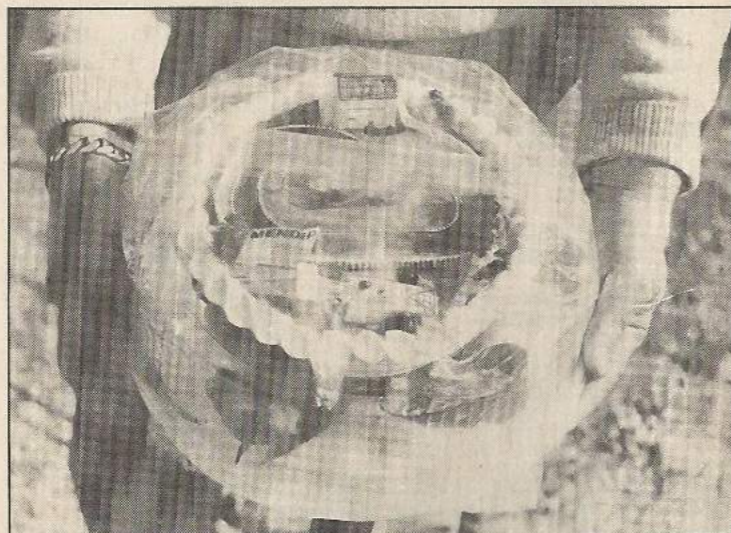
Great things have been done there this year: (1) Track has been extended to include a chicane by the start and pits and completely resurfaced to provide an excellent smooth run. Outfield elegantly grassed and cut short, plus a number of concreted run out slopes to protect cars and facilitate re-entry. (2) A noble drivers rostrum to take eight or more drivers has been built — no longer unprotected from the wind and rain (if any) (3) Beneath this are housed the timers' room with new 10-station computer timers (4) Transmitter pound/clubroom (5) Kitchen facilities and (6) Toilet accommodation (M & F) with real flush toilets (7) Outside tap for caravan/campers etc (8) Greatly enlarged car park with non-mud granite chips. (9) Efficient p.a. system (this may have been borrowed). For the meeting a large marquee had been erected to hold most of the drivers' pits and a local caterer had set up a refreshments van plus tables, chairs, and umbrella shades. There you have it.

As to the meeting it proved very much a PB Racing Products occasion with just one or two other cars making the finals. Entries were well up to standard with 96 in Formula on the Saturday and 106 for Sports/GT on Sunday. This total included over a dozen visiting drivers from France, West Germany and the Netherlands. It was a pleasure to greet old friends like Ronnie Ton, Peter Bervoets, Alfred Schon, Charles Royet, Dieter

▷ View from the drivers' end: a shot taken from the rostrum which provides excellent room for up to 10 drivers. Chicane is below right with refuelling lane and pits far right.



▷ Raffle cake with circuit, cars etc in icing thereon. No, I didn't win it!



Debbie Preston immaculate as ever with her latest Associated Team car, designed by Dave Preston and Phil Booth.

Ronnie Ton who raced his Super Pro Serpent III into the Sports/GT final — the only non-suspension car to make it!



Charles Royet from France with quite the nicest portable pit, including starter, tools, spares, storage and all on wheels like a shopping trolley.

Bob Errington (irreverently described in commentaries as "Herringbone") with his FTD Alpha Sports/GT car who also won the Formula event on Saturday.



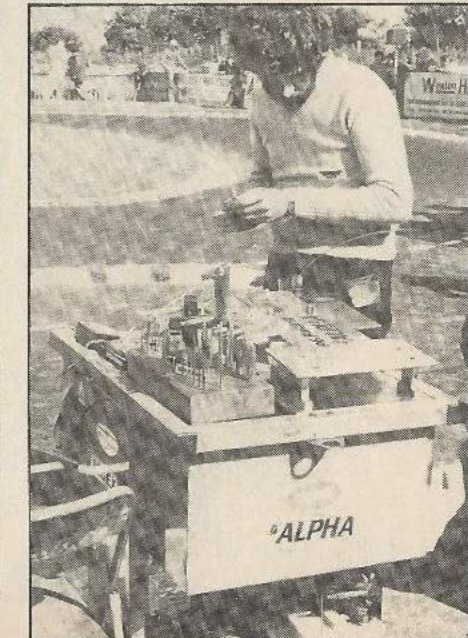
Alfred Schon, a regular visitor to England from Munich who has eagerly adopted the Alpha.

Hornischer and other newcomers to the British scene.

Saturday weather was sketchy with constant threats of rain and showers that held up proceedings and eventually led to cancellation of the third round of heats. The circuit had the peculiarity that it was very very slippery with a little dampness but improved when thoroughly soaked. Afternoon sunshine dried it off very well and enabled the Open Final to be run in good conditions and the handicap finals in conditions nearly as good. Gary Culver, now driving for PB, Phil Greeno and Bob Errington all achieved heat figures of over 22 laps with Gary taking FTD (he actually got 22 laps in both his heats!) and winning the poignard presented by Wilkinson Sword Group.

Fred Martin, Gary Culver, Bob Errington and Phil Greeno went straight into the Open Final to be joined by Phil Booth, Paul Pagdin, Steve White and Keith Plested. No less than eight of our visitors qualified for the Semis, but alas none of them made through to the final.

Meanwhile the Handicap Finals were run with B. Davies taking the 0-15% on handicap from first past the post P. Goodman. In the 20%+ event it proved a straight win for Ian Milner from John Robinson with only third man M. Smith moving up over Ron Ellis on handicap. These four all had 50 laps or more, to be followed by the remaining four in almost a separate event in the twenties. Specially notable here was young Steve Tilley having only his second handicap outing but already in the 20+ group! He was running an Alpha which I understand Phil Booth helped him put together... but more of Steve in Sports/GT.



Ted Longshaw gave a spirited commentary on the Open Final, which I faithfully got down on my little Pearlcorde. Gary Culver got off to a good start belting round at a speed to justify his FTD with Steve White and Fred Martin close pursuit with Bob Errington ('Herringbone' in the commentary) in fifth place just behind Paul Pagdin. I should say at this juncture that seven of the eight were driving PB Alphas only Phil Booth was in opposition to the mark with his own, Associated, suspension car. Phil now moved up to fourth, with Steve still after Gary and now Phil Greeno began to show one lap up on Fred Martin. Steve White then took up the running, and a ding dong ensued between him and Gary, alternating places as fuel stops came.

At the half way mark Culver led, followed by Steve, Bob and Phil G. The race was developing into a leading group of four, and a secondary race of four led by Phil Booth who now and then began to get on terms with the leaders but did not hold it. Bob Errington then took the lead and made 100 laps as he came a lap clear of Gary and two laps clear of Steve. Greeno then had a warning for hairy driving.

Track adhesion was very good and the sun was shining brightly from behind the rostrum so no problem of sight. Bob and Gary were still battling it out with plus or minus a lap between them. With 1 1/2 minutes to go Phil Booth's car came adrift at a suspension link which finished any chance he might have had (9 laps behind the leaders at that time). So Bob Errington clocked up another fine win with Gary less than a lap behind. All the finalists will be giving a repeat performance as British team members at Indianapolis in July.

Sunday was another showery day although it was possible to complete all three rounds of heats. In heat one,







Malc Draycott takes his trophy happily — a nice follow-up to his Association Championship win last season.



Smiling Steve White just after winning the Sports/Gt event with his PB Alpha.

"Mr Pinstripe" — a neat lining job on the bodyshell and a pullover to match from Mick Williams of Chessington.



Smiling Phil Greeno encouraged by Ted Longshaw adds another modest trophy to his collection.



Handicap Final Ted Longshaw led the way in with 41 laps, to go down to third place on handicap behind Paul Booth and John Robinson. Once again Steve Tilley figured in the final in 7th place.

Ted Longshaw again held the mike for the Open Sports/GT Final. A wet circuit was now wet enough to provide some adhesion but with slow times. Steve White went off in the lead followed very closely by Malc Draycott which must have been the first time he figured in an international final, though he did I believe have his baptism of fire overseas last season.

Bob Errington and Gary Culver followed the leading pair though Malc was pulling away from Bob Greeno was prominent followed Fred Martin and Ronnie Ton up close. Greeno was now third with Bob fourth, and Malc taking the lead momentarily as Steve re-fuelled. Charles Royet was pulling closer to the leaders though several laps down. Heavy rain was falling and Greeno/Ton collided. Steve White

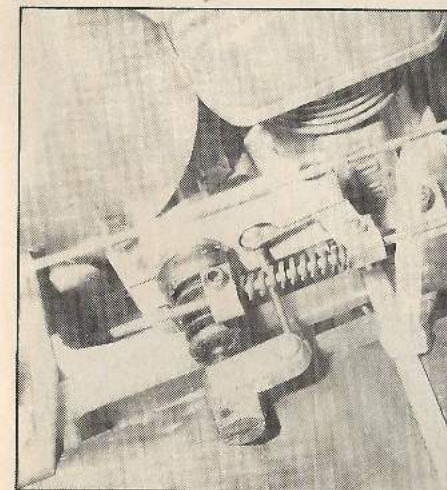


Fred Martin who placed second in the Sports/GT behind Steve White.

haring on steadily was three laps up on Malc, Fred Martin 3rd four behind, and another lap separated Bob with 10 minutes to go. Steve comfortably in the lead and making only ten minute pit stops. Malc still there in 2nd place, Greeno with a bent airfoil (new rain model quipped Ted Longshaw on sale next week!)

With seven minutes to go Fred took over in second place but Steve was well clear with his four laps lead, Malc was in third place with Royet fourth 10 seconds behind, then Errington came through to fourth place on same lap. In the last minutes Fred Martin and Malc had a ding-dong struggle on the same lap with Bob and Royet equally locked in combat another lap behind. Steve won with a mere 99 laps (against winner's 127 laps in Formula the day before). Certainly an exciting race which Malc Draycott will remember with delight.

So ended Mendip's first big meeting. It went flawlessly with only the weather unkind. Computer printouts came virtually immediately and on both days complete results sheets were available within a quarter of an hour thanks to Wessex Office Equipment. Prize trophies were donated in the main by PB Racing Products and AMPS with Wilkinson Sword Poignards for the two FTDs. Much of the success must be attributed to Race Director Dennis Jones and his team of Mendip Club members plus the efforts of John Keay

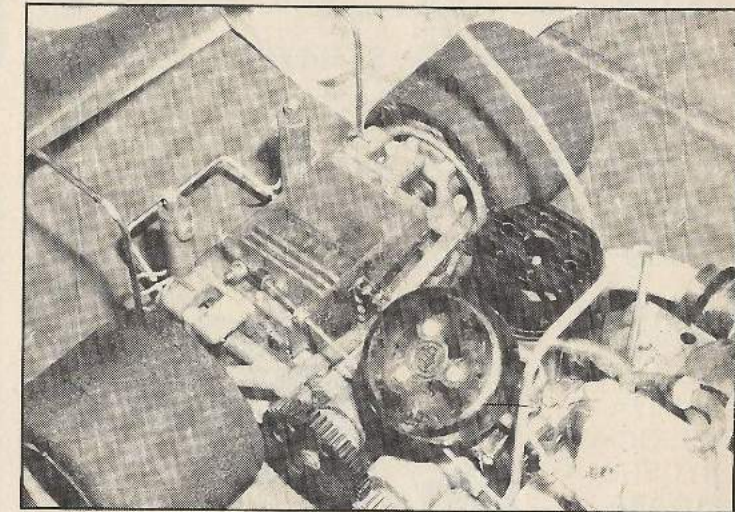


Very neat bellcrank arrangement to enable a Preston sleeve carb to be used on his OPS in John Hale's o.d. "After" Rapier design and still enjoy a straight push/pull for brakes and throttle.

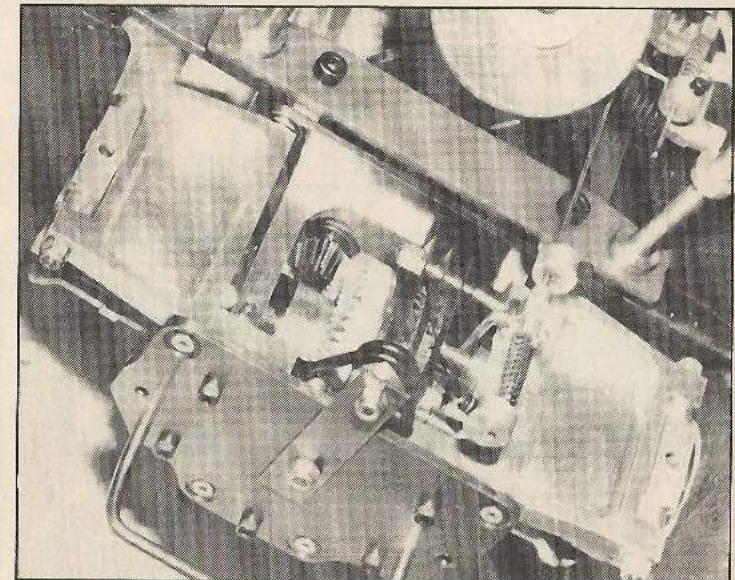
Front of John Hale's car, again making use of O-rings and ball and socket attachments to achieve the front suspension.

and his partner Mr Penny who had some cliff hanging moments, with water finally connected, for example, only hours before the meeting began. Nor must we forget young Christian Keay who certainly helped me a lot and

fraternised happily with the overseas strangers in our midst. Marley Parrant produced the race programme and this showed a host of good folk who had helped the meeting to take place. So, thanks everybody for a great effort!



Protective cover over Paul Pagdin's brake discs to prevent them being oiled up by oil spurting from the engine.



Another shot of John Hale's o.d. suspension car. Note lightening of alloy suspension units and use of O-rings as on the Booth/Preston cars.





# EAST LONDON MODELS



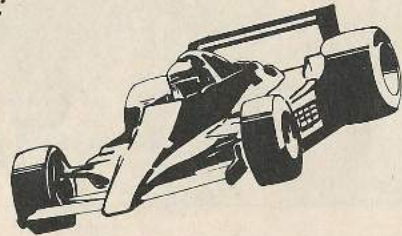
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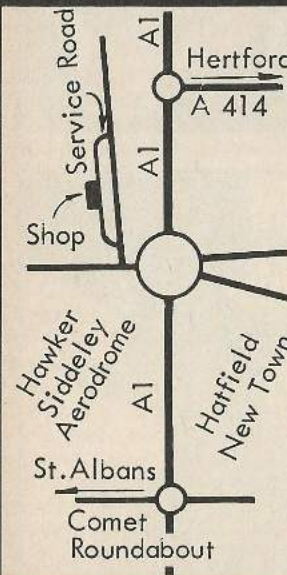
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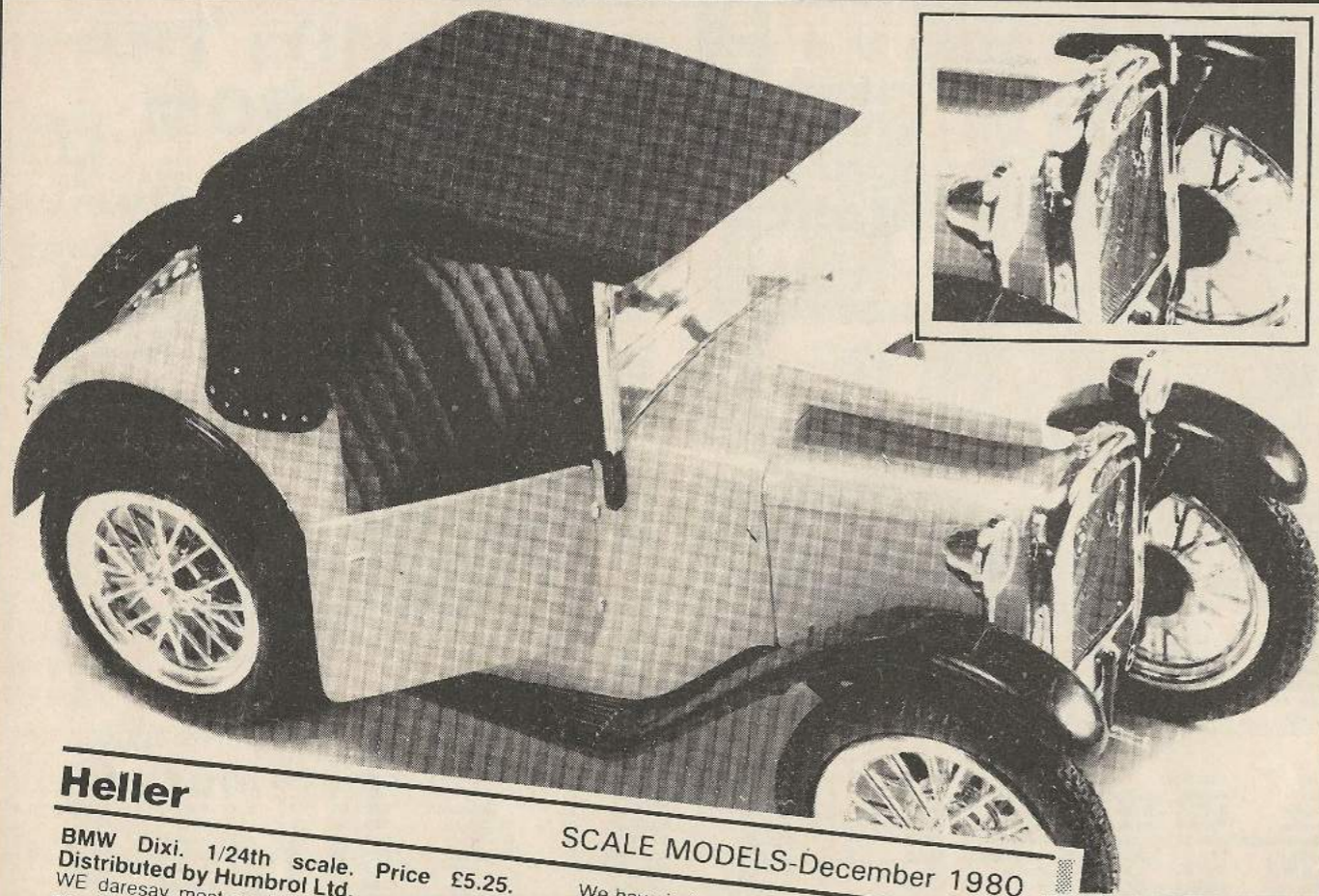
### British Grand Prix 1981. Mendip Circuit. Formula 1. Results

Name	Heat 1	Heat 2	Heat 3	O'all Pos	Name	Heat 1	Heat 2	Heat 3	O'all Pos	Name	Heat 1	Heat 2	Heat 3	O'all Pos
S. Wakeman	17/13.1	19/10.6			J. Debros (F)	19/41	2/-			L. Whelden	0/-	14/1		
R. Brooks	9/18.3	18/10.0			R. Wylie	18/8.2	12/17.9			G. Culver	22/8.9	22/9.2		
D. Graham	13/14.5	2/15.0			D. Powell	17/5.7	18/14.3			P. Greeno 22/18.0	11/13.1			
M. Nash	16/24.3	8/24.4			J. Williams	9/46.6	16/13.5			F. Martin	21/-	21/6.2		
J. Dunkerley	7/59.0	4/-			W. Nicholls	8/36.6	16/6.8			P. Pagdin	21/3.9	1/-		
V. Mulgrew	0/-	0/-			P. Leach	7/32.6	18/0.9			P. Bervoets (NL)	21/8.1	19/-		
A. Macewan	0/-	0/-			A. Jones	0/-	0/-			A. Schon (D)	10/9.7	10/11.9		
M. Davies	0/-	0/-			T. Longshaw	19/15.7	19/2.0			De. Preston	19/66	10/7.5		
D. Pittaway	16/15.2	17/16.9			M. Bartlett	19/21.5	19/2.6			W. Bailey	0/-	0/-		
D. Hare	14/4.9	9/-			P. Draycott	18/0.3	18/9.0			R. Errington	22/13.1	21/4.2		
B. Williams	14/13.2	12/14.2			M. Perry	18/13.2	18/0.6			K. Plested	21/12.4	20/16.1		
D. Minton	12/13.5	0/-			J. Darrington	18/13.9	18/16.1			R. Ton (NL)	21/24.3	16/25.0		
L. Edmunds	12/22.9	14/24.4			M. Redwood	15/15.2	18/5.6			S. White	17/9.1	10/2.3		
T. Hamilton	11/22.0	13/15.6			R. Leighton	12/39.2	2/-			C. White	15/-	9/-		
T. Jones	7/38.6	15/1.0			J. Taylor	4/34.2	16/9.9			P. Booth	14/32.3	20/3.3		
R. Davies	18/17.3	12/-			P. Heinz (F)	20/2.2	0/-			D. Martin	12/7.8	21/5.5		
P. Goodman	18/17.5	19/14.7			M. Williams	19/9.1	19/8.6							
S. Fagg	17/5.7	18/7.6			J. Milne	18/0.7	18/13.4							
A. Graham	17/9.1	5/-			D. Jones	18/13.1	19/14.7							
R. Heffer	14/14.6	10/-			P. Hague	18/3.8	0/-							
R. Saunders	12/10.6	9/-			M. Plested	18/7.8	10/15.8							
D. Heywood	5/39.1	16/4.2			M. Draycott	12/13.7	11/-							
J. Davies	1/31.8	1/-			A.V.D. Bent (NL)	11/15.3	9/7.4							
M. Cox	18/0.4	8/-			Royet Ch (F)	20/13.2	10/-							
A. Carless	17/5.8	16/2.9			K. Junghans (D)	20/14.4	20/9.3							
M. Anderton	17/8.9	18/15.7			M. Newman	19/10.0	20/7.0							
D. Smith	17/11.4	17/11.6			P. Collete (F)	17/-	20/3.8							
D. Dixon	16/7.7	17/3.7			F. Mejerders (NL)	6/46.8	17/0.3							
R. Hamblin	17/33.9	15/8.7			M. Parrant	0/-	17/13.5							
J. White	7/-	0/-			A. Stafford	4/50.7	13/-							
I. Milner	18/10.1	15/-			K. Wheldon	0/-	0/-							
S. Tilley	18/11.9	18/0.1			R. Roem (NL)	19/6.3	20/3.8							
P. Booth	18/15.3	12/-			J. Chamberlain	19/8.3	19/5.4							
J. Robinson	17/5.2	18/13.8			D. Hornischer (D)	17/7.8	7/19.7							
K. Clarke	15/8.9	16/9.2			U.D. Put (NL)	13/8.3	10/17.2							
H. Chapman	15/59.4	12/5.0			R. Ellis	10/39.9	20/2.0							
M. Bartlett	9/44.6	5/-			De. Preston	4/27.2	2/-							
M. Smith	19/3.4	11/-			D. Brader	0/-	7/-							

Semi-Finals				0-15% Final				20% + Final				Open Final			
Name	Lap/Time	Pos	Name	Lap/Time	Pos	Name	Lap/Time	Pos	Name	Lap/Time	Pos	Name	Lap/Time	Pos	
P. Booth	60/4.9	1	S. White	62/10.5	1	P. Davies	32/20.02	1	I. Milner	54/20.19	1	R. Errington	127/16.3	1	
P. Pagdin	59/13.4	2	K. Plested	62/9.2	2	B. Goodman	33/20.14	2	J. Robinson	52/21.09	2	G. Culver	126/12.2	2	
D. Preston	59/15.27	3	Royet Ch (F)	58/2.2	3	A. Graham	30/20.39	3	M. Smith	50/22.64	3	S. White	122/3.3	3	
P. Bervoets (NL)	58/9.3	4	P. Collete (F)	57/3.0	4	M. Cox	27/24.97	4	R. Ellis	53/24.06	4	P. Greeno	120/13.9	4	
P. Heinz (F)	55/-	5	K. Junghans(D)	49/4.6	5	M. Anderton	25/25.98	5	S. Tilley	26/41.53	5	P. Booth	111/2.6	5	
R. Ton (NL)	55/5.6	6	D. Martin	33/-	6	S. Fagg	22/29.34	6	P. Booth	25/43.2	6	F. Martin	95/14.1	6	
A. Schon(D)	49/14.4	7	R. Ellis	32/8.0	7	S. Wakeman	17/39.02	7	P. Leach	24/46.87	7	P. Pagdin	91/7.1	7	
R. Roem (NL)	23/-	8	M. Newman	14/-	8	R. Brooks	13/46.15	8	M. Plested	21/57.85	8	K. Plested	87/-	8	

Name	Heat 1	Heat 2	Heat 3	O'all Pos	Name	Heat 1	Heat 2	Heat 3	O'all Pos	Name	Heat 1	Heat 2	Heat 3	O'all Pos
S. Wakeman	19/16.7	18/12.2	0/-		R. Hamblin	1/-	15/-	5/-		M. Plested	10/-	11/2.1	0/-	
R. Williams	18/6.5	17/11.4	13/2.4		M. Cox	2/-	20/10.7	20/10.7		A. Stafford	18/3.6	5/10.7		
M. Cotton	17/2.5	17/13.1	17/5.2		S. Tilley	20/5.1	20/11.9	20/7.8		T. Longshaw	21/0.1	0/-	12/9.0	
A. Graham	16/11.3	7/-	16/17.5		P. Booth	20/14.2	18/8.8	20/14.4		D. Martin	22/10.1	14/-	2/-	
C. Mowat	14/17.4	5/-	6/16.0		A. Bedford	17/7.9	15/-	18/18.1		R. Ellis	21/8.6	8/-	0/-	
J. Dunkerley	7/-	14/7.6	5/-		D. Baker	17/18.9	17/10.5	13/16.7		M. Newman	19/17.6	21/6.9	7/-	
J. Davies	2/-	0/-	14/11.6		D. Shaw	13/11.0	16/6.3	17/5.9		P. Gatehouse	18/0.2	0/-	7/8.0	
T. Davis	1/-	11/-	1/-		K. Clarke	3/-	15/6.7	17/11.1		L. Wheldon	18/6.2	20/4.3	2/1.6	
N. Marson	16/12.1	11/-	16/7.7		M. Baker	0/-	16/10.0	16/5.3		F. Deierdras (NL)	18/13.8	16/16.0	0/-	
D. Walker	15/12.6	9/-	12/15.3		A. Coles	0/-	0/-	16/17.5		D. Hornischer (D)	8/17.1	20/5.6	0/-	
D. Pittaway	15/15.1	15/13.3	15/19.2		J. Robinson	20/12.8	19/9.2	19/9.2		W. Bailey	0/-	0/-	0/-	
A. Macewan	14/14.7	12/-	13/-		I. Milner	20/14.6	19/8.7	20/10.7		M. Williams	21/-	20/1.9	2/-	
R. Brooks	13/-	17/3.1	17/2.9		J. Debros (F)	19/3.4	20/8.2	19/-		K. Junghans (D)	21/9.5	21/8.8	0/-	
L. Edmunds	13/20.0	14/13.0	13/20.3		W. Nicholls	18/2.2	6/-	14/20.7		D. Brader	21/12.1	20/1.7	0/-	
D. Graham	12/18.2	11/-	11/-		D. Dixon	18/5.6	18/11.3	19/11.8		De. Preston	16/6.3	3/-	0/-	
M. Davies	11/-	3/-	2/-		D. Powell	17/0.9	13/4.4	17/5.1		P. Collete (F)	10/-	21/13.1	9/-	
R. Davies	18/6.2	18/8.0	18/20.8		R. Wylie	4/-	17/3.7	18/13.7		M. Parrant	7/-	20/6.1	5/17.7	
G. Wilkinson	18/18.2	18/6.8	19/6.9		A. Jones	2/-	12/2.2	16/5.7		Y.D. Put (NL)	5/-	0/-	0/-	
G. Fagg	17/7.1	9/-	16/5.9		J. Darrington	20/11.6	15/3.4	17/4.2		K. Wheldon	0/-	0/-	0/-	
I. McGleish	16/15.0	0/-	0/-		R. Buckner	20/14.8	21/14.6	19/12.1		R. Errington	23/8.9	20/1.0	3/-	
A. Jones	16/19.9	17/4.2	14/1.3		S. White	19/5.5	20/10.8	20/14.3		S. White	23/13.0	15/-	8/-	
T. Hamilton	14/3.9	12/19.3	14/12.2		P. Leach	19/7.1	20/13.0	20/13.5		G. Culver	22/3.1	5/-	0/-	
D. Powis	5/-	19/11.7	6/-		J. Williams	19/9.6	19/14.9	18/11.6		K. Plested	22/10.2	15/-	12/7.2	
A. Coles	0/-	19/2.1	19/-		R. Leighton	12/-	16/8.0	17/8.5		A. Schon (D)	22/12.1	21/8.8	0/-	
D. Heywood	19/2.1	17/-	19/-		A. Hale	5/10.7	1/-	3/-		R. Ton (NL)	21/10.9	21/13.4	7/10.4	
P. Goodman	19/10.2	19/5.2	14/-		M. Smith	3/-	3/-	11/-		P. Booth	2/-	20/6.9	0/-	
M. Anderton	18/0.5	17/14.8	15/-		M. Bartlett	21/11.9	9/-	19/7.1		P. Greeno	23/12.48	22/3.5	11/1.7	
R. Saunders	18/12.5	2/-	18/2.8		M. Redwood	20/1.3	20/7.7	20/15.0		J. Chamberlain	20/1.8	22/9.4	12/14.7	
R. Heffer	15/7.1	17/6.9	13/17.3		P. Draycott	19/2.0	0/-	4/-		De. Preston	20/6.4	14/-	0/-	
A. Carless	15/8.5	14/13.6	16/15.8		P. Hague	18/5.8	17/-	19/10.7		P. Pagdin	19/-	20/12.6	12/3.6	
J. White	12/-	8/24.8	16/13.1		J. Taylor	12/24.3	12/17.6	14/13.9		F. Martin	18/-	22/12.8	12/19.2	
K. Snell	0/-	0/-	16/13.1		P. Heinz (F)	10/16.1	21/12.4	20/1.5		C. White	11/-	0/-	0/-	
M. Shaw	19/15.1	5/-	18/4.1		J. Milne	6/-	18/13.6	17/9.0		P. Bervoets (NL)	9/-	12/-	12/5.7	
D. Smith	17/6.4	19/2.9	16/13.4		Avd Bent (NL)	1/-	15/7.4	0/-						
I. Davies	18/10.6	17/3.9	15/-		Royet Ch (F)	21/5.3	22/12.3	1/-</						





**Heller**

**BMW Dixi, 1/24th scale. Price £5.25.**  
**Distributed by Humbrol Ltd.**

**SCALE MODELS-December 1980**

WE daresay most modellers will have noted the name BMW Dixi and perhaps passed on without a second thought, but those modellers who specialise in car subjects will already have cottoned on to the significance of this kit. The Dixi was in fact the German licence-built version of the Austin 7, or to put it another way, we have at last got a reasonable plastic kit of an Austin 7!

This legendary little baby-car from the drawing-board of the then Herbert Austin is such a motoring classic that it comes as quite a shock to realise that we have never had a plastic kit produced of it in any of its many forms. How ironic, then, that when one does appear it should be produced by a foreign manufacturer and based on a foreign-built version. Shame on you Airfix, "MATCHBOX", et al!

Fortunately the differences were so slight that it is quite easy to alter this kit back to an English version. The dashboard is incredibly basic and it is a matter of a few moments work to cement the steering column to the righthand side, and it is a matter of a few moments to modify the front axle steering linkage to suit. The 'Dixi' badge will also need filing off the radiator and also the emblem in the grille itself. Ideally the latter can be taken care of by removing the actual grille itself with drill and file and replacing with a piece of fine mesh, as the moulded grille is a bit vague anyway.

We have in fact finished our model in the colour scheme intended in the kit for the purpose of this review. This scheme is intended to represent a preserved example of the Dixi finished in a rather garish scheme of two-tone blue, with chromed wheels and radiator. Nice and bright in a museum perhaps but utterly untypical of Austin 7s! It is, of course, a simple matter to paint over the chrome if a more realistically subdued finish is required.


In general terms this is a nicely-moulded kit that is adequate without being exceptional. It isn't the neatest Heller kit we've seen and we get the impression that cost considerations have caused a bit of simplification here and there, but nevertheless it does assemble very easily into a nice little model. It does have working steering and the doors and bonnet can be cemented in open or close positions. The engine detail is again adequate as it stands, but leaving scope for the superdetail enthusiast. Bear in mind this 1/24th scale model is smaller than most 1/32nd scale ones!

So there you have it: it is a very acceptable model of a very acceptable subject but, with the best will in the world, we could not say it was a very acceptable price. Heller kits are generally a bit dearer than their competitors due to import tariffs, but this is usually balanced by their excellent quality. But even allowing for this, the price seems a bit high to pay and this may deter the casual buyer if not the enthusiast. Pity, because it's definitely worth getting!



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**RipMax**



**GRAUPNER ELECTRIC FRONT-WHEEL DRIVE**

Pre-assembled and equipped with clear Lexan body for painting in your own personal style. Exclusive chassis design, cast alloy front-wheel block, front axle differential, built-in steering damper. IGA-RASHI 033 hi-torque motor with proportional speed controller. Model length approx. 16" (1/12 scale) PORSCHE 917/30 £54.25 or RENAULT MIRAGE £54.25.



**GRAUPNER ELECTRIC**

Conventional rear-wheel drive with choice of gear ratios. Complete with Lexan body-shell, motor, speed controller, motor brake. Ready to run as soon as radio and drive battery have been installed. Proportional steering and infinitely variable speed control. Rheostat-type motor brake enhances the handling and road-holding in turns, and is adjustable to achieve maximum effectiveness. Choose from the following:

- almost-ready-to-go kits:
- Porsche Carrera ..... £46.50
  - Ferrari ..... £46.50
  - B.M.W. 3.5 CSL ..... £49.95
  - Corvette ..... £49.95
  - B.M.W. M1 ..... £45.75
  - Mercedes 450 SLC ..... £47.75
  - Porsche Turbo ..... £45.75
  - Also available Mercedes Jeep £64.95 and Datsun Buggy £64.95.

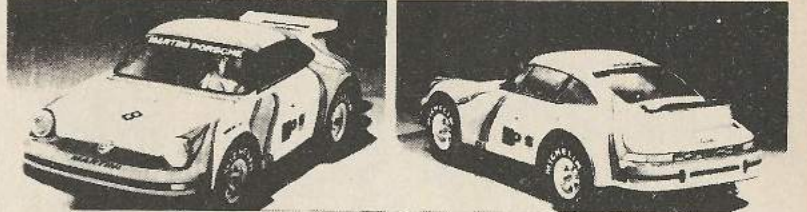


**KYOSHO ELECTRIC**

The 1/10 scale ELECTRIC BUGGY (above) has genuine sprung suspension and special tyres to run on rough ground, jump ramps, etc. — a tough, rugged 'fun' model. (Price £41.75). The other three models are to 1/12 scale (200mm wheelbase) supplied with alternative gear ratios. All models have built-in mechanical speed controller and are so complete they are ready to run as soon as radio's installed.

- PORSCHE RSR TURBO price £39.75
- LANCIA STRATOS price £39.75
- LAMBORGHINI COUNTACH £39.75

**RIC CAR SPECIALS**



**OFF-ROAD  
 1/C BUGGIES**

Special tyres and fully engineered suspension for optimum traction and steering control at all times. ALL METAL construction throughout (except tyres, body-shell, toothed drive belt) OF EXCEPTIONALLY HIGH QUALITY. Assembly is a simple bolt-together job. Model length 22" approx. — takes .19-.21 engines. Tune-up options also available.



(top) PORSCHE TURBO 1/C BUGGY £99.50  
 (above) TEXAS WILD BAJA £99.50



**EXCITINGLY DIFFERENT  
 KYOSHO 1/C CARS**

They are ALL NEW — and they're REALLY OUTSTANDING! Fast, exciting to drive, and DESIGNED for circuit racing! Equally enjoyable running for fun. You can get an idea of how they perform from the photos right. Yes, there's even a 10 engine GO KART in the range! Check out the Track Test of this exciting model in this issue.

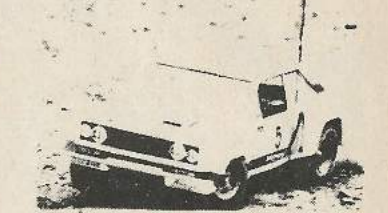
- DATSUM CIRCUIT £112.50
- PEANUTS RACER (09) £49.50
- DATSUM FAIRLADY (09) £49.50
- BAJA WEST CIRCUIT 10 £79.95
- FIAT 131 Circuit 10 £79.95
- R/C GO KART £59.95

Pic below shows Graupner Sidewinder F1 race car.



**GRAUPNER FORMULA ONE  
 OR SPORTS 1/C CARS**

Graupner design and engineering qualities are unrivalled! Their R/C cars have been thoroughly tested and optimized through a long period of testing, resulting in the SIDEWINDER (£99.95) and EXPERT (£122.50) — both for 20-25 engines. Pre-assembled components for quick and easy building. Maintenance-free rear axle gearbox. Aircooled disc brake. Steel centrifugal clutch, front and rear slicks, etc., etc. Special electronics box for shock-and-dust-proof mounting of Rx and servos. The MINIS come practically fully assembled with BUILT-IN R/C GLOW ENGINE, with silencer, gearbox, automatic clutch, drum brake, etc. — and patented WHEEL STARTING device. MINI COOPER £68.60 and FIAT SILHOUETTE X 1-9 £68.60.



Contest winners with FORMULA 1 style bodies and gear options — and now two new 1/12 scale 'minis' powered by 1cc engines.



**SEE THEM ALL AT YOUR MODEL SHOP**



Stand not completed when this pic taken. There will be windows at nearer end of stand for timekeepers. Note the high boards at the bends. American drivers sometimes "ride the boards."



## A PEEK AT THE WORLD CHAMPIONSHIP CIRCUIT AND LIKELY CONDITIONS AT INDIANAPOLIS

By  
**Roberta Moody**  
Who will be reporting the meeting for Radio Control Model Cars

**H**OW WOULD YOU LIKE AN ADVANCE PEEK at the track to be used for the 1981 World Championships?

As members of Chicago Radio Car Club, we travelled to Indianapolis the first weekend in May for the seventh annual Mini-Indy Oval race. The Indy 500 Car Club members had decided to have the new asphalt track surface and the construction of drivers stand, scorers station, frequency impound and meeting room ready for the May 1, 2, and 3 event so that the Mini-Indy could serve as a sort of practice run of the facilities.

The track surface is fairly smooth, though exposure to heat and moisture and settling of the ground under the weight of the new asphalt could cause a change in the surface before June 27. There is lots of traction — so much so that the speeding 1/8 scale cars flying through the turns in the Oval would sometimes tip up sideways on two wheels. In many cases, car would 'turn turtle' instead of slipping through the turns, as oval racers usually do.

Tyre wear was not out of the ordinary. Of course, open-wheeled cars on an oval race course sometimes get tyres nicked on barriers (or on other

cars). These nicks, combined with the high speeds of the spinning wheels, would cause the tyres to 'chunk off' during the race.

One eighth scale model cars on the tenth mile oval averaged 45 mph. Of course, they were going faster in the straight-aways. In the 200-lap Mains with about 3 or 4 pit stops, the faster drivers could average 9.6 to 9.8 seconds per lap. The best drivers could make the

tenth-mile loop in eight seconds on laps where there were not pit stops. The little tyres would get so hot that the glue holding the tyre to wheel would sometimes actually melt and cause the model car to 'throw a shoe'.

One car in the A Main was barreling down the front straight when radio contact was broken, and the car went like a rocket right *through* the barrier boards.



Oval racing is hard on the cars, and they seem to be going too fast. They were on the point of losing control, the barrier boards couldn't hold them, and the tyres wouldn't stay on the wheels.

Road racing will be slower, however, due to more turns in the race course. The track at Indy will be smaller and tighter than the one at Geneva. Perhaps this will put more emphasis on skill in the corners and less on the attainment of high speeds. And that, I believe, is as it should be, because radio-controlled model car racing is a game of skill.

The drivers stand is nice and high and affords a good view of the entire track. (One photo shows a driver's view of his pit men below.) There are two sets of stairs leading to the upper-level of the drivers stand. Perhaps one stairway will be for going up to the drivers stand and the other for coming down, though at Mini-Indy Oval time, they were not designated as such.

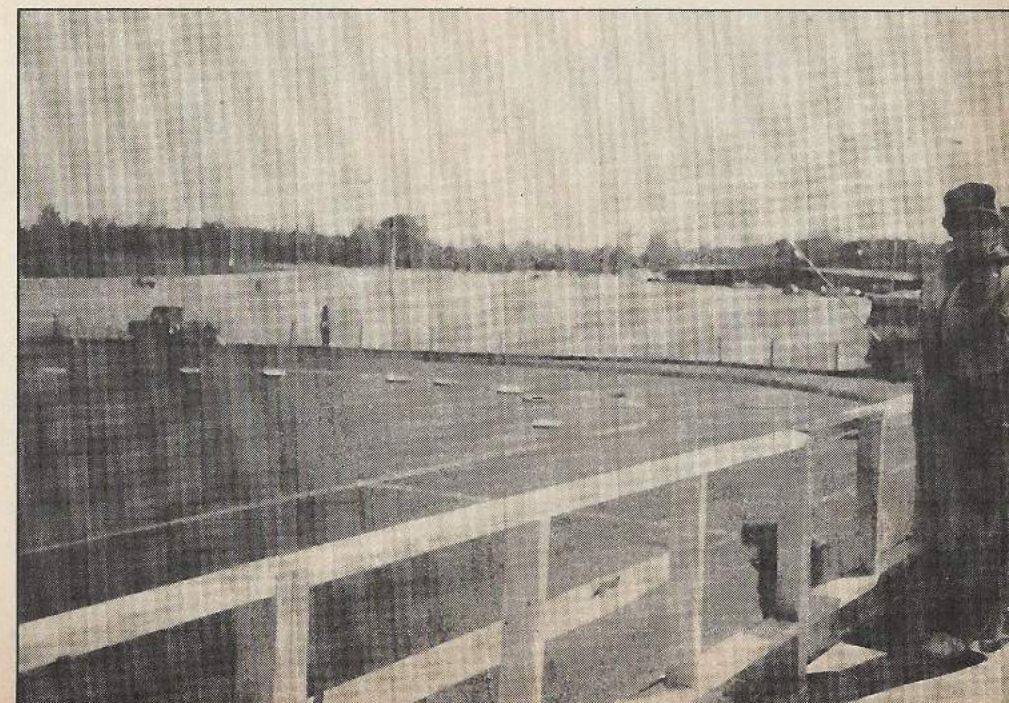
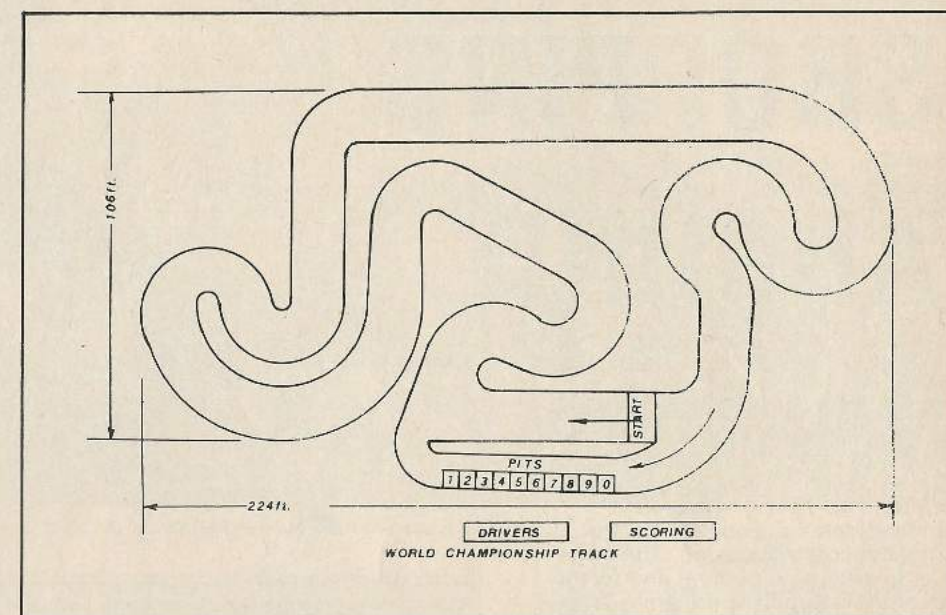
The Indy 500 Club plans to have the construction work finished on the drivers stand-scorers station building by June. Scorers will sit in air-conditioned comfort behind windows in a room below the drivers stand. There will be a conference room for race officials below the stand, too, and a frequency impound. Detergent oil cleaners for cleaning R/C car chassis and starter boxes to be used during a race will also be available to competitors.

A frequency board has been set up right in the wall of the scorers' station, so that drivers' cards can be seen from outside the scorers' room and be arranged by the race officials from inside the scorers' station.

The walls are constructed of flake-board or particle board unpainted as of the Mini-Indy, but that will be changed before the World Championship races.

The World Championship track is located in Castleton Square shopping centre on the northwest side of Indianapolis. The many expressways around the area will make it fairly easy for visitors to find their way around. Though anyone from out of town would be well advised to buy a map of the Indianapolis area before going exploring, as even native Hoosiers (as people from Indiana are called in the US) have been known to get lost in the circle in the centre of town.

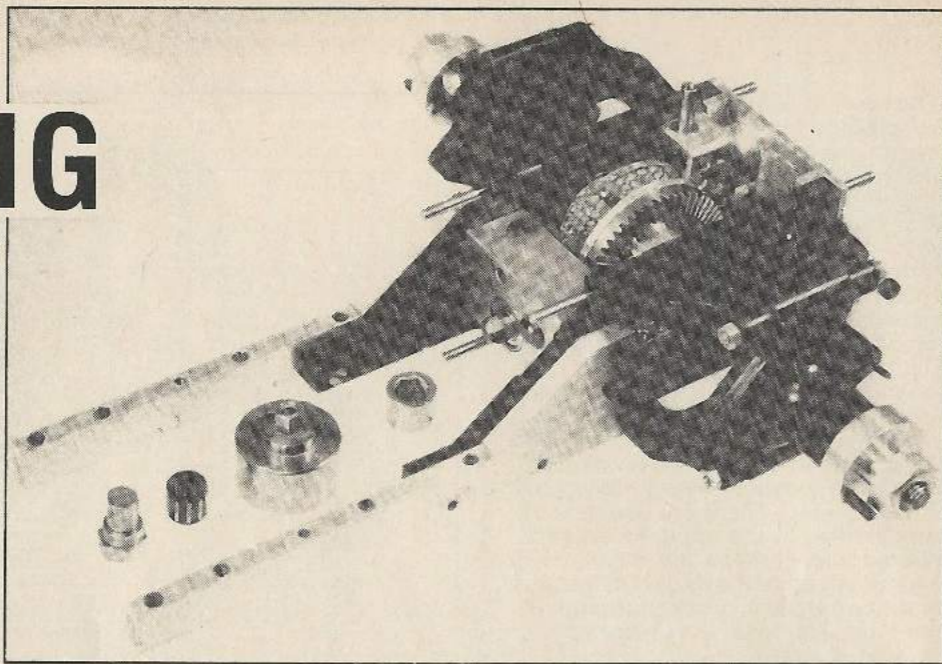
Europeans who have not experienced summer in Indianapolis should be forewarned that the heat and humidity can get very uncomfortable, and it frequently *does* rain in Indianapolis in the summertime just as sure as 'God make little green apples,' to quote a couple of lines from a popular song. Come prepared for heat and/or rain, but come prepared as well for friendly people who want you to have a good time and will do their best to see that you enjoy participating in the third running of the R/C model car World Championships.



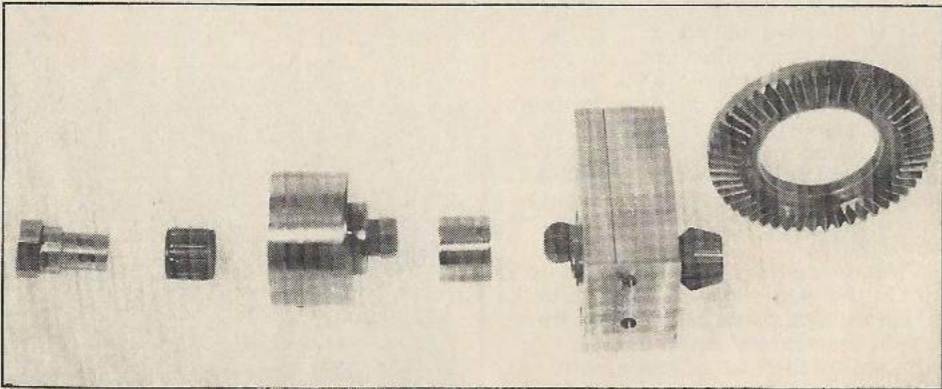


# SHOPPING AROUND

WITH SOME 1500 Rapiers now on the tracks of Europe (plus by now I believe even in Japan!) to act as a massive test bed a number of valuable modifications are available for the original successful design. The large bevel gear is now of steel and forms part of their SuperSpeed Drive Train which overcomes all the problems of uneven stress on clutch and wear on the gears. The new gear cannot be used with the original lay shaft and needs the whole train. Improved rear side pods with location guides are also available as are a host of standard accessory parts. The original tuned pipe as developed by AMPS before the Rapier appeared forms the design basis of the improved and slightly shorter tuned pipe for the latest Rapier pipe — a coned head being located inside the pipe barrel. Another add-on part is the anti-roll bar which is indeed a simple add on to the front suspension. Just a reminder too, that AMPS carry some thousand Parma bodyshells in both 1/8th and 1/12th scales plus Lexan paint



Rapier with replacement clutch parts and new steel bevel gear in place.

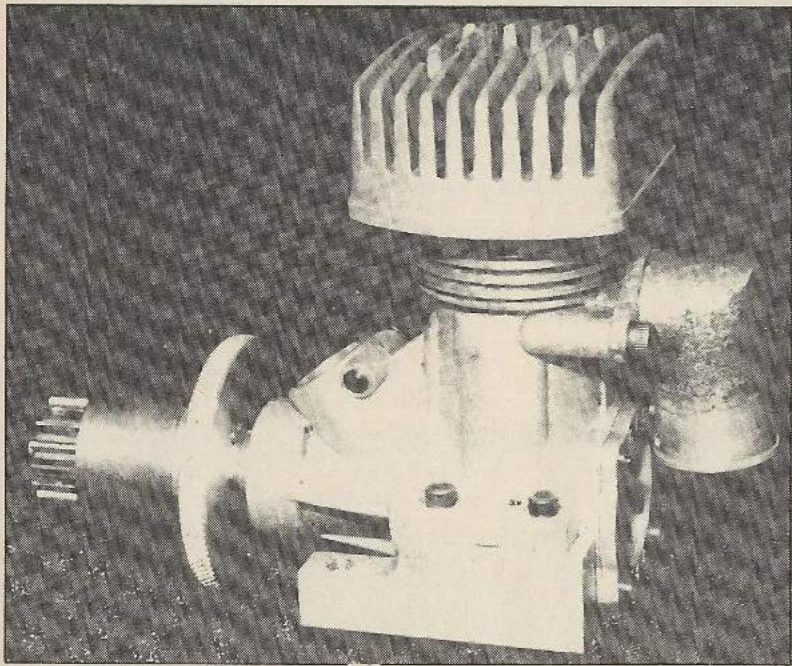


The complete set of parts comprising the Superspeed Drive Train

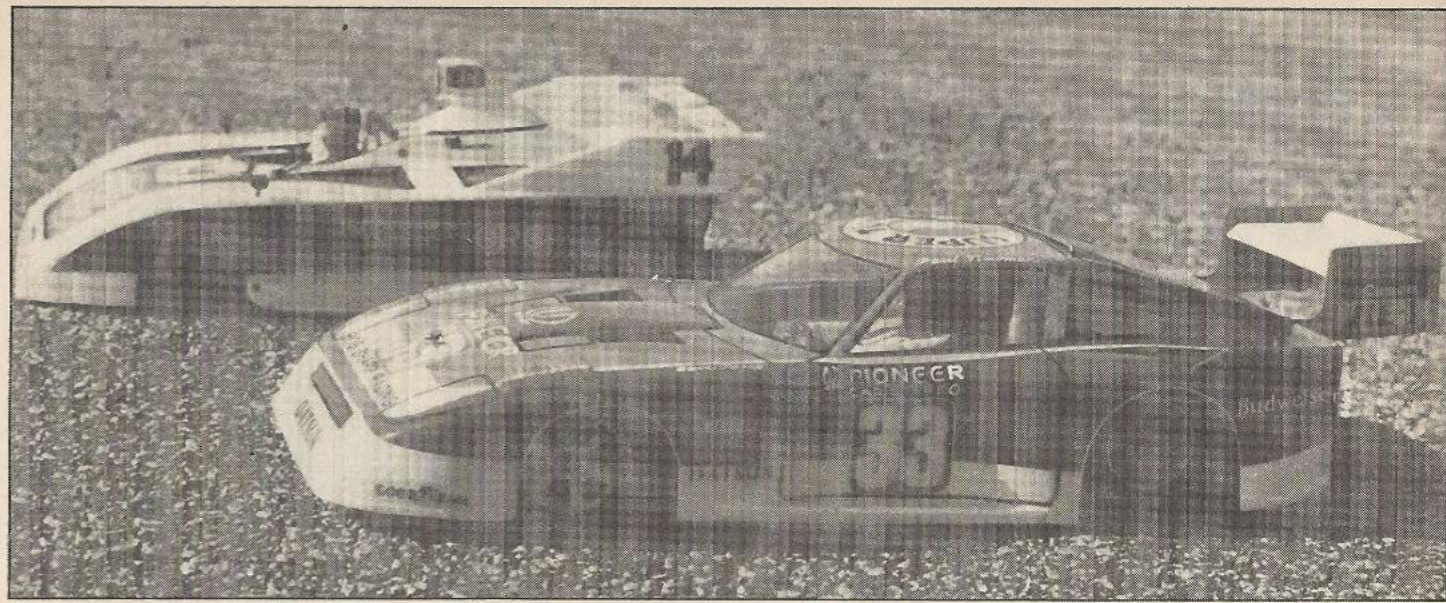
in fifteen colours to make them beautiful.

Now it must be told! OPS will shortly have a rear exhaust 3.5 car engine. This was on show at the Nuremberg Toy Fair but with many months to go before it was in production seemed unkind to mention. However, Walt Bailey showed me a pre-production example (it was Phil Booth's actually) and I photographed it in the back of my car very hush hush. So soon, if not in time for this season's racing, it will be available from the new OPS Distribution Ltd., and model shops nearly everywhere.

Bob Rule — the Bo of Bo-Link tells me they now have a wind tunnel to test the aerodynamic performance of each body made. I hope to have more details later and might even be able to offer drawings to make your own. Meanwhile I am picturing two very elegant examples of his latest a Datsun 280ZX and (not wellknown over here) C.A.C.I. Ever finer detail is being achieved in the better bodyshells. Bo-Link Challenger cars produced race ready with painted Tuffak bodies in both differential and non-differential versions, with either mid-engine



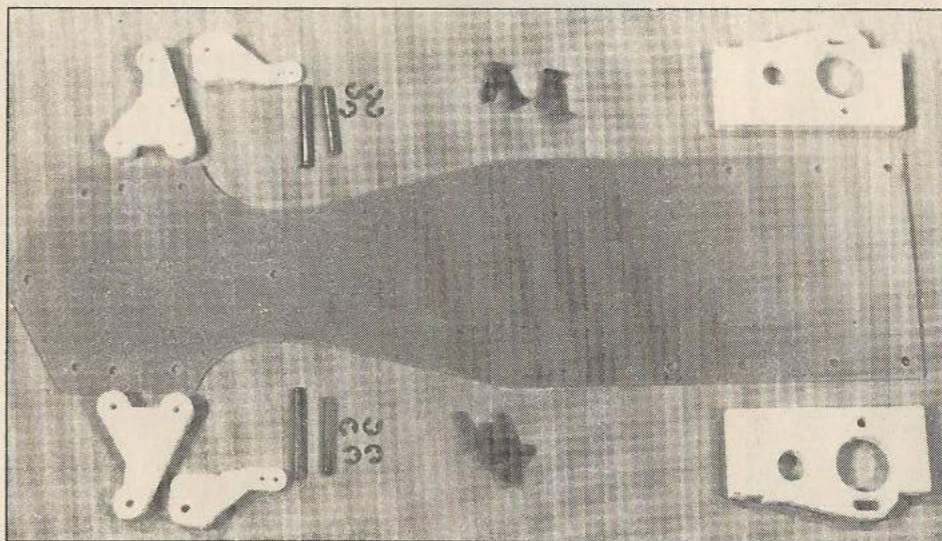
Prototype of the new rear exhaust OPS 3.5 c.c. car engine. Manifold is part of the outfit mounting blocks and clutch/bellhousing are part of Phil Booth's car.



Bo-Link bodyshells embracing Datsun 280ZX and C.A.C.I., doubtless refined with the aid of the company's new wind tunnel.



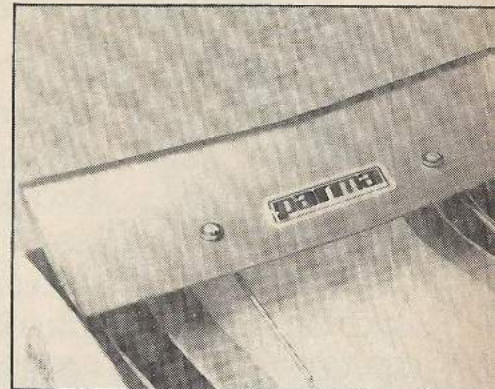
Bo-Link Challenger cars offered race ready in mid-engine or rear engine form (the European style?)



Bo-Link Challenger parts available separately



Parma 1/10th scale bodyshell for Jeep Honcho specially designed to fit Tamiya Rough Rider chassis in clear or painted form, plus body posts window masks and how-to-do-it.



New adjustable wing mount from Parma — just loosen screw and push or pull then tighten again.



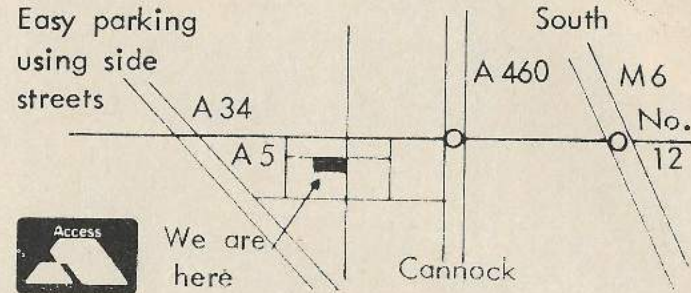
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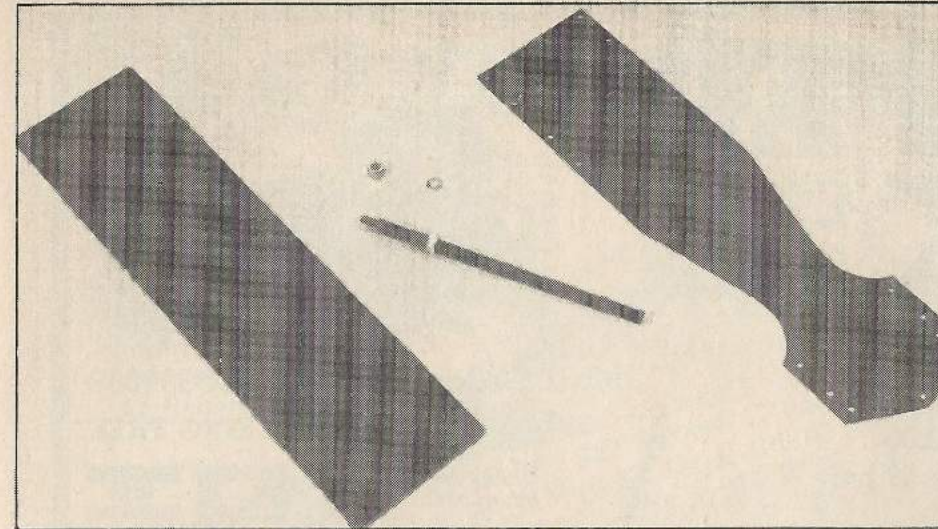
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The latest weight saving Bo-Link spares chassis and rear axle in fibre filled graphite.

location or rear-engine (which he will describe as 'European') are on offer. All Challenger parts are available separately also graphite chassis plates (half the weight of standard chassis) and fibre filled graphite rear axles (quarter the weight of a steel axle). Final Bo-Link newcomer is a range of water base Acrylic Paints in at present seven colours. This is in 2oz wide mouth bottles and can be painted on or sprayed. Has the additional advantage that brushes and equipment (not forgetting hands) can be cleaned with soap and water! Name for the range 'Mr Concourse'.

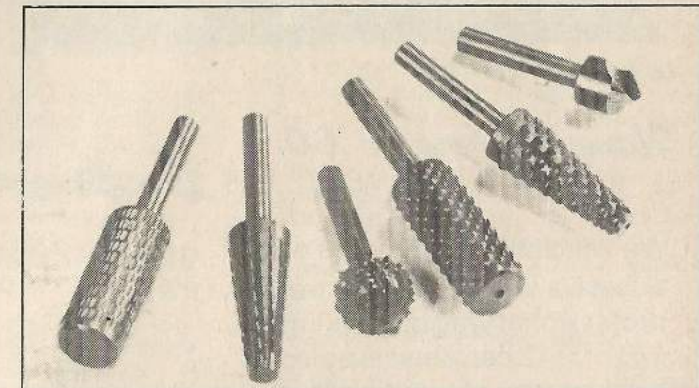
Parma, as ever, have some new items. I like their adjustable wing mount that can be moved backwards or forwards by loosening two screws. To interest Tamiya fans is a new Jeep Honcho body in 1/10th scale to fit the Tamiya Rough Rider Chassis, available clear or painted with window masks (a good thing this) body posts and special mounting instructions.

Few of us are tidy souls, storing our never-to-be-found-when-wanted small parts in any old tin, glass bottle, or what have you, so that Bankers Box range of small storage bins for the home workshop should be very attractive. Originally making storage systems for banks the company is now applying its skills to industry. Boxes are of fibreboard and folded flat but open up into container shape without need for clips or staples. Seven sizes from 2 x 4 x 12 ins up to 8 x 4 x 18 ins. Typical size (8 x 4 x 12 ins) retails around £3.75 for a pack of ten. Available by mail order from Bankers Box Record Storage Systems, Doncaster Road, Kirk Sandall, Doncaster, DN3 1HT, or you may be lucky with your local retailer.

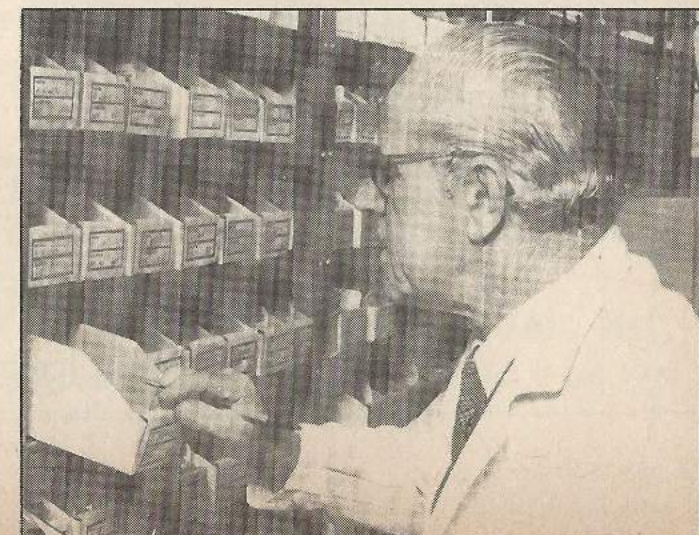
Wolfcraft are now offering a set of rotary rasps and countersinks with use with their powertools (or indeed any power tool). These comprise three rotary rasps, cylindrical, conical and ballended plus two rotary files, all with 1/2 in shanks. The set is completed by a 1/2 in diameter countersink, again with 1/2 in shank. These are suited to working on wood, plastic, rubber, fibre and 'soft' metals.



Hurrah for Bo-Link acrylic paint — colourful and water soluble for brushes, gear and hands!



Set of rasps plus countersink from Wolfcraft to be used rotary fashion in power drills.



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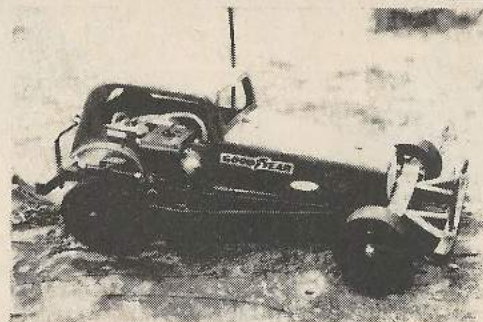
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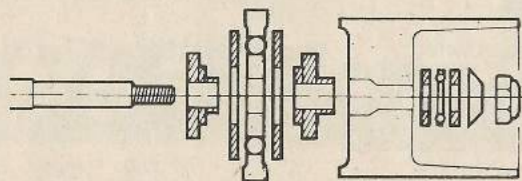
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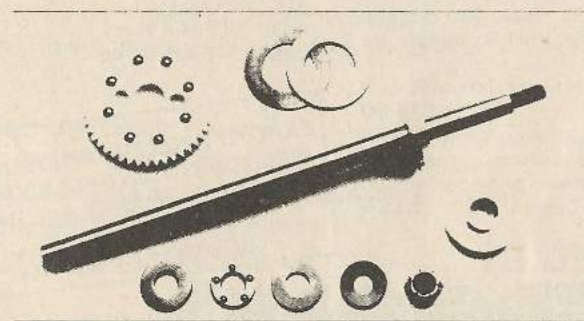


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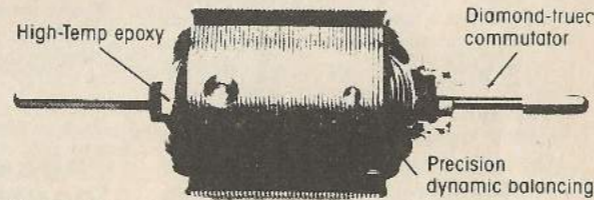
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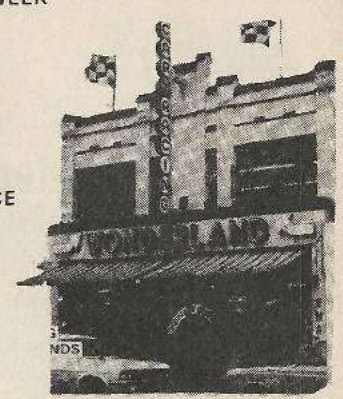
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