

RcM



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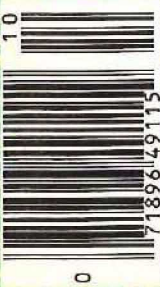
OCTOBER 1977

\$1.50



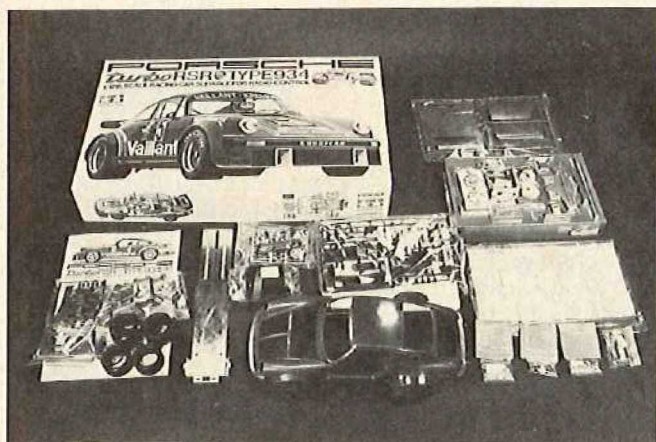
radio control MODELER

THE WORLD'S LEADING PUBLICATION FOR THE RADIO CONTROL ENTHUSIAST



RCM PRODUCT TEST

MRC TAMIYA PORSCHE



The MRC/Tamiya Porsche is a 1/12 Scale Turbo model. The data for this kit is as follows: Power: Electric motor powered by 4ea. "C" cells; Length: 14.5"; Weight: 2.6 lbs.; Materials: ABS plastic body; Duraluminum chassis; ABS plastic with semi-pneumatic tires for the wheels; and a gear assembly of stainless steel shafts, bronze bushings, and Derlin gears.

Special features include four possible gear ratios — 19.4, 15.5, 5.8, and 4.7:1; differential; two forward and two reverse speeds. Parts are organized in construction units and packaged in several plastic bags that are numbered and labeled with the parts they contain, in a blister pack, and two boxes. It also includes several sheets of plastic parts, the front and rear body sections, and a couple of sheets of adhesive-backed decals.

A glimpse at the completed car quickly suggests that this is not a two or three piece snap-together toy. You can't get here from there. It takes lots of pieces to end up with the scale, good performing R/C car like this one. And there are lots of pieces. We spent about 4 hours one evening assembling the chassis, motor, wheels, and gears. Then it took about another 5 hours the next day to build the body, install the radio, and add the decals. Sure, we work slow, but we enjoy the work. And this is enjoyable, not frustrating building.

This kit includes a detailed 16 page construction manual complete with a trouble shooting section. The construction part of the manual relies mainly on the use of exploded view diagrams of the several stages of construction. While it's easier to study a diagram than to read pages of a text, there were a few places in which we wished they had also used a couple more words. No real problems though.

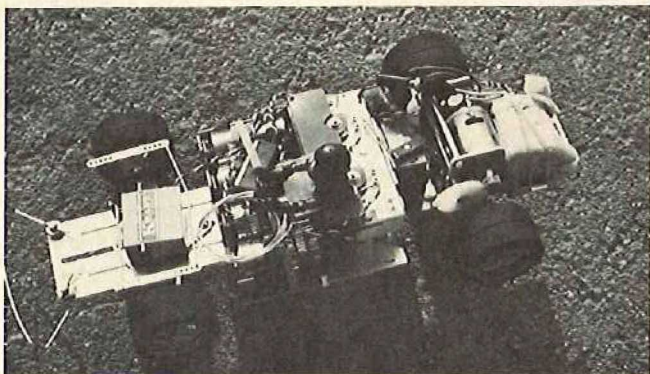
The two forward and reverse speeds are controlled simply through the use of a printed circuit board with rotary wipers.

IMPRESSIONS	E	G	A	F	P	IMPRESSIONS	E	G	A	F	P
Packaging	●					Pre-Shaped Parts			NA		
Plans			NA			Parts Match to Plans			NA		
Written Instructions	●					Overall Parts Fit	●				
Quality of Hardwood			NA			Ease of Assembly	●				
Quality of Fiberglass			NA			Fidelity to Scale	●				
Other Materials		●				Flight Performance			NA		
Accessories		●				Overall Appeal	●				
Die-Cutting			NA								

E=Excellent / G=Good / A=Average / F=Fair / P=Poor

SPECIFICATIONS

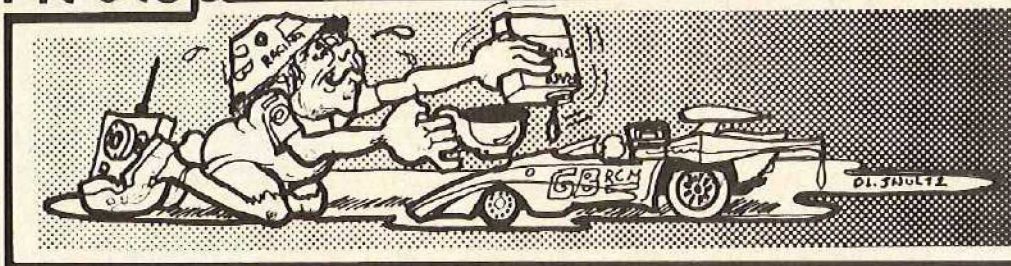
Name	MRC/Tamiya
Type	1/12 Scale Turbo (RSR Type 94 Porsche)
Manufactured By	MRC 2500 Woodbridge Avenue Edison, New Jersey 08817
Mfg. Suggested Retail Price	\$54.98
Available From	Retail Outlets
DATA:	
Power	Electric motor powered by 4ea "C" cells
Length	14.5 Inches
Weight	2.6 Pounds
MATERIALS:	
Body:	ABS Plastic
Chassis:	Duraluminum
Wheels:	ABS Plastic with semi-pneumatic tires
Gear Assembly	Stainless steel shafts, bronze bushings, Derlin gears



This unit comes fully assembled and wired. When installed, movement in one direction connects two batteries to the motor for slow speed. Further movement of the wiper in the same direction adds the other two batteries in the circuit. When the switch is rotated in the opposite direction, the same thing happens, but with reversed polarity. A simple, trouble-free set-up.

The only difficulty encountered with this unit was that, even with the longest arm on our throttle servo, we could get only enough throw to get one speed in reverse. While we could have added an extended arm, however, we are quite satisfied with using only the slower speed for reverse.

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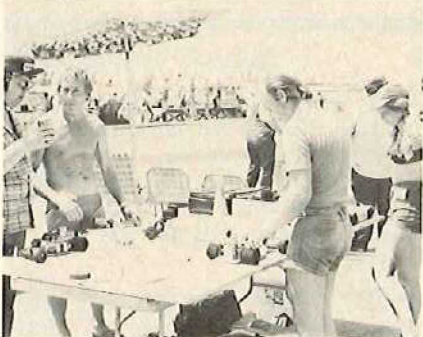
Butch Kroells, the 1st World R/C Car Champion with 6', 2" trophy presented by OCCRAC Club.



70 of the 117 entries in the World R/C Car Championship race at Thorp Raceway, Pomona, Calif., July 2, 3 & 4, 1977.



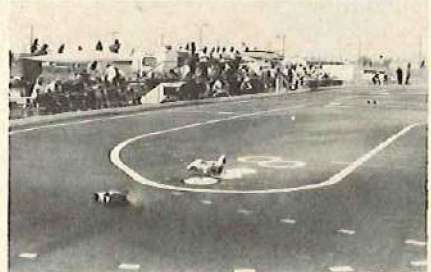
Franco Sabattini, twice European Champion, with Bill Jianas, USA Champion.



Among the fastest foreign entries, as a team, were the English with their new P.B. cars. Phil Booth - winner of the "B" Main, Ted Longshaw - President of EFRA, Dave Preston and daughter Debbie Preston, who certainly must be the best woman driver in the world.



That "T" shirt is a little misleading. The man wearing it is Michal Wickens from England who had nothing but problems and received the Foreign Hard Luck Trophy. With him is Phil Greeno, also from England, who had the fastest motors from the foreign entries.



Thorp's track has super traction, very smooth and everyone said they were going around corners faster than ever before. The large round "Plow Discs" in corners discourage corner cutting, without hurling cars.



Mike Reedy, with the help of Bill Watson and Antonio Delazoppa, and Bob Stevens timing equipment, ran a very smooth race with no major difficulties.

It had to happen. It was just a matter of time. But most people didn't really believe we were ready for such a huge event as this was, at this time. It all actually started 2 years ago, when Ted Longshaw, from England, told me he thought he could get at least a dozen drivers to come to a World R/C Car Championship Race in the U.S., if we could stage such an event. I told him I thought we could and immediately received the cooperation of the Orange County Club in Southern California to stage this event. But the Orange County track was not good enough for a Championship Event such as this. After checking several other locations, John Thorp offered his track in Pomona, California, to hold the race. This is really a fabulous track with super traction and very smooth. Plans went ahead and entries started pouring in. We had 45 Foreign entries and 67 U.S. entries! The U.S. entries were limited to Expert and top Amateur Class drivers only. We wanted to hold the entries down so there would be enough practice time for everyone.

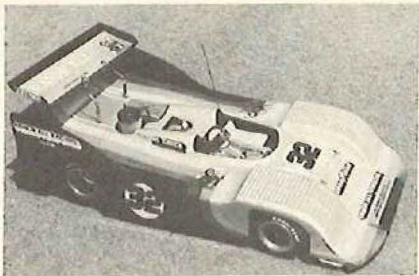
The race was scheduled for July 2, 3, and 4. About June 10, the first foreign drivers arrived. Bob Reid and Johan Pretorius came all the way from South Africa. They said they wanted to be ready. Eight days before the race, on a Friday, myself and a few of our team members went to the track and the 9 member Ita-

lian Team had arrived. By Sunday, most of the drivers had arrived for a full weeks practice. All of the U.S. drivers were wondering, "How fast are the Europeans?" and they in turn were wondering, "How fast are the Americans?" It was hard to compare performances ahead of time, because the European entries had to run a quieter muffler, but they were also allowed to run smaller

tires and larger fuel tanks and wings. My first impressions of the Italian team, was that their cars were too flexible. They seemed to have a lot of bounce. I asked Ted Longshaw about this, and he said "Don't worry, by race



Timing stand is on the R.H. side with one lap counter for each car. Each individual lap time was recorded. Many comments were made to the effect, "I wish we had a track like this back home."



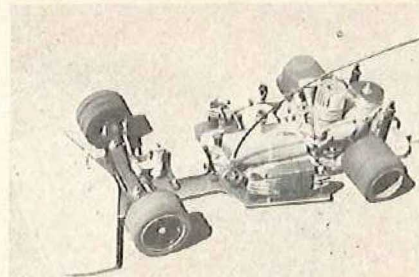
Al Chuck's beautiful Concours winning Porsche 30 KL Sports Car.



Roger Curtis, from Southern Calif., won the "C" Main by 10 laps.



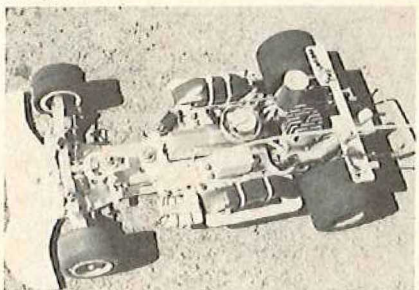
Phil Booth, from England, won the "B" Main.



Phil Booth's P.B. car. Notice the rear tires are smaller than the fronts. Large round unit behind K & B 3.5 is a very quiet muffler.



The first World R/C Car Champion - Butch Kroells.



Butch's Associated RC 100 car uses K & B 3.5 power with Futaba radio. The K & B 3.5 was used by virtually everyone except the Italian team, who used the Super Tigre. Futaba was also the most popular radio.



National Champion, Bill Jianas, was Top Qualifier and placed 2nd in the "A" Main.



Gene Hustling hangs in there to take 3rd in the "A" Main.



Team Italy (not in order), Masse Mares, Alberto Cantoni, Sergio Agostino, Walter Collina, Franco Sabattini, Umberto Bis, Guerrino Stanzini & Leonardo Garofali (Mr. Super Tigre - not shown).



Team England - Doug Blair, Dave Preston, girl (sorry), Ted Longshaw, Keith Plested, Phil Greeno, Phil Booth, and Debbie Preston.



Team Switzerland - Antonio Delazoppa, Stig Anderson, Udo Franke, Jean-Pierre Weber.

day they'll have them working. It's always this way." The Italian Team with the S.G. car was European Champion in 1974-75 with Franco Sabattini driving, and also in 1976, with Ronnie Ton driving. They were both here and they are both gifted Champion drivers.

The team that really made me think we were in a lot of trouble was the En-

glish Team with their new P.B. International car. They seemed to be about ready to race as soon as they arrived. They have excellent drivers, the cars handle very good, and on top of this, they're running 50% nitro, so their cars were exceptionally fast on the straightaway, easily as fast as anyone else's car on the straightaway.

On Monday, Rich Lee, with his Associated RC100 car, was turning laps consistently one second faster than anyone else there.

On Tuesday, Ted Longshaw, Phil Booth and Dave Preston were at the Associated factory gluing tires "The same as Rich Lee's" on their wheels.

On Wednesday, Ken Campbell and



Team Sweden (not in order), Roy Persson, Kjell Krusberg, Rune Sahlberg, Bo Japlin, Hans Crispin.



Team France - Jean Pierre Lemaitre and Patrick Rigot.



Team Japan - Yoshi Yokobori, Shoichi Mochizuki and Yuji Taki.



Team So. Africa - Johan Pretorius and Bob Reid.

Arturo Carbonell were at the Associated factory gluing tires "The same as Rich Lee's" on their front wheels. The Associated rubber seemed to work equally well on everyone else's car who tried them. Although Thorp had a good supply of these tires, they were gone by Friday. I think that just about everything else that Thorp had in his store was also just about sold out by the end of the week.

With a whole weeks practice time, the racers had plenty of time to practice and still had a lot of time to get to know each other. I want to say that it was a great honor and thrill for me to meet and talk to Franco Sabattini and Ronnie Ton -

"A" MAIN					
Place	Name	Laps	Qual. Time	Country	Car
1	Butch Kroells	120	576.1	USA-CA.	Associated
2	Bill Jianas	118	542.6	USA-CA.	Associated
3	Gene Husting	117	569.0	USA-CA.	Associated
4	Mike Rowland	117	575.5	USA-CA.	Associated
5	Rich Lee	116	561.8	USA-CA.	Associated
6	Matt Azzara	116	561.8	USA-CA.	Associated
7	Chuck Phelps	112	556.9	USA-AZ.	Associated
8	Jeff Rold	112	569.7	USA-CA.	Magnum
9	Gary Buriani	41	580.0	USA-CA.	Associated
10	Arturo Carbonell	34	571.8	USA-FL.	Delta

"B" MAIN					
1	Phil Booth	110	596.6	England	PB
2	Gary Grossenbacher	109	598.0	USA-AZ.	Associated
3	Debbie Preston	106	590.9	England	PB
4	Bill Campbell	103	589.4	USA-MO.	Delta
5	Dave Dawson	101	592.8	USA-IN.	Delta
6	Reiner Dosch	92	592.0	Germany	PB
7	Bill Coalson	90	592.0	USA-MO.	Delta
8	Franco Sabattini	60	601.0	Italy	SG
9	Rick Davis	55	590.5	USA-MI.	Scratch-built
10	John Thorp	40	593.0	USA-CA.	Thorp

"C" MAIN					
1	Roger Curtis	100	605.5	USA-CA.	Associated
2	Bob Titterington	89	606.9	USA-CA.	Titan
3	Ted Longshaw	87	605.2	England	PB
4	Mike Queller	85	601.3	USA-TX.	Delta
5	Bob Welch	80	603.7	USA-WA.	MRP
6	Johan Pretorius	73	603.5	South Africa	Associated
7	Chuck Hallum	51	604.6	USA-CA.	HRE
8	Jay Kimbrough	41	603.5	USA-CA.	Associated
9	Don Stewart	8	602.2	USA-CA.	J-Car
10	Gary Kyes	DNS	601.1	USA-CA.	MRP

Top Qualifier Trophy	Bill Jianas
Concourse Trophy	Al Chuck
Hard Luck, Foreign	Mike Wickens
Hard Luck, USA	Neil Tilbor

A BIG THANKS to our trophy sponsors: OTCAR, Dick McCoy, Associated, Delta Mfg., Racing Circuits, HRE, Ted Longshaw, Parma, RPM, JA-LEA, Delta Systems, Bill Watson, G.B. Models, and "J"-Car.

European Champions, Phil Booth and Dave Preston - English Champions, Karlheinz Will, Reiner Dosch and Uwe Schilbach - German Champions, Udo Franke - Swiss Champion, Patrick Rigot - French Champion, Bob Reid - South African Champion, Yuji Taki and Shoichi Mochizuki - Japan Champions. I thoroughly enjoyed talking to all the drivers most of whom could speak English. The one exception was the Italian Team - only one of them spoke English and it seemed as though they didn't really care whether or not anyone talked to them, and they sure didn't go out of their way to talk to anyone else. They just continually worked on their cars from 10 o'clock in the morning till night, every day. They definitely were the hardest working group at the race. On Thursday night, a group of Americans took the 9 member Italian Team and the three German drivers to Shakey's Pizza Par-

lour and gave them all the pizza, fried chicken, wine and beer they could eat and drink. The Italian Team ended up on stage singing their National Anthem a couple of times. From there, they took them to a Malibu Grand Prix track, which has "U" Drive Formula I type cars in 3/4 scale. You get in the cars and drive around a road course which takes about one minute. The cars handle so fantastically well that you have the feeling of a true Formula I car, only at a safer speed. Each of your laps is electronically timed. It is so much fun driving one of these cars that you just don't want to get out. And that's exactly what happened. They got in the cars and didn't get out till closing time! The next day at Thorp's they were friends with everyone! The Americans were okay. It was a truly great feeling!

On Thursday, Thorp put the "Plow Disc" corner markers on the track, which

discourages corner cutting. Bill Jianas and Chuck Phelps, with their Associated cars, were turning in the fastest practice laps.

Friday, Bill and Chuck were still the quickest in practice. Everyone else was also going quicker, notably Matt Azzara and Mike Rowland, both of whom were smoothly flying around the track. Mike is probably one of the most unselfish racers there is. He has helped everyone with their cars and it was good to see him running so well. Jeff Rold and Arturo Carbonell were also looking very good — as usual. The foreign drivers were now starting to look much better and some that I thought would easily make one of the 3 "A", "B" or "C" 10 car Main Events were Franco Sabattini, with his Super Tigre powered S.G. car; Phil Booth, Dave Preston and Ted Longshaw driving P.B. cars; Phil Greeno's P.B. car who had the most horsepower of any Foreign car with K & B motor and super quiet muffler. The English cars were so quiet you actually had to be quiet and listen to hear them run. And would you believe there was a girl driver on the English team that looked as great as any man driver? Dave Preston's daughter, Debbie, is one fantastic driver. She's very calm, very smooth, and very fast. Bob Reid and Johan Pretorius from South Africa were as fast as any foreign entries with their Associated cars. Karlheinz Will — Associated and Reiner Dosch — P.B. from Germany, were running good lap times. Ronnie Ton from Holland with his S.G. was running very fast laps.

The race schedule consisted of every racer receiving one 5 minute practice session on Saturday July 2 and one 30 lap qualifying race. The same schedule on Sunday with the single best qualifying race counting. On Monday there was practice in the morning and then the 3 main events. The 120 lap "A" Main for the 10 fastest cars, the 110 lap "B" Main for the next 10 fastest cars, and the 100 "C" Main for the next 10 cars.

On Saturday everyone was given a beautiful program which was prepared by Dean Brown and Chuck Hallum and was printed by Model Builder Magazine. Bob Steven's super accurate timing equipment was set up. Bob had volunteered to call the race but a serious illness with a close friend prevented him from being there, so Mike Reedy and Bill Watson joined forces and did a tremendous job in running the race. In spite of a language barrier, from 10 participation countries, the whole event went off very smoothly, especially with the help of Antonio Delazoppa from Switzerland, who did all the translating for us.

The super fast turn marshals from the Ventura Club were ready; Dave Shuck and the efficient lap counters were ready; and the Official Recorder, Cal Roe, and Joe Tentschert the Starter, were all ready to go.

The qualifying heats were set up using practice times from Thursday and Friday. The heats consisted of 6 cars each, basically with 3 USA drivers and 3 Foreign drivers in each heat. The fastest cars ran in the last heats, with a few variances due to frequency conflicts.

Everyone naturally wanted to make the "A" Main. A lot of drivers were pressing too hard costing them lost time. When we started getting down to the last heats, the times started dropping — as expected. The 30 lap times were counted in total seconds, and a couple were under 600 seconds until Rich Lee came along and turned a super fast 561.8! Rich had done a lot of experimenting during the week, and he finally went back to his early week set-up and was flying. Jeff Rold, with his Mike Reedy scratch-built car, turned 569.7, and Arturo Carbonell had 571.8.

In the next heat, Matt Azzara turned an effortless 561.8, I got through with 569.0 and Mike Rowland followed with 575.5. The last heat of the day, was the one everyone was waiting for. Everytime Bill Jianas got on the track, during practice, all the stopwatches came out. Now it was to be an official time. The heat started, but within a couple laps, Jianas was out with an engine that refused to idle! The fans weren't disappointed though, as Chuck Phelps turned in a record breaking 556.9.

Sunday's qualifying was a do-or-die effort for a lot of racers, including Bill Jianas. Bill was now running a motor built by Bill Newlin. He was placed in a slow heat, because of his no time from the day before. But this was meant to be Bill's day. Everyone was crowded around the track to witness a truly magnificent masterpiece of driving skill. Do to the slower cars in his heat, Bill had to continually pass cars, while trying to get a fast time. Everyone was totally amazed at his driving skill and at their stopwatches which read a record breaking performance of 542.6!! I think Chuck Hallum expresses perfectly what **Top Qualifier** means when he wrote in the program "Often the top qualifier does not go on to win the main race due to racing luck, but technically, the Top Qualifier has the fastest and best prepared car. The Top Qualifier trophy, sponsored by HRE, is to recognize the dedication, preparation and outstanding ability of the fastest driver in the world." Well said, Chuck.

Butch Kroells' qualifying heat was not exceptionally fast, but very important. Butch likes to try to drive with lock up brakes and total oversteer. An almost impossible combination. For the first 15 laps he was holding his own in his heat, but not going fast enough to make the "A" Main, then fuel was spilled on his brakes in the pit stop, which took away some of his brakes, and smoothed out his driving, allowing him to turn some fast consistent laps which gave him a

time of 576.1. Gary Buriani turned a 580.0 to qualify.

The last qualifying heat, which had all the fast drivers in, turned out to be terrible. Half of them were trying too hard, banging into other cars, slowing down the times, so no one went faster than the day before. But they learned a lesson from it.

On Monday, July 4th, we were ready for the Mains. The 100 Lap "C" Main was up first. Roger Curtis got off in the lead and started to open it up. Jay Kimbrough got off to a bad start, but started passing cars, and by the 10th lap he was right behind Roger, but then he had a long pit stop. Bob Titterington took over second. Johan Pretorius was passing a lot of cars moving up, but then he lost a lot of time in the pits. Roger Curtis led the race from beginning to end with Bob Titterington, 11 laps back, finishing second, Ted Longshaw, running great for third, Mike Queller fourth and Bob Welch fifth. It was obvious that Roger should have been in a faster Main.

The 110 lap "B" Main was next. Gary Grossenbacher led the first part of the race, but he was being hard pressed by Rick Davis, who was really running great. A crash between Rick and Jon Thorp took both cars out. Gary continued to lead in a very close race. At 100 laps he was still ahead, but ran out of fuel, which dropped him to second and gave Phil Booth the lead. Phil went on to win, with Gary Grossenbacher second, Debbie Preston third, Bill Campbell fourth and Dave Dawson fifth.

The "A" Main was up next. This is the one everybody had been waiting for. The one which would decide the World Champion. The cars were flagged off to a perfect start with Butch Kroells taking the lead. I was right behind Butch and then there was a group of cars behind me. Butch started opening up his lead as I too started to put some distance on the other cars. About the 10th lap a red, white and blue car was coming up on me. It was Bill Jianas who passed me and took over second. About the 20th lap Bill caught Butch and took over the lead, but 2 laps later on his pit stop, the engine died and he lost 2 laps. Butch again had the lead and was stretching it out. Butch had realized after his qualifying heat yesterday, that the car was a lot easier to drive and go faster if he didn't use lock-up brakes. His car was perfect and he was doing a perfect driving job, not taking any unnecessary chances, just plain going fast and looking good.

I was still holding down second, but here came this red, white and blue car again. Bill passed me, and in what seemed like only 20 laps, he passed me again to take over 2nd. But then his engine died again in the pits costing him another 2 laps.

After about 60 laps, Butch had a one

DAY IN JAPAN

from page 95

fun, games and the type of friendship that seems hard to come-by these days. Planning for the 3rd Mother's Day Contest has already been started!! □

PIT STOP

from page 93/90

lap lead. I was still in second, but Mike Rowland, Matt Azzara and Rich Lee were right behind with all of us on the same lap. You just couldn't afford to make a mistake with the competition that close. Here came that red, white and blue car to pass me again. With 110 laps down and only 10 to go, Butch now had a 2 lap lead. Jianas passed me to take over 2nd place. On the last lap, with only 3 corners to go, Mike Rowland passed me, but I repassed him in the next corner as Butch Kroells took the checkered flag with Bill Jianas 2 laps down in second, myself 3rd, Mike Rowland 4th and Rich Lee 5th.

Hail the first World Champion - Butch Kroells!

At the awards banquet that night, which was attended by 177 racers and wives, Chuck Hallum presented the 6 foot 2 inch tall trophy to Butch and Butch was given a standing ovation by everyone. He certainly deserved it.

I know everyone had enjoyed themselves with all the racing, but I think the greatest feeling that was in the hearts of everyone, was that we had thoroughly enjoyed each others company and that we had made a whole world of new friends, who we would certainly be looking forward to meeting again in 2 years at the next World R/C Car Championship in Europe. □

POWER BOATING

from page 87/86

time it will be necessary to correct it.

A word of warning: *don't* go off for a can of beer, or a chat with the other guys, leaving the power pack on charge. Chances are, you will forget it — but if you do, don't worry, the explosion will remind you! Having actually had this happen to me, I got chicken and incorporated a timing device in the charger. This is a clockwork timer with an electrical switch built into it. When everything is connected up, no current flows until the timer is set. Then, even if I go away and

forget it, it will switch itself off at the right time. My timer runs for 20 minutes, which is about as much as you will ever need.

If you have got a very powerful electric motor in your boat, you will notice at the end of a fast run that the power pack is pretty warm. It is not advisable to charge at above 6 amps until it has cooled down. If you really must fast-charge, here's a tip: take the power pack out of the boat, put it in a very thin plastic bag, and dunk it in the lake for a minute or so. Those cells will cool down real fast. Incidentally, it is interesting to note that after a fast charge, the end voltage of the pack will be higher than if slow charging is used, but the cells will be quite warm, and it is not advisable to use them in this condition. So, repeat the same trick with the plastic bag, and you'll get an additional bonus because the end voltage will stay higher. This is mainly of interest to those people who make record attempts.

And there you are fellows, you know as much about charging nicads as I do, now. Incidentally, credit must be given for a lot of this research, to Dave Wooley and Rod Burman, who publish it in an English magazine. I will only add that I have checked all their findings, and can bear them out.

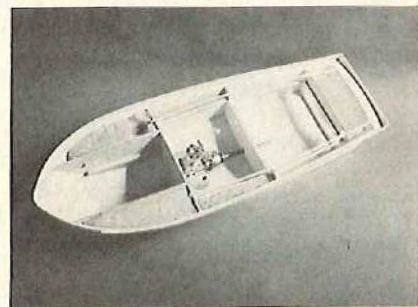
One of the results of all this playing around with electric is that I am getting rather hooked on the subject, and have got to the point where I intend to build a really lightweight hull, and see just what sort of speed I can get out of it in a straight line. To make the hull really strong, as well as light, I am going to use carbon fibers. I have seen a glider fuselage reinforced with these, and the strength of the thing was just out of this world. Of course, I'm not looking for strength, so much as rigidity, but the two go together. When I have had a go at it, maybe I'll tell you how it went.

★

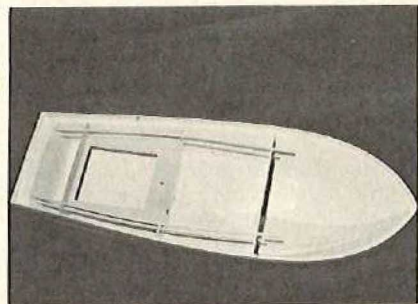
In the meantime, let's change the subject and talk about something quite different. Have you noticed how fast not only hulls, but also the material they are made of, is changing these days? There are of course still a lot of wooden hulls around, but glass-fibre is becoming more and more popular. The reason for this, in my mind, is that people now have more cash available to spend on a pastime such as boating, but they want to get right out there and start driving, rather than waste time having to build the hull themselves and, of course, a glass-fibre hull does mean a lot of construction time saved.

Anyway, what started this train of thought was the fact that I have just started building a Graupner Taifun, which is a ski-boat kit; the hull of which is made of ABS plastic. This sounds okay until we get to the engine, which is up to 5cc. I have always understood that it is not a good idea to put an I/C engine in an

ABS hull, because the vibrations make the plastic become very brittle over a period of time, and eventually, it will break up. In fact, I have actually seen boats where this has happened. Now, here is the biggest producer in Europe, and certainly one of the biggest in the world, advocating the use of a glow motor in an ABS hull. Graupner is certainly not known for making stupid mistakes, and I can't see them risking their very high reputation without having tried the thing out first, so I guess that it will probably be alright.



The 'Taifun' with engine and stern-tube fixed in place. Notice expanded foam, used to prevent sinking (I'm an optimist!).



The Graupner 'Taifun' hull in ABS, with some of the reinforcing parts built in.

The reason for my building this model is that my own ski boat, which I built while I was in the Army in Berlin, 'round about 1966, has just fallen to pieces. It was made of plywood, well fuel-proofed, but over the years the oil crept into the wood, until it was only luck and a lot of heavy praying that kept it together. I need to replace it because I have nothing else suitable for towing my skiers, which I use quite a lot, and I thought that the Taifun would make a good replacement, especially since it looks like a real ski boat.

But now I have a problem — every single glue, with the exception of one, that I have tried on the ABS, has refused to stick properly. And you can believe me when I say that I have tried just about everything. It may be that this is a new type of ABS — in fact it is quite probable — but the fact remains that only one glue will even look at it. Guess what? The good, old-fashioned balsa cement! The reason is most probably that balsa ce-

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NEW!

SUPER Silicone Fuel Line



- Fuel Proof
- Won't Get Hard
- Resists Kinks
- Stays on Fittings

Designed with the high demands of competition flyers in mind.

This is a quality fuel line especially designed to resist kinks and hold tight on fittings.

(Available in Small, Medium and Large)

USED BY THE CHAMPIONS:

Dave Brown • Phil Kraft • Steve Helms

NEW!

Prather Custom Motor Mounts



- Machined from aluminum bar stock
- Pre-drilled and tapped
- Light weight

Clarence Lee Says, "one of the highest strength to weight ratios of any motor mount."

\$16⁹⁵

Available for: K&B-40, ST-X-40, Veco 60, O.S. 60, Tigre 60, Kraft 60, Webra 60.

(Also available undrilled)

Fits engines with pumps.

NEW!

Shrink Down Tubing



- Holds wires on push rod ends
- Reinforces plug wire ends

Small: **98¢** for plug wire ends

Large: **\$1²⁹** for 1/4" to 3/8" push rods

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MRC/TAMIYA

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We built the entire kit with a cyanoacrylate adhesive except for those places where a hot screwdriver is used! We didn't plan to paint the model because it is just about the same color as a Porsche we used to have. To overcome the plastic mold look and get rid of the adhesive finger prints and drips, we rubbed out the body with a finish grade of rubbing compound. To add a little gleam, we wiped the job down with Armour All. Looks great. If you would want to paint the car, we'd recommend changing the construction sequence somewhat so you'll get the entire body assembled but without the windows, door handles, lights, and so on in place. Once they're glued down you can't unglue them. And they'd be impossible to mask.

While there seems to be some slop in the steering linkage — enough to make more experienced R/C people break out in a cold sweat, the slop is not apparent at all in the handling of the car — so why worry? I guess I just like to worry about those kinds of things.

In operation we've used the car mainly on the street in front of our house, complete with a chalk drawn track. (Damn kids in the neighborhood who beat my time!) We've also chased the cats around the house and the secretaries at the office. As a side benefit we found that with a flat piece of corrugated cardboard taped to the roof, it is a quick way to get a cup of coffee. Don't make any sharp turns at the high speed though unless you're using double stick tape under the coffee cup. The car does turn sharp and tracks very well.

Because the handling of the car is so positive, it probably won't take long before you wish you could speed it up a bit. It only takes a minute to change the pinion gear to change the gear ratio. Even at the highest speed, the design of the car and materials used are such that it's hard to see how even a head-on run into the curb could cause much damage — though we couldn't bring ourselves to check out our car that way. It looks so great and runs so well that we couldn't deliberately try anything that might even scratch it!

The MRC/Tamiya 1/12 scale Porsche is not only something to admire sitting on your desk or mantle, it's a great fun toy. We also imagine that it could also serve as a trainer for folks new to R/C not only to familiarize themselves with radio installation and operation, but also to help learn those right and lefts coming and going. "Drivers, man (person) your transmitters" □